



FINAL ENVIRONMENTAL IMPACT STATEMENT AND FINAL SECTION 4(f) EVALUATION

APPENDIX 28

Comments and Responses

28-1: Final Record of Comments



FINAL ENVIRONMENTAL IMPACT STATEMENT AND FINAL SECTION 4(f) EVALUATION

APPENDIX 28-1

Final Record of Comments

Elected Officials or Their Representatives

Federal

From: McCue, Zach (Booker) [mailto:Zach_McCue@booker.senate.gov]

Sent: Wednesday, August 16, 2017 2:15 PM

To: McCue, Zach (Booker)

Subject: Senator Booker Statement on Hudson Tunnel DEIS

Hi All-

Hope all is well. Please see the attached letter to the FRA and NJ Transit regarding the DEIS for the Hudson Tunnel Project. The letter was read for the record at last week's public hearing.

Please call or email with any questions.

Best,

Zach

Zach McCue

Projects Director | U.S. Senator Cory A. Booker

973-639-8712 | Zach_McCue@booker.senate.gov



CAB Hudson Tunnel Public Comment 8.10.2017.pdf

579K

United States Senate

August 10, 2017

Acting Administrator Heath Hall
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Steven H. Santoro
Executive Director
NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105

Dear Acting Administrator Hall and Mr. Santoro:

I write in regard to the Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation prepared by the Federal Railroad Administration (FRA) and NJ TRANSIT for the Hudson Tunnel Project. I strongly support the construction of a new rail tunnel under the Hudson River, thereby increasing the reliability of passenger rail service in the region, strengthening the resiliency of the Northeast Corridor (NEC), and providing much-needed relief to an overburdened transportation network.

In addition to the construction of a new rail tunnel under the Hudson River from New Jersey to Penn Station New York, the Hudson Tunnel Project also evaluates the reconstruction of the existing North River Tunnel. As you know, the two-track North River Tunnel, which is over 100 years old and was inundated by saltwater during Superstorm Sandy, is in dire need of comprehensive rehabilitation. The North River Tunnel, a lifeline and the only Hudson River crossing on the NEC, is operating at capacity to meet current demand, yet still has become a bottleneck of delays in recent years. A shutdown of just one of the tubes of the existing North River Tunnel will severely reduce capacity from 24 to 6 trains per hour, disrupting service for hundreds of thousands of rail passengers on Amtrak and NJ TRANSIT NEC trains. The North River Tunnel must be revitalized in order to preserve the competence of the busiest rail corridor in the nation.

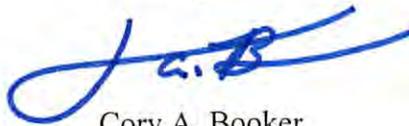
While this project is of critical importance to the region, it is also a project of national significance. The Northeast Corridor moves a workforce that contributes \$50 billion annually to our nation's Gross Domestic Product (GDP). Loss of service on the NEC would result in a loss of \$100 million a day in economic productivity. As outlined in the DEIS, when the Hudson Tunnel Project is complete and the North River Tunnel is in service, the NEC will be served by four tracks for the Hudson River crossing between New Jersey and New York. Without the completion of this project, the commuting public will continue to be subject to extreme overcrowding, major delays, and adverse economic impacts as commuters in the workforce spend more time traveling to and from work.

I thank the FRA and NJ TRANSIT for their diligent efforts to evaluate and compile the DEIS for the Hudson Tunnel Project, and for their efforts to advance the vital Gateway Program. Our region simply cannot afford to take no action. I see the Gateway Project, which includes the Hudson Tunnel Project and the replacement of the Portal Bridge in New Jersey, as one of the

most urgently needed infrastructure projects in the nation. This Hudson Tunnel Project will improve service reliability by reducing delays and enhancing existing outdated infrastructure.

In conclusion, the project as evaluated in the DEIS will enhance the reliability of Trans-Hudson River commuter rail and provide relief to an already overburdened region. A rehabbed North River tunnel and new Hudson Tunnel will enhance the resiliency of the region's transportation network as well as the resiliency of the Northeast Region. While this is a project that requires the partnership of agencies and entities at all levels of government, I can assure you that it is not a partisan issue. Commuters in New Jersey, and my constituents, want solutions to the problems and delays that they face each day. I look forward to continuing to work with our partners to advance this project, work to identify and secure the necessary resources, and eventually see this project underway for the betterment of the region and the nation.

Sincerely,

A handwritten signature in blue ink, appearing to read 'C.A.B.', with a large, sweeping flourish extending to the left.

Cory A. Booker
United States Senator

From: Schmitz, Jackie (Menendez)
Sent: Thursday, August 10, 2017 1:06:12 PM (UTC-05:00) Eastern Time (US & Canada)
To: hudson tunnel
Subject: Hudson Tunnel comments from Senator Menendez

Hello,

U.S. Senator Robert Menendez would like to submit the following comment for the record for the Hudson Tunnel Project's Draft Environmental Impact Statement. If you have any questions, I can be reached at this email address or at (202) 224-5843. Thank you!

“The issuance of the Draft Environmental Impact Statement for the new Hudson River Tunnels marks a milestone in our efforts to rebuild and revitalize the Northeast Corridor. The tunnels are the linchpin of the Gateway Program, a broader effort to modernize and improve transit and rail service in the region. The new tunnels will significantly expand capacity between New Jersey and New York, improving passenger service and providing critical redundancy along the nation's busiest rail line. They will also allow us to repair the existing tunnels, which are over 100 years old, sustained damaged during Hurricane Sandy, and already operate at peak capacity.

“The tunnels and the Gateway Program writ large are essential to regional mobility and quality of life. This stretch of rail carries 200,000 passengers per day, and supports the travel of countless drivers who benefit from reduced traffic congestion. But the project has benefits that extend far beyond New Jersey and New York. The Northeast Corridor generates 20 percent of the nation's Gross Domestic Product, and is home to twenty percent of Fortune 500 companies. A shutdown of the corridor—which will be a reality without Gateway—would cost \$100 million per day. It would be a disaster for our businesses, our economy, and our air quality.

“Stakeholders recognize the importance of this project, and Amtrak, New Jersey Transit, the Port Authority, the states of New Jersey and New York, the U.S. Department of Transportation, and the Congressional delegations of both states have been working together to move this project forward. I'm proud of the efforts by our partners on both sides of the aisle and both sides of the Hudson to make Gateway a reality.

“Now is a critical moment for public engagement. I appreciate those who have already spoken up, and encourage all New Jerseyans to learn about the proposal for the new Hudson River Tunnels and to make their voices heard through the comment process. The best outcomes for our transportation system are achieved when the needs of the local

community are understood and addressed. I look forward to continuing to work with the people of New Jersey to build a brighter future for our region.”

Jackie Schmitz

Senior Policy Advisor • U.S. Senator Robert Menendez
(202) 224-4744 • 528 Hart Senate Office Building



From: Tully, Chris [<mailto:Chris.Tully@mail.house.gov>]
Sent: Monday, August 21, 2017 10:44 PM
Subject: NJ Transit Testimony

John,

Tried reaching out earlier today. Testimony was submitted through portal. I wanted to confirm it was received. Please see below.

As the Congressman from New Jersey's Fifth Congressional District, I strongly support much-needed improvements to the Hudson Tunnel and the building of the Gateway Project. This is the most important infrastructure program in America. Every week, nearly one million people in New Jersey use public transportation to get to work, to school, and home to their families around the region. The Gateway Project is the first step in revamping the Northeast Corridor and providing America, New Jersey, and the Fifth District with a modern and more efficient transit to compete globally.

Recently, I toured the Hudson Yards Tunnel but was disappointed to see empty tunnel segments going unused without the necessary resources to complete the third section. The tunnel work is a key phase in the effort to address the congestion and delays facing our transit system today. As you know, Hurricane Sandy had devastating impacts on the current rail network and made replacing existing tunnels a critical priority. In 2016 alone, major delays happened 125 times, or one major delay every two days. Our current tunnels are at capacity and ridership doubled between the 1976 and 2014. If even one tunnel had to shut down the region could not run 75% of current trains, resulting in even more congestion on our roadways and longer commutes which cost our residents, businesses, and economy.

There is a path forward to get our transit back on track. During my tour, I saw the innovative ways new tunnel projects will improve our current system. The Gateway Project is exactly what New Jersey, our metro area, and our country needs. It would revolutionize the transportation network for the New York-New Jersey region, which is home to the economic backbone of the United States. The project is ambitious, and it will be difficult, but it is well worth it. Without the Gateway Project and its Hudson Tunnels, we'll continue to limit our regional economy and have a ripple effect on our nation. AMTRAK estimates that failure to build the Gateway it will cost between \$5 and \$15 billion a year--quickly dwarfing any construction costs.

In our state alone, New Jersey commuters rely on transit as a mode of transportation and the Fifth District deserves better. New Jersey Transit is the third busiest commuter railroad in the nation, and it feeds into the first and second busiest commuter rail lines in the nation. Notably, it also has the eight worst roads in the nation, costing our average motorist \$667 in repairs each year with roughly 42% of our roads in need of repair. Even more pressing, 1 out of every 11 of our bridges are considered structurally deficient and one-third of New Jersey dams carries potential risk. New Jersey needs investment in its infrastructure.

Parents are spending hours commuting that should be spent with family and in their communities. We need to upgrade our transit network so that families and businesses stay in New Jersey and grow here. We cannot ask citizens of Hackensack, Ringwood, Vernon, Hackettsown, and more to sacrifice more to live here.

That is why I'm submitting this testimony in support of the Gateway Project – and all three stages. Each phase plays a key role in modernizing our rail system and completing this project the right way. I encourage New Jersey Transit, Amtrak, and the states of New York and New Jersey to take proactive steps forward to protect our environment and to keep this project on track. As we rebuild, let us remember that today's decisions on materials must last another 100 years. We must get it right for the next generation.

Sent from my iPhone

From: comment@hudsonstunnelproject.com
Subject: Comment from Hudson Tunnel Project
Date: Monday, August 21, 2017 10:38:07 PM

The information below was received from the Hudson Tunnel Project website form:

E-Mail: josh.gottheimer@mail.house.gov
Title: Congressman
First name: Josh
Last name: Gottheimer
Company:
Address 1:
Address 2:
Town/city:
State:
Zipcode: 07452

Comment or question: As the Congressman from New Jersey's Fifth Congressional District, I strongly support much-needed improvements to the Hudson Tunnel and the building of the Gateway Project. This is the most important infrastructure program in America. Every week, nearly one million people in New Jersey use public transportation to get to work, to school, and home to their families around the region. The Gateway Project is the first step in revamping the Northeast Corridor and providing America, New Jersey, and the Fifth District with a modern and more efficient transit to compete globally.

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That is why I'm submitting this testimony in support of the Gateway Project – and all three stages. Each phase plays

a key role in modernizing our rail system and completing this project the right way. I encourage New Jersey Transit, Amtrak, and the states of New York and New Jersey to take proactive steps forward to protect our environment and to keep this project on track. As we rebuild, let us remember that today's decisions on materials must last another 100 years. We must get it right for the next generation.

Comment Type: DEIS Comment - Project Purpose and Need

End of message

hudson tunnel

From: Rooney, Patrick <Patrick.Rooney@mail.house.gov>
Sent: Thursday, August 24, 2017 1:44 PM
To: hudson tunnel
Cc: Porcari, John
Subject: Rep. Faso EIS Comments
Attachments: COMMENTS.PDF; ATTACHMENT.PDF

Hello,

Attached are Congressman Faso's comments for the Hudson Tunnel Project EIS. They were also mailed earlier this week.

Thanks,
Patrick

Patrick Rooney
Legislative Director
Congressman John J. Faso (NY-19)
Office: 202-225-5614

JOHN J. FASO
19TH DISTRICT, NEW YORK

1616 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-5614

<http://faso.house.gov>



Congress of the United States
House of Representatives

COMMITTEE ON AGRICULTURE
SUBCOMMITTEE ON COMMODITY EXCHANGES,
ENERGY, AND CREDIT

SUBCOMMITTEE ON NUTRITION

COMMITTEE ON THE BUDGET

COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE
VICE CHAIR, SUBCOMMITTEE ON
RAILROADS, PIPELINES, AND HAZARDOUS MATERIALS

SUBCOMMITTEE ON ECONOMIC DEVELOPMENT,
PUBLIC BUILDINGS, AND EMERGENCY MANAGEMENT

SUBCOMMITTEE ON HIGHWAYS AND TRANSIT

August 21, 2017

Ms. Amishi Castelli, Ph.D.
Environmental Protection Specialist
USDOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Mr. RJ Palladino, AICP, PP
Senior Program Manager
NJ TRANSIT Capital Planning
One Penn Plaza East - 8th Floor
Newark, NJ 07105

Dear Dr. Castelli and Mr. Palladino,

When finalizing the draft Environmental Impact Statement (EIS) related to the Hudson Tunnel Project, I urge you to consider and study the financial costs related to the New York State "Scaffold Law" and the potential cost-savings of its federal preemption.

The New York State (NYS) Scaffold Law, contained in NYS Labor Law § 240/241, imposes "absolute liability" on both contractors and owners for gravity related injuries that take place at construction sites. The liability definition contained in the Scaffold Law means that contractors/owners are 100% liable for any and all gravity-related injuries that occur, even if a worker's own negligence contributed to such an incident.

As the Scaffold law defines any contractor/owner as strictly liable for any construction site injuries and the likelihood of a lucrative settlement is high, the Scaffold Law directly leads to a high number of injury lawsuits. Due to this reality, NYS has the highest liability insurance costs of any state. The high cost of liability insurance makes all construction in NYS – residential, commercial, and governmental – more expensive.

A recent study by the Nelson A. Rockefeller Institute of Government indicated that the cost of the Scaffold Law to local governments annually is approximately \$785 million. Furthermore, the same study estimated the impact of the Scaffold Law on the private sector at \$1.487 billion. The Rockefeller Institute also found that the Scaffold Law does not lead to safer work sites when compared to states that do not impose absolute liability. In fact, NYS incurs an additional 677 workplace non-fatal injuries per year because of the law.

It is estimated that the cost of the Scaffold Law related on the construction of the New Tappan Zee Bridge could be as high as \$200-400 million. If Scaffold Law-related insurance costs for the

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KINGSTON DISTRICT OFFICE
721 BROADWAY
KINGSTON, NY 12401
PHONE: (845) 514-2322

Hudson Tunnel Project follow similar trends as the New Tappan Zee Bridge, the impact could be as high as \$1.5 billion. While federal, state, and local governments are all facing tough budgetary times, it is critical that all money on transportation construction is focused on actual construction and not the costs of burdensome laws like the NYS Scaffold Law.

NYS is currently the only state in the nation which imposes this type of strict liability on construction accidents. If studied, I am confident that the cost of liability insurance on the New Jersey side of the Hudson Tunnel Project will be significantly less than those on the New York side.

Sincerely,



John J. Faso
Member of Congress

Enclosure - The Costs of Labor Law 240 on New York's Economy and Public Infrastructure,
The Nelson A. Rockefeller Institute of Government

State

FW: Letter from Asm. Johnson DEIS

Jim Finegan
To: Jim Finegan

Thu, Aug 31, 2017 at 5:50 PM

From: Devlin, Scott [mailto:SDevlin@njleg.org]
Sent: Wednesday, August 2, 2017 3:48 PM
To: Del Colle, John D. (CGCRJDD)
Subject: Letter from Asm. Johnson DEIS

Dear John,

Attached is a copy of the letter in support of the Hudson River Tunnel DEIS that we are sending in.

Sincerely,

Scott Devlin

Chief of Staff

Assemblyman Gordon Johnson



20170802153356847.pdf
96K



NEW JERSEY GENERAL ASSEMBLY

GORDON M. JOHNSON
ASSEMBLYMAN, 37TH DISTRICT
545 CEDAR LANE
TEANECK, NJ 07666
PHONE: (201) 530-0469
FAX: (201) 530-0486

COMMITTEES
COMMERCE AND
ECONOMIC DEVELOPMENT - CHAIR
JUDICIARY - VICE CHAIR
BUDGET

August 2, 2017

RJ Palladino, AICP, PP
New Jersey Transit
One Penn Plaza East, 8th Floor
Newark, NJ 07105

Dear Mr. Palladino,

It is clear that Hudson Tunnel Project is sorely needed and should move forward as quickly as possible. Currently, commuters are suffering through what is colloquially termed the 'summer of hell' due to the cancellation of many trains into New York Penn Station to enable repairs of switches and tracks in the station. During these repairs, the trans-Hudson tunnels have continued to fail, most notably with a train getting stuck in the tunnel, necessitating rescue.

On May 12, 2017, I took a tour of the North River Tunnel and saw firsthand the 1930s era equipment and the salt water corrosion caused by Hurricane Sandy. The concrete walls were crumbling and exposing rebar; there were stalactites on the ceiling. It is abundantly clear that a major reconstruction is needed. Failure to build a new tunnel will lead to one tube at a time being taken out of service for repairs, reducing the number of trains per hour from twenty-four to six. The 'summer of hell' will look like heaven in comparison to this nightmare scenario. Any disruptions caused by tunnel construction are worth it to ensure two tunnels are available for train traffic at all times.

I strongly support the preferred alternative described in the draft environmental impact statement. It makes use of the Hudson Yards Tunnel Box as well as infrastructure from the ARC Tunnel. This project is the region's most important mass transit priority and should proceed as quickly as possible.

Sincerely,

A handwritten signature in black ink, appearing to read "Gordon M. Johnson".

Gordon M. Johnson
Assemblyman, District 37

From: Brad Hoylman
Sent: Monday, July 31, 2017 2:08:51 PM (UTC-05:00) Eastern Time (US & Canada)
To: hudson tunnel
Cc: eli@bradhoylman.com
Subject: Comments from New York State Senator Brad Hoylman

Attached please find comments from State Senator Hoylman on the Hudson Tunnel project.

Best,
Brad Hoylman



Brad Hoylman

RANKING MINORITY MEMBER

JUDICIARY
INVESTIGATIONS &
GOVERNMENT OPERATIONS

COMMITTEES

CODES
CULTURAL AFFAIRS, TOURISM, PARKS &
RECREATION
HEALTH
ENVIRONMENTAL CONSERVATION



SENATOR
BRAD HOYLMAN
27TH SENATORIAL DISTRICT
STATE OF NEW YORK

DISTRICT OFFICE:
322 EIGHTH AVENUE, SUITE 1700
NEW YORK, NEW YORK 10001
PHONE: (212) 633-8052
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ALBANY OFFICE:
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FAX: (518) 426-6846

e-mail:
hoylman@nysenate.gov

website :
hoylman.nysenate.gov

TESTIMONY OF NEW YORK STATE SENATOR BRAD HOYLMAN TO THE FEDERAL RAILROAD ADMINISTRATION AND THE NEW JERSEY TRANSIT CORPORATION REGARDING THE HUDSON TUNNEL PROJECT

August 1, 2017

Thank you to the Federal Railroad Administration (FRA) and the New Jersey Transit Corporation (NJ Transit) for the opportunity to submit testimony on the Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation for the Hudson Tunnel Project. As part of the broader Gateway Program, this project will add critical infrastructure improvements and resilience to the Hudson River crossing. As a State Senator representing the Northeast Corridor tracks on the West Side of Manhattan, I stand in strong support of the Hudson Tunnel Project.

After more than a century of service, the existing Hudson River tunnels are rapidly deteriorating, facing frequent equipment malfunctions that cause significant train delays. Superstorm Sandy compounded these problems in 2012, when the tunnels flooded with seawater, leaving them even more corroded and more susceptible to delays. NJ Transit and Amtrak commuters have felt the strain, with delays, shutdowns, crowding, and even derailments becoming commonplace experiences.

The Hudson Tunnel Project is a critical solution to deteriorating rail infrastructure that will protect commuters from the impacts of future major storms—a near certainty as the impacts of human-induced climate change become more severe. The project will keep the system in a state of good repair while also paving the way for future capacity increases that will support our region's economic growth through the Gateway Program.

I am pleased this project is moving forward on an accelerated timeline. However, I want to stress the importance of the project going through a rigorous community screening process so local residents and businesses in Manhattan have the opportunity to evaluate and weigh in on the impacts of various options, particularly as the project considers future connectivity of the tunnels and enhancements to Penn Station. I will continue to work to ensure this project receives adequate funding from all agreed-upon sources, including from New York State and the federal government.

In 2014, Amtrak CEO Joseph Boardman posited that the tunnels had less than 20 years of useful life left before one or both tunnels would have to be shut down and repaired, and in 2015 U.S. Transportation Secretary Anthony Foxx called the lack of action to repair the tunnels “almost criminal.” It is time to move forward on the Hudson Tunnel Project.

Thank you for your consideration.

From: Anthony Scattaglia
To: [hudson tunnel](#)
Cc: "[Eli Szenes-Strauss](#)"; "[Mao, Jefferson \(ManhattanBP\)](#)"; "[Bottcher, Erik](#)"; "[W Paster, Office of Assembly Member Dick Gottfried](#)"
Subject: EPO Comments on Hudson Tunnel DEIS
Date: Monday, August 21, 2017 5:19:33 PM
Attachments: [EPO Comments on Hudson Tunnel DEIS.pdf](#)

Dear Ms. Castelli and Mr. Palladino:

Attached please find a letter from State Senator Brad Hoylman, Assembly Member Richard N. Gottfried, Manhattan Borough President Gale Brewer, and Council Member Corey Johnson regarding the Hudson Tunnel DEIS.

The cc's on this email are the staff for the EPOs who signed this letter.

Thank you for your consideration.

Sincerely,
Anthony Scattaglia

Anthony Scattaglia
Community Liaison
Assembly Member Richard N. Gottfried
214 W 29th Street Suite 1002
New York, NY 10001
p: 212-807-7900
f: 212-243-2035
e: scattagliaa@nyassembly.gov



August 21, 2017

Amishi Castelli
Environmental Protection Specialist
USDOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

RJ Palladino
Senior Program Manager
NJ TRANSIT Capital Planning
One Penn Plaza East - 8th Floor
Newark, NJ 07105

Dear Ms. Castelli and Mr. Palladino:

The Hudson Tunnel Project is a critical regional infrastructure project that will infuse flexibility into our over-burdened transportation network. We are pleased to see this project reach the Draft Environmental Impact Statement (DEIS) stage. We would like to address a few points of concern in the DEIS.

Construction Methods and Activities

The DEIS states that “the work area within the river would first be enclosed by a cofferdam—a temporary, watertight structure that would isolate the water affected by construction from the surrounding river water,” and “a Pollution Prevention Plan would be implemented for the in-water construction activities to minimize the potential for discharge of materials to the Hudson River.”¹ The DEIS must detail such a Pollution Prevention Plan, its success record in previous underwater tunnel construction, the maximum amount of pollution considered safe to the river and surrounding areas, and establish protocols for notifying the public of contamination.

The DEIS states that “to allow tunneling beneath the surface rather than cut-and-cover excavation, the soft soils in the Manhattan waterfront zone would be treated through ground freezing, a technique that involves installation of a network of underground pipes and then circulation of a cold liquid (calcium chloride brine) through the pipe network until the ground around the pipes freezes solid.”² The DEIS must detail the positive and negative consequences of cut-and-cover construction and ground freezing, including schedule, impact on the built environment including the bulkhead and park, and the respective associated costs.

¹ Chapter 3: Construction Methods and Activities, page 3-21, 3.3.5.1

² Chapter 3: Construction Methods and Activities, page 3-23, 3.3.6.1

The DEIS states that “all of the areas disturbed by the freeze pipe installation would be restored after the freezing operation is completed and the tunnel segment has been excavated throughout this area.”³ The DEIS must explicitly state that the areas disturbed by the freeze pipe installation, specifically the Hudson River Park and Twelfth Avenue, will be fully restored to its original condition, including landscape features such as trees and other shrubbery, at no cost to the Hudson River Park Trust or relevant New York City agencies.

The “Protection of Navigation” section discusses safety measures that will be implemented during construction in consultation with the United States Coast Guard, but it does not state if commercial shipping or recreational boating will be restricted in certain areas for certain periods of time.⁴ The DEIS should incorporate the impact on the navigability of the channel during construction.

The DEIS states that based on “conceptual design analyses performed to date, the Project team anticipates that tunneling through the bulkhead and part of its foundation with improved ground conditions (from ground treatment) would improve the stability of the bulkhead.”⁵ These analyses should be made public.

The 2013 amendment to the Hudson River Park Act permits the park to sell air rights to adjacent properties. The City passed its own amendment to the Zoning Resolution in 2016 to do the same. Proceeds of these sales are to be used for infrastructure improvements and maintenance of the park. The DEIS states that “the staging and laydown site would be established on the western end of the block between West 29th and 30th Streets from Eleventh to Twelfth Avenue (Manhattan Block 675). The Twelfth Avenue staging site would include the full lot where the ventilation shaft and fan plant would be located (Block 675, Lot 1). In addition, the Project would also require the use of a portion of the adjacent property on West 29th Street (Block 675 Lot 12).”⁶ Block 675 is the largest remaining potential receiving site for park air rights. Staging construction on the western end of the block will delay the sale of air rights from the park to the owner of the site, Georgetown Properties, for nearly a decade. In addition, it is possible that the entire lot must be acquired to place the ventilation shaft, preventing any sale of air rights after the project is complete. Both outcomes pose a significant adverse impact to the park and the purposes of the Hudson River Park Act. Mitigation is required. Funds from Block 675 would have supported restoration of the bulkhead throughout the park and completion of the park in this area (among other things). The Project must be required to purchase the air rights from the park, estimated to be \$75 million for the Georgetown property, or otherwise compensate the park and Trust for the lost air rights revenue. If the vent shaft is constructed in such a manner to permit private development, the Project could then sell the air rights it purchased from the park to Georgetown.

The neighborhoods surrounding the project are consistently ranked near the bottom in terms of air quality. The DEIS states that “an average of approximately 12 to 18 trucks per hour would arrive at and depart from the Manhattan staging site during the construction period” and “peak

³ Chapter 3: Construction Methods and Activities, page 3-24

⁴ Chapter 3: Construction Methods and Activities, page 3-22, section 3.3.5.5

⁵ Ibid

⁶ Chapter 3: Construction Methods and Activities, page 3-26, 3.3.7.2

trucking activity would range from approximately 32 to 42 trucks per hour during peak construction periods, anticipated to occur in 2020 and 2021.”⁷ This fleet of trucks must be comprised entirely of low-emission vehicles and must not be allowed to idle for more than three minutes, per New York City law.

Land Use

The DEIS states that “the Project Sponsor for the Hudson Tunnel Project will seek to coordinate the design of the new fan plant with any private development proposed for Lot 1 [of block 675].”⁸ Coordination should be expanded to include local elected officials and Community Board 4.

Open Space and Recreational Resources

The DEIS states that “the area of the park north of West 29th Street, including the Project site, is not yet completed; plans are dependent on the availability of future funding. Today, this section of the park consists of the bikeway running alongside Route 9A, an interim walkway beside the bikeway, and a commercial heliport that occupies the area west of the walkway to the water’s edge within the boundaries of the park. The heliport, the West 30th Street Heliport, is located within the boundaries of the publicly owned park space but is a private commercial business that is not open to the public for recreation...An amendment to the Hudson River Park Act calls for the relocation of the heliport to a floating structure between West 29th and West 32nd Streets, but the timing of such a relocation is unknown.”⁹ To compensate for the project’s inconvenience to park goers, the Project should pay to build out the park north of 29th Street up to 35th Street after project construction is complete. This should include permanently relocating the heliport to a floating structure and converting its current site for public park use.

Historic and Archeological Resources

The DEIS states “a monitoring plan [will] be prepared and implemented for the bulkhead during Project construction.”¹⁰ The DEIS should include who will be conducting the monitoring, the geographic parameters, criteria of analysis, and what entity will be liable for the cost should the bulkhead need to be repaired or replaced. Monitoring must be extended beyond the period of construction to a period of fifteen years after the date of project completion. Structural weakening of the bulkhead might not manifest itself until after the tunnels are operational. In terms of geographic parameters, it should be extended beyond the immediate boring area, to include three blocks north and three blocks south of the tunnels. And if the bulkhead is compromised, the Project should be held exclusively liable for any and all costs associated with replacing it.

⁷ Chapter 3: Construction Methods and Activities, page 3-28, section 3.3.7.4

⁸ Chapter 6: Land Use, Zoning, and Public Policy, page 6A-33

⁹ Chapter 8: Open Space and Recreational Resources, page 8-7

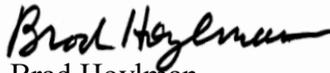
¹⁰ Chapter 9: Historic and Archeological Resources, page 9-38, section 9.8.2.2

Noise and Vibration

The DEIS states that “blasting in Manhattan tunnel will not occur after 10 PM, except with special permission from the appropriate regulatory agency (i.e., the Fire Department of New York). A blasting schedule will be provided to neighboring building owners and occupants.”¹¹ Blasting should not be permitted before or after New York City’s standard construction period of Monday-Friday, 7AM-6PM. Blasting until 10PM is unconscionable, especially when blasting will not be permitted after 7PM in New Jersey. If the Project requests a permit to blast beyond the designated cutoff point, how will the community be notified and with how much advance notice?

Thank you for your consideration.

Very truly yours,



Brad Hoylman
State Senator



Richard N. Gottfried
Assembly Member



Gale Brewer
Manhattan Borough President



Corey Johnson
Council Member

¹¹ Chapter 12: Noise and Vibration, page 12-36

County and Local



**COUNTY OF BERGEN
OFFICE OF THE COUNTY EXECUTIVE**

One Bergen County Plaza • Room 580 • Hackensack, NJ 07601-7076
(201) 336-7300 • Fax (201) 336-7304
countyexecutive@co.bergen.nj.us

James J. Tedesco III
County Executive

July 26, 2017

Mr. RJ Palladino, AICP, PP
Senior Program Manager
NJ TRANSIT Capital Planning
One Penn Plaza East, 8th Floor
Newark, NJ 07105

Re: Hudson Tunnel Project DEIS

Dear Mr. Palladino,

As County Executive of the most populous county in New Jersey, I have the privilege of representing the nearly one million residents and thousands of businesses and entrepreneurs who live and work in Bergen County. It is on their behalf that I advocate for a long overdue transportation project that is vital not only to Bergen County but also to the region as a whole.

It is encouraging to see the Hudson Tunnel Project advance as a key regional transit priority, and I applaud the FRA and NJ Transit for jointly preparing this Environmental Impact Statement to keep the project on its forward trajectory.

With New York City situated at the heart of our region's economy, it represents a large draw for Bergen County residents – as a place of work, commerce, entertainment, recreation and culture – and our residents and business community alike have long availed themselves of the County's strategic location and transit services to access these opportunities.

The existing North River Tunnel has long provided a critical lifeline not only to and from Manhattan, but also along the entire Northeast Corridor, a lifeline further threatened after the cancellation of the Access to the Region's Core (ARC) Project a number of years back.

Recognizing that the existing rail tunnel continues to age and sustained significant damage during Superstorm Sandy, its maintenance is necessary and ongoing but has also proven disruptive to rail riders on both sides of the Hudson.

Beyond this, the existing two-track tunnel is at capacity, and maintaining its functionality is critical to the region's economy. As such, the concept of phasing the project to maintain continuous service – by

constructing and transferring rail traffic to a new tunnel, then rehabilitating the existing tunnel – achieves the necessary regional goals of providing critical Trans-Hudson service, while ensuring resiliency and additional capacity for the future.

We have partnered with NJ Transit on multiple occasions for key regional transit projects, including the Northern Branch Extension of the Bergen Light Rail, which remains our number one priority. The County is also encouraged to know that the Bergen Loop at Secaucus – while not specifically a component of the Tunnel project itself – is a part of the overall Gateway Project to improve trans-Hudson capacity, and will link – for the first time ever – the NJ Transit rail lines from Bergen County directly to Manhattan. This eliminates the need for riders bound for Midtown/Penn Station to transfer, i.e., the much-fabled “one-seat ride.” The stakes are high, and we in Bergen County, our neighbors to the north in Rockland and Orange Counties, and others throughout the entire region will be watching as this unfolds.

I hereby support this strategic approach, and plan on being present to enter my testimony into the record at the upcoming Public Hearings. I look forward to watching this essential project unfold and become a reality.

Sincerely,

A handwritten signature in blue ink that reads "James J. Tedesco, III". The signature is stylized and written in a cursive-like font.

James J. Tedesco, III
County Executive

From: Ronald Rios [<mailto:ronald.rios@co.middlesex.nj.us>]
Sent: Monday, August 21, 2017 11:58 AM
To: Palladino, Robert J. (CCAPRJP)
Cc: Khalid Anjum
Subject: Hudson Tunnel Project

Good Afternoon,

Please see the attached letter regarding the Hudson Tunnel Project.

Thank you,

Ronald G. Rios

Freeholder Director

Board of Chosen Freeholders

75 Bayard Street, 1st Floor

New Brunswick, NJ 08901

732-745-5792

ronald.rios@co.middlesex.nj.us

<http://www.middlesexcountynj.gov/>



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Ronald G. Rios
Freeholder Director

Charles E. Tomaro
Deputy Director

Kenneth Armwood
Charles Kenny
Leslie Koppel
Shanti Narra
Blanquita B. Valenti
Freeholders

August 21, 2017



John A. Pulomena
County Administrator

Amy R. Petrocelli, RMC
Clerk of the Board

BOARD OF CHOSEN FREEHOLDERS

Mr. RJ Palladino, AICP, PP
Senior Program Manager, NJ Transit Capital Planning
One Penn Plaza East – 8th Floor
Newark, NJ 07105

RE: Hudson Tunnel Project

Dear Mr. Palladino:

The County of Middlesex supports and urges the expeditious advancement and implementation of the Preferred Alternative of the long awaited Hudson Tunnel project from east of the Secaucus Junction Rail Station to Penn Station New York inclusive of the new rail tunnel under the Hudson River and rehabilitation of the existing tunnel. Improvements to the tunnel capacity will provide more reliable rail service and thereby benefit a large number of people from Middlesex County that travel to Manhattan for work, social, recreational and other trip purposes via the Northeast Corridor, North Jersey Coast Line and the Raritan Valley Line.

In terms of economic impact, the improved access to Midtown Manhattan is expected to generate jobs and overall benefits approximating \$80 billion for the region which will include significant benefits to residents of Middlesex County which has a significant share of the State's population being the Second largest County in NJ.

We also urge that interim measures be undertaken to accommodate the existing and growing needs for alternative access from New Jersey to midtown Manhattan until the expanded tunnel capacity is completed and operational.

Sincerely,

A handwritten signature in black ink that reads "Ronald G. Rios".

Ronald G. Rios, Freeholder Director

Cc: Governor Chris Christie
Freeholder Peter Palmer, Chairman of NJTPA
Freeholder Charles Kenny
Mr. John A. Pulomena, Administrator
Commissioner Richard T. Hammer, NJDOT
Mr. Steve Santoro, NJ Transit Executive Director
Mr. Charles W. Moorman IV, Amtrak President and CEO
Ms. Mary K. Murphy, Executive Director, NJTPA





THE BOARD OF CHOSEN FREEHOLDERS
OF THE COUNTY OF SOMERSET
NEW JERSEY

COUNTY ADMINISTRATION BUILDING
20 GROVE STREET, P.O. BOX 3000
SOMERVILLE, NEW JERSEY 08876-1262
(908) 231-7030 • FAX (908) 231-8754
freeholdersoffice@co.somerset.nj.us

PETER S. PALMER
Freeholder Director

PATRICK SCAGLIONE
Freeholder Deputy Director

PATRICIA L. WALSH
Freeholder

MARK CALIGUIRE
Freeholder

BRIAN D. LEVINE
Freeholder

MICHAEL J. AMOROSA
Administrator/Clerk
(908) 231-7040

KATHRYN QUICK
Deputy Clerk

July 29, 2017

Hon. Cory Booker
One Gateway Center, 23rd Floor
Newark, NJ 07102

Dear Senator Booker,

Penn Station is owned by AMTRAK, a federal agency. NJTransit accounts for 40% of the activity at the Station and will doubtless exceed 50% when the Gateway project is completed. New Jersey should be an equal partner in preparing the plans for the redevelopment of the station. I am very concerned that Penn Station is but a pawn in a shortsighted chess game orchestrated by New York interests to achieve a quick fix.

While the Hudson Tunnel project was first in the news headlines, the perception may have been created that this would solve all the problems. The recent issues with derailments and service disruptions have shifted public concerns, properly, to Penn Station itself. Penn Station is the nerve center, the focal point, the ground zero of the Northeast Corridor.

New York is the greatest city in the world; the financial capital of the world; the media capital of the world. A significant element of this greatness is the ability to move people and goods back and forth across the Hudson River. Parenthetically, goods are mentioned because world trade destined for The City arrives on ships which dock at New Jersey ports. People choose to live in our many fine, diverse communities and work at the higher paying jobs in Manhattan. Companies worldwide want a New York presence and many choose to locate in North and Central New Jersey to achieve that connection. These companies look at our residential advantages plus superior access to the rest of the country and the rest of the world through Newark airport. The personal income plus the economic activity in North and Central New Jersey, which are related to our proximity to NYC, are a large percentage of our GDP.

As The Greatest City, New York deserves to have both a welcoming main rail station and a world class arena. As long as Penn Station remains buried beneath Madison Square Garden it will have neither. The "life span" of a rail station far exceeds the continually evolving requirements of an entertainment complex. In the existing configuration, every desired future update or change in either the rail station or the arena will be severely limited by its impact on the other facility.

Now is the time to think big, the time to plan long term. The National Civic Art Society has recently released a plan to rebuild Penn Station to its original glory. The architect Chakrabarti has offered a plan to use the steel skeleton of the Garden as a window to the sky. In any case, a new Madison Square Garden would be constructed nearby. The organization ReThink NYC has weighed in with a comprehensive plan for Penn Station. Such visionary projects would cost more up front than a quick fix of the Station, working around the Garden as it exists. The result, however, would be a civic gem: welcoming NJTransit and Long Island Railroad commuters plus AMTRAK travelers to Manhattan every day; plus a world class arena with all the latest bells and whistles, capable of providing, without constraints, for any future updates. In terms of a life cycle cost, this more innovative approach would probably be less expensive than a continuing struggle to compromise between two conflicting uses.

The neighborhood of Penn Station is not one of booming development but could well become one if there were an appealing centerpiece with superb connections to New Jersey, Long Island and the rest of Manhattan.

This unique opportunity, to carry out a visionary plan to produce both a rail station and an arena fitting for New York's stature in the world, will not present itself again for decades if ever! While all the construction will take place in Manhattan, the benefits will be spread beyond New York City to New Jersey, Long Island, the Northeast Corridor and, indeed, the rest of the Country. Without question a Federal contribution will be necessary. Short term political considerations and neighborhood real estate interests will stand in the way but should not be allowed to prevent the greater good from being served.

Accomplishing the visionary project will require leadership, assertive efforts from New Jersey and cooperation. I strongly believe that the cause is worth the effort. I would appreciate the opportunity to discuss it with you.

Thank you for your consideration.

Yours very truly,



Peter S. Palmer

hudson tunnel

From: Rivera, Melanie <RiveraMe@co.rockland.ny.us>
Sent: Friday, August 18, 2017 2:19 PM
To: hudson tunnel
Cc:
Subject: RC comments on the Hudson Tunnel Project DEIS
Attachments: HUDSON TUNNEL PROJECT DEIS.pdf



Rockland County

Ed Day, Rockland County Executive

OFFICE OF THE COUNTY EXECUTIVE

11 New Hempstead Road
New City, New York 10956
Phone: (845) 638-5122 Fax: (845) 638-5856
Email: CountyExec@co.rockland.ny.us

Edwin J. Day
Rockland County Executive

9 90852

RECEIVED	
NJ TRANSIT	
OFFICE OF THE EXECUTIVE DIRECTOR	
AUG 23 2017	
Ref'd. To:	<i>P. Wyzkoff</i>
Copies To:	

August 21, 2017

HUDSON TUNNEL PROJECT
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

RE: Rockland County comments on the Hudson Tunnel Project DEIS
DELIVERED BY REGULAR MAIL AND TO comment@hudsontunnelproject.com

To Whom It May Concern,

Rockland County, NY, is uniquely positioned as a New York community on the West side of the Hudson River, receiving commuter rail services from NJ TRANSIT. As such, Rockland supports any project that will, in the long term, help to improve rail service into Manhattan via Hudson River tunnels.

We acknowledge that the Hudson Tunnel Project will serve the critical need to rehabilitate the deteriorating North River Tunnel while enabling rail service to continue operating uninterrupted. For Rockland County commuters who already face difficult daily commutes, this is welcome news. Even more welcome is the fact that the Hudson Tunnel Project will help to facilitate the future expansion of rail capacity between Manhattan (East-of-Hudson) and NY and NJ communities located West-of-Hudson. The Hudson River Tunnel project will serve as a precursor to the long-term Gateway Program, which will double the number of passenger trains crossing under the Hudson River and, in tandem with the construction of the "Bergen Loop" tracks and other Gateway components, will someday enable a one-seat-ride from Rockland County and other West-of-Hudson communities to Manhattan.

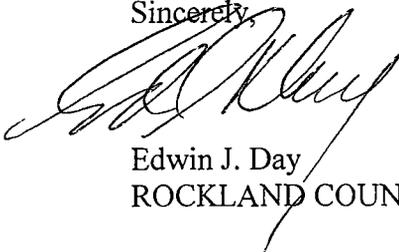
While we understand that the Hudson River Tunnel Project Draft Environmental Impact Statement (DEIS) does not pertain specifically to components of the future Gateway Program, Rockland is compelled to state for the record here the vital needs for the Bergen Loop component of Gateway to be prioritized, along with increased capacity at or near Penn Station. These components together will ensure the future viability of a long-awaited, one-seat-ride for Rockland and other West-of-Hudson commuters.

In response to Rockland County's technical review of the Hudson River Tunnel Project DEIS, and in accordance with the goal of timely implementation of the one-seat ride to Manhattan for our residents and the overall goal of economic growth and strength for our region, the Rockland County Department of Public Transportation also submits the following comments:

- We would ask that the Hudson River Tunnel project partners remain mindful of the importance of Gateway's future Bergen Loop project for rail passengers using the Main/Bergen and Pascack Valley Lines.
- The selected alignment for the new tunnel and associated track and related improvements should be consistent with the future construction of the Bergen Loop. We understand that the selected Preferred Alternative contains the alignment for the Hudson tunnel project that most closely follows the alignment of the tunnel as it once was planned as part of the Access to the Region's Core Project (ARC). Since the ARC project included the Bergen Loop as well, it appears that the selected Preferred Alternative is the alternative alignment that will most fully support and be consistent with the efficient future construction of the Bergen Loop. We request that as continued planning is completed for the new Hudson River Tunnel that future decisions continue to be in line and supportive of timely and efficient construction of the Bergen Loop.

We appreciate this opportunity to comment on the DEIS and we look forward to the opportunity to review a Final Environmental Impact Statement for the project that incorporates and addresses comments received on the DEIS.

Sincerely,



Edwin J. Day
ROCKLAND COUNTY EXECUTIVE

- C: Paul Nissenbaum, Associate Administrator for Railroad Policy and Development, FRA
Stephen Goodman, Regional Administrator, FTA Region 2
✓ Steven H. Santoro, Executive Director, NJ TRANSIT
Richard Anderson, President & CEO, Amtrak
Kevin J. O'Toole, Chairman, Port Authority of NY/NJ
Rick Cotton, Executive Director, Port Authority of NY/NJ
Joe Lhota, MTA Chairman
Patrick Foye, MTA President
Veronique Hakim, MTA Managing Director
Jose M. Rivera, NYMTC Executive Director
Amishi Castelli, Ph. D., Project Contact, FRA
RJ Palladino, AICP, PP, Project Contact, NJ TRANSIT



Hudson Tunnel Project

Community Meeting

July 27, 2017

St. Lawrence Catholic Church, St. Lawrence Community Center
22 Hackensack Avenue, Weehawken, NJ 07086

Please use this comment form to let us know your thoughts.

Name (required): Tiffanie Fisher
Organization/Affiliation: Hoboken City Council : Resident
Street Address: 1500 Hudson St #2H
City: Hoboken State: NJ Zip Code: 07030
Email: Hoboken2nd@gmail.com

Comments: Would like a full structural survey of the
3 buildings in Hoboken which border the Weehawken
cove - 1500 Hudson, 1500 Washington : 1500 Garden.
Concerned about any potential shifting of the ground
below the cove and its potential impact on the site/ground
where these buildings sit. They were built 100 years
ago so unsure the original footings/pillings used. Also,
during construction would like to see monitoring on
those buildings until the project is completed.

Tiffanie Fisher

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by August 21, 2017:

Email: comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsontunnelproject.com

For more information, please visit the project website at: www.hudsontunnelproject.com.



Hudson Tunnel Project

Community Meeting

July 27, 2017

St. Lawrence Catholic Church, St. Lawrence Community Center
22 Hackensack Avenue, Weehawken, NJ 07086

Please use this comment form to let us know your thoughts.

Name (required): Tiffanie Fisher
Organization/Affiliation: Hoboken City Council
Street Address: 1500 Hudson St. #2H
City: Hoboken State: NJ Zip Code: 07030
Email: Hoboken2nd@gmail.com

Comments: ① What is the staging plan for the workers for the project. How many? Where will they park? How will they get to the site? What will be the impact on traffic?

② Coordination with other nearby @ large scale construction projects - potential disastrous impact on traffic if there are overlapping construction schedules. Helix replacement, Willow Bridge replacement, 495 Bridge replacement. Unlike Pulasky Skyway where there was an alternative path, there is none on the North end.

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by August 21, 2017:

Email: comment@hudsonunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsonunnelproject.com

For more information, please visit the project website at: www.hudsonunnelproject.com.

From: Erin Knoedler
To: [hudson tunnel](#)
Subject: Letter on behalf of Mayor Brian P. Stack
Date: Monday, August 21, 2017 3:49:08 PM
Attachments: [Hudson Tunnel Project Public Comment Extension.pdf](#)
[8-18-17 Request for Extension from Weehawken.pdf](#)
Importance: High

Erin Knoedler, RMC, QPA
City of Union City
Director of Operations
Director of Community Development Agency
Deputy Municipal Clerk
3715 Palisade Avenue
Union City, New Jersey 07087
(201) 348-5731
(856) 278-4577 cell



Brian P. Stack
Mayor

City of Union City

Department of Public Safety
3715 Palisade Avenue
Union City, New Jersey 07087

(201) 348-5745/5755

Fax: (201) 348-5728

August 21, 2017

Dr. Amishi Castelli, Ph.D
Environmental Protection Specialist
USDOT Federal Railroad Administration
One Bowling Green
Suite 429
New York, New York 10004

Mr. R.J. Palladino, AICP, PP
Senior Project Manager
NJ Transit Capital Planning
One Penn Plaza East – 8th Floor
Newark, New Jersey 07105

Dear Dr. Castelli and Mr. Palladino:

On July 6, 2017, the Draft Environmental Impact Statement (“DEIS”) was published regarding the Hudson Tunnel Project (the “Project”). Upon review of same, I would like to express my concerns regarding the potential adverse impacts which the City of Union City anticipates during the construction phase of the Project. These sentiments are consistent with those set forth in detail by the Mayor Richard F. Turner of Weehawken in his correspondence to you dated August 3, 2017.

Although most of the construction will take place in Weehawken, the proposed schedule of trucks carrying materials from 7:00 am to 11:00 pm, Monday through Friday, for a period of approximately 3 years, will have a tremendous impact on traffic patterns and result in catastrophic delays in many of the surrounding municipalities, including Union City. The increase in traffic congestion and construction will increase the noise levels to a significant degree, and will require additional and costly police presence. Furthermore, the digging planned for the construction phase may have an adverse effect on the surrounding residential properties such as noise and air pollution and a disruption of the aesthetics of the neighborhood.

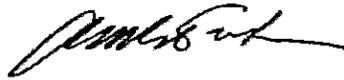
While I understand the necessity of the Project and the objective of improving the tunnel system, I urge you to take the additional time to involve all local government agencies impacted to explore alternatives that will address the concerns expressed above. I am prepared to assist in

this process, and are hopeful that a strategy will be devised which minimizes the potential adverse effects of the DEIS, while still maintaining an efficient construction schedule.

At this time, I am requesting a 60 day extension on the public comment of the DEIS and additional meetings with local government representatives to work out an alternate plan for the construction of the Project. Given the magnitude of this project, I sincerely hope that the input of the local officials in the municipalities impacted would offer a great deal of importance and assistance in completing the Project with minimal complications.

Thank you for your time and consideration in this matter. Please do not hesitate to contact me at 201-348-5755.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian P. Stack", written in a cursive style.

Brian P. Stack
Mayor

From: hudson tunnel <comment@hudsontunnelproject.com>
Sent: Wednesday, August 9, 2017 4:34 PM
Subject: FW: Township of Weehawken Comments on the Hudson Tunnel Project,
Draft Environmental Impact Statement
Attachments: Hudson_Tunnel_Project_MT_Letter_Aug_8_Letterhead_Final.pdf

From: Giovanni Ahmad
Sent: Wednesday, August 9, 2017 4:33:38 PM (UTC-05:00) Eastern Time (US & Canada)
To: hudson tunnel
Subject: Township of Weehawken Comments on the Hudson Tunnel Project, Draft Environmental
Impact Statement
Hello,

Please see attached letter from Mayor Richard F. Turner Re: Hudson Tunnel Project, Draft
Environmental Impact Statement.
If you have any questions, please do not hesitate to me at 201-319-6005.

Thanks
Gio

Giovanni Ahmad
Township Manager
Township of Weehawken
400 Park Ave
Weehawken NJ 07086
201-319-6005 Office
201-319-1040 Fax

From: Giovanni Ahmad
To: [hudson tunnel](#)
Subject: Letter from Mayor Turner - Hudson Tunnel Project
Date: Monday, August 21, 2017 4:44:06 PM
Attachments: [Hudson Tunnel Project MT Letter Aug 8 Letterhead Final.pdf](#)

Hello,

Please See attached Document from Mayor Turner.

Thanks

Gio

Giovanni Ahmad

Township Manager

Township of Weehawken

[400 Park Ave](#)

[Weehawken NJ 07086](#)

[201-319-6005](#) Office

[201-319-1040](#) Fax



**TOWNSHIP OF WEEHAWKEN
NEW JERSEY**

MUNICIPAL BUILDING
400 PARK AVENUE
WEEHAWKEN, NEW JERSEY 07086
201-319-6005

August 3, 2017

VIA USPS MAIL AND E-MAIL

Hudson Tunnel Project
C/O Fitzgerald & Halliday, Inc.
11 Hanover Square.
New York, NY 10005

comment@hudsontunnelproject.com

RE: Township of Weehawken Comments on the Hudson Tunnel Project, Draft Environmental Impact Statement

To Whom It May Concern:

As the Draft Environmental Impact Statement ("DEIS") has been published, the Township Council and I wish to express our serious concerns regarding the project's potential impact during the construction period on the Township of Weehawken. While we support the Hudson Tunnel Project's improvement and resiliency objectives, we urge NJ Transit and the Federal Railroad Administration give serious consideration to several critical concerns as the Final EIS is prepared. The Township Council's comments relate to Section 3.3.3 of the DEIS entitled "Hoboken Shaft, Staging, and Fan Plant Site," which is located on the south side of West 18th Street at the convergence of the municipal boundaries of Hoboken, Weehawken, and Union City.

As you know and have so indicated in the DEIS, the majority of the project's impacts would occur during the construction period, which occurs within the Township of Weehawken. The DEIS does not satisfactorily address all possible impacts. The proposed scope of the construction period is unquestionably too large for the Township's capacity. Such a plan would not adequately avoid severely, adverse impacts on the community. In particular but certainly not all inclusive, Weehawken is concerned about tunnel spoils during that construction process. The spoils, which may include hazardous materials, would be removed from the shaft and loaded onto trucks. Those trucks, hundreds during certain times of days and evenings, would then transport that potential hazardous material over densely populated streets within the Weehawken municipality throughout the entire construction phase.

Furthermore, proposing a schedule of 100 trucks hauling construction materials and debris from 7:00 am to 11:00 pm, Monday through Friday, for a 2-3 year period will not only increase noise pollution to intolerable levels but will add to the severe traffic congestion that already exists in and around the entrance to the Lincoln Tunnel. This will not only make the daily lives of surrounding residents unbearable, but it will cause emergency vehicles such as ambulances, fire engines, etc. to take detours or get caught in the traffic congestion thereby causing potentially life-threatening delays for the residents of Weehawken and its neighbors. The DEIS does not adequately present an alternative plan that would not mitigate or avoid such impact nor does the DEIS appropriately elaborate on how proposed efforts to minimize any disturbance are probable and even practicable. Our experience shows that those trucks will never make it in or out of the Township under any plan or alternative plan. The volume alone of trucks not to mention carrying potential hazardous material in this already congested area is beyond reality and just not possible or probable.

We remain deeply concerned that the proposed construction methods and analysis (including construction timetable, site prep/construction hours of operation and noise and dust pollution) are symptomatic of the larger, endemic problems of the DEIS and agencies involved. While the project is of significant importance to the region, the burden is heavily placed on the Township of Weehawken without proper evaluation of those methods and alternatives. Projects of such magnitude rarely adhere to their timeline, meaning residents will likely have to endure these detrimental impacts much longer than anticipated. Adequate data, whether actual, which would be preferred albeit another project, or simulated based on experience, along with explanations are omitted from the DEIS to support a conclusion that the plan or any of alternatives avoid or mitigate the identified impacts. To that end, I and the Township Council urgently request your agencies take immediate steps to consider alternatives to implement and ensure a minimized impact on Weehawken residents.

As you are aware The National Environmental Policy Act of 1969, 42 U.S.C. 4321 et seq., and applicable regulations (40 CFR Parts 1500-1508; 64 FR 28545, May 26, 1999, as updated in 78 FR 2713, January 14, 2013; and 23 CFR Part 771), require that Environmental Impact Statements include a detailed consideration of alternatives. Chapter 2 and Appendix 2 of the DEIS, Project Alternatives and Description of the Preferred Alternative, once again do not include a meaningful consideration of alternatives that would minimize the adverse environmental impacts that would result from the tunnel spoils removal/transportation scenario discussed in Section 3.3.3.

Therefore, we strongly believe these alternatives would help to minimize the adverse impacts described above. It is incumbent on the lead agencies to consider all alternatives.

Weehawken is prepared to provide its assistance in that process. The Township has assembled a team of experts consisting of Engineers, Environmental consultants, and legal advisors to assist us with this process.

I and the Township's Council look forward to closely monitoring the project and the steps taken by the various agencies throughout all stages. It is imperative that all parties involved appropriately weigh the impacts and use every tool available that leads this project to a positive result for all concerned. As the Council is, all parties should be committed to maintaining the quality of life the people of Weehawken and its surrounding neighbors have come to enjoy.

Very Truly Yours,



Richard F. Turner
Mayor

RFT/gda

Cc:

United States Senator, Robert Menendez (NJ)

United States Senator, Cory Booker (NJ)

United States Representative, Albio Sires (NJ-8)

New Jersey State Senator, Brian P. Stack (District 33)

New Jersey State Assemblywoman, Annette Chaparro (District 33)

New Jersey State Assemblyman, Raj Mukherji (District 33)

Hudson County Executive, Thomas A. DeGise

City of Hoboken Mayor, Dawn Zimmer

Township of Weehawken First Ward Councilwoman, Carmela Silvestri-Ehret

City of Hoboken Second Ward Councilwoman, Tiffanie Fisher,

Township of Weehawken Township Manager, Giovanni Ahmad

USDOT Federal Railroad Administration, Amishi Castelli, Ph.D

National Railroad Passenger Corporation (AMTRAK) Chairman of the Board, Anthony

R. Coscia

Port Authority of New York and New Jersey Chairman of the Board, Kevin J. O'Toole

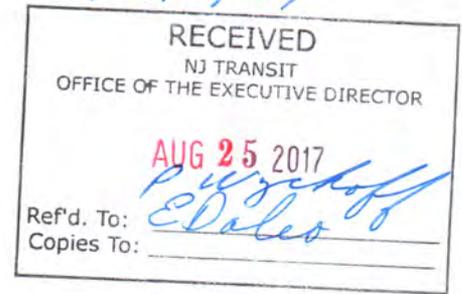
NJ TRANSIT Executive Director, Steven H. Santoro

NJ TRANSIT Capital Planning, RJ Palladino, AICP, PP



TOWNSHIP OF WEEHAWKEN
NEW JERSEY

MUNICIPAL BUILDING
400 PARK AVENUE
WEEHAWKEN, NEW JERSEY 07086



August 18, 2017

Executive Director Steven H. Santoro
NJ TRANSIT Corporation
One Penn Plaza East
Newark, NJ 07105

Re: RESOLUTION OPPOSING ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR "THE HUDSON TUNNEL" AS IT
IMPACTS CONSTRUCTION ACTIVITIES IN "THE SHADES" AREA OF THE TOWNSHIP AND RELATED MATTERS

Please find Resolution on the re above , # 171-2017 adopted by the Mayor and Township
Council of the Township of Weehawken on August 15th 2017.

Sincerely;

Rola Dahboul

Township Clerk

Cc Mayor Richard F. Turner

**TOWNSHIP OF WEEHAWKEN
HUDSON COUNTY, NEW JERSEY**

RESOLUTION # 171-2017

**RESOLUTION OPPOSING ENVIRONMENTAL IMPACT STATEMENT
(EIS) FOR “THE HUDSON TUNNEL” AS IT IMPACTS CONSTRUCTION
ACTIVITIES IN “THE SHADES” AREA OF THE TOWNSHIP
AND RELATED MATTERS**

WHEREAS, it has come to the attention of the Mayor and Township Council of Weehawken, by way of review of the Environmental Impact Statement (EIS) for “the Hudson Tunnel” (the Project), that the Federal Government, the States of New Jersey and New York, New Jersey Transit and/or others responsible for the Project, plan to perform substantial construction work related to “The Hudson Tunnel” Project in the Downtown or Shades Area of the Township, in the area roughly bounded by the Northerly border of Hoboken, the Palisades Cliffs, Willow Avenue and 19th Street, involving the excavation of underground soil, rock and other materials from substantially the entire length of the proposed tunnel and the removal thereof through an opening located in the said “Shades” Area of Weehawken, and the transport of such materials therefrom through the neighborhoods and over the roadways of the Township to the final disposal location outside the Township, to be conducted for approximately sixteen (16) hours per day, seven (7) days per week for several years (the State Proposal), much of which would occur during periods of extremely heavy traffic, would result in severe disturbance, inconvenience, noise and air pollution, and would unnecessarily compromise the public health, safety and welfare <<<; and

WHEREAS, the Township Council believes:

a) that such negative impacts are, to a great extent, avoidable, and that the required work could be accomplished with a far lesser impact overall to the Township, as well as to the region, and at lower cost, pursuant to the Township’s alternative proposal, which would locate the

point of removal of the underground materials to the West of the Palisades (the Township Proposal); and

b) that the State Proposal would be contrary to the public health, safety and welfare of, and would not be in the best interests of the residents, property owners, guests and visitors of the Township of Weehawken, or of the region,

NOW, THEREFORE, BE IT RESOLVED, that the Mayor and Council of the Township of Weehawken strongly oppose the State Proposal and the EIS as it relates to proposed construction activities in “the Shades” area of the Township, and hereby urge the strong opposition thereto by all interested parties and, alternatively, urge adoption of the Township Proposal instead; and

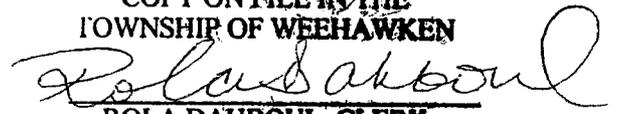
BE IT FURTHER RESOLVED, that the Township engage the law firm of Chasan, Lamparello, Mallon & Cappuzzo, of Secaucus, for an initial period of sixty (60) days and a total compensation not to exceed \$17,500, for the purpose of opposing the State Proposal and seeking to have the Township Proposal adopted instead, and to request an extension of the comment period relating to the EIS and the State Proposal (which it is understood expires on August 21, 2017) in order to permit adequate time for this subject matter to be discussed, debated, studied, considered and determined.

DATED: August 15, 2017

Introduced: Lavagnino

Second: Zucconi

I CERTIFY THAT
THIS IS A TRUE AND ACCURATE
COPY ON FILE IN THE
TOWNSHIP OF WEEHAWKEN


ROLA DAHBOUL, CLERK

Councilperson	Yea	Nay	Abstain	Absent
Carmela Silvestri-Ehret				x
Robert J. Sosa	x			
Robert E. Zucconi	x			
Rosemary J. Lavagnino	x			
Richard F. Turner	x			

Agencies and Governmental Organizations

Federal



Preserving America's Heritage

September 5, 2017

Ms. Laura Shick
Federal Preservation Officer
U.S. Department of Transportation
Federal Railroad Administration
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
1200 New Jersey Avenue, SE
Washington D.C. 20590

Ref: *ACHP Comments on Second Draft Programmatic Agreement regarding the Hudson Tunnel Project Hudson County, New Jersey and New York County, New York*

Dear Ms. Shick:

The Advisory Council on Historic Preservation (ACHP) has completed its review of the Second Draft Programmatic Agreement (PA) among the *Federal Railroad Administration (FRA), the New Jersey Historic Preservation Officer, the New York Historic Preservation Officer, the Advisory Council on Historic Preservation, the Federal Transit Administration, the U.S. Army Corps of Engineers, the New Jersey Transit Corporation, the National Railroad Passenger Corporation (Amtrak), and the Port Authority of New York & New Jersey Regarding the Hudson Tunnel Project in Hudson County, New Jersey and New York County, New York* submitted to ACHP via email on July 11, 2017. The Federal Railroad Administration (FRA) revised the Second Draft PA to address the comments submitted by the consulting parties after reviewing the First Draft PA. The ACHP recommends a few additional revisions before FRA executes the final PA. Our comments should be considered along with other relevant revisions and edits submitted by other consulting parties who are participating in the Section 106 consultation process.

Whereas Clauses

- The PA should include a Whereas Clause that clarifies when the Project Sponsor(s) is selected then FRA will need to amend the PA in accordance with Stipulation XVI.

Stipulations

- Stipulation II. A should be revised to clarify that the Lead Federal Agency will be responsible for the “coordination” of the PA rather than the “maintenance” of the PA. Section 106 agreement documents are not maintained.
- Stipulation II.B should be written in the future tense since the “party or parties” have not been selected.

- The termination in Stipulation XVII.A should include the following text:

If any Signatory to this PA determines that its terms will not or cannot be carried out or if circumstances change over time and warrant revision of the stipulations, that Signatory shall immediately consult with the other Signatories to attempt to develop an amendment per Stipulation XVI to the PA. If within thirty calendar (30) days (or another period agreed to by all Signatories) an amendment cannot be reached, any Signatory may terminate the PA upon written notification to FRA and the other Signatories with the obligations accruing up to the date of termination remaining in full force and effect.

- In Stipulation XX please change the Point of Contact for the ACHP to read as follows:

Reid Nelson
Director
Office of Federal Agency Programs

The ACHP looks forward to receiving the Final PA from FRA once it has been signed by the other signatories. If you have any questions, please contact Sarah Stokely who can be reached at (202) 517-0224 or via e-mail at sstokely@achp.gov.

Sincerely,



Charlene Dwin Vaughn, AICP
Assistant Director
Office of Federal Agency Programs
Federal Permitting, Licensing and Assistance Section

From: Kathy Middleton - NOAA Federal [mailto:kathy.middleton@noaa.gov]

Sent: Monday, August 21, 2017 5:17 PM

Subject: Amtrak/New Jersey Transit Hudson Tunnel Project

Please find the attached comment letter from NMFS for your files regarding the Amtrak/New Jersey Transit Hudson Tunnel Project.

Thanks,
Kathy

--

Kathy Middleton

Administrative Assistant

NMFS - Habitat Conservation Division

55 Great Republic Drive

Gloucester, MA 01930

[978-281-9102](tel:978-281-9102)

kathy.middleton@noaa.gov



Hudson Tunnel ACOE EFH comment letter.pdf
290K



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
GREATER ATLANTIC REGIONAL FISHERIES OFFICE
55 Great Republic Drive
Gloucester, MA 01930-2276

Stephan Ryba, Chief
Regulatory Branch
U.S. Army Corps of Engineers
New York District
26 Federal Plaza
New York, New York 10278-0090

AUG 21 2017

RE: NAN-2016-01166; Amtrak/New Jersey Transit Hudson Tunnel Project,
Hudson River, NJ and NY

Dear Mr. Ryba:

We have reviewed Public Notice number NAN-2016-01166-WCA dated July 7, 2017. The notice describes an application by Amtrak and New Jersey Transit (NJT) to construct a new, two-track passenger rail tunnel under the Hudson River between New Jersey and New York. The project, known as the Hudson Tunnel Project (HRT), also includes the rehabilitation of the existing North River Tunnel (NRT) and rail infrastructure improvements to connect the new tunnel to the existing Northeast Corridor. The HRT will extend from Secaucus, NJ, beneath the Palisades (North Bergen and Union City), the Hoboken waterfront, and Hudson River to connect with New York Penn Station.

The US Federal Rail Administration (FRA) is the lead federal agency for this project and has initiated consultation with us pursuant to the requirements of the Magnuson Stevens Fisheries Management and Conservation Act (MSA). The MSA requires federal agencies to consult us on projects such as this that may affect EFH adversely. This process is guided by the requirements of our EFH regulation at 50 CFR 600.905, which mandates the preparation of EFH assessments, lists the required contents of EFH assessments, and generally outlines each agency's obligations in this consultation procedure.

In a letter to FRA dated June 12, 2017, we provided the following conservation recommendations; we ask that you include these as special conditions in any permit issued to Amtrak and NJT for this project.

1. No in-water work from November 15 to April 15 to minimize impacts to overwintering striped bass.
2. Avoid removing or installing sheetpiles from March 1 to June 30 to minimize impacts to migrating anadromous species including alewife, blueback herring and striped bass.
3. Provide compensatory mitigation for unavoidable impacts to tidal wetlands. A compensatory mitigation plan should be required that documents avoidance and minimization of the loss of tidal wetlands and provides sufficient acreage to offset the habitat losses.



In addition, subsequent to our comment letter to FRA, discussions occurred between FRA and resource agencies regarding mitigation for jet-grouting and sediment stabilization of approximately 1.51 acre of benthic habitat. Approximately 0.74 acres of river bottom would be hardened as a result of the Soilcrete process and elevated above the current depths. The remaining 0.77 acres would be scoured by jet-grouting. Because the ecological effects of the use of Soilcrete are difficult to anticipate, and it is unclear if any effects that do occur would be temporary or permanent, we agreed that monitoring of the site to evaluate the recovery of the impacted benthic habitat would be acceptable in lieu of traditional compensatory mitigation for this activity. The proposed monitoring of the entire impacted area would occur for five years post-construction and would include the submittal of annual monitoring reports. The specifics of the monitoring plan will be developed by the applicant in coordination with ACOE, NMFS, and New York State Department of Environmental Conservation (NYSDEC).

We therefore add an additional conservation recommendation to the above list, and ask that you include it as a special condition in the permit issued to the applicant for this project.

4. Develop a five-year monitoring plan to evaluate benthic community recovery of the river bottom impacted by the use of Soilcrete and jet grouting. The monitoring plan should be developed with input from ACOE, NMFS and NYDEC and will include the submittal of annual reports.

We will continue to work with FRA, NJ Transit and ACOE as the plans for this project progress and additional details on the impacts to wetlands within the Hackensack Meadowlands are more fully defined. As additional information on the project schedule and construction details are developed, we will evaluate whether or not the full, recommended seasonal restrictions are warranted, based on available data on the timing of migration of anadromous fishes in the project area, or if there are other options to minimize adverse effects to migrating anadromous fishes.

Please note that Section 305(b)(4)(B) of the MSA requires you to provide us with a detailed written response to the EFH conservation recommendations, including a description of measures you have adopted to avoid, mitigate, or offset the impact of the project on EFH. In the case of a response that is inconsistent with these conservation recommendations, Section 305(b)(4)(B) of the MSA also indicates that you must explain your reasons for not following the recommendations. Included in such reasoning would be the scientific justification for any disagreements with us over the anticipated effects of the proposed action and the measures needed to avoid, minimize, mitigate, or offset such effects pursuant to 50 CFR 600.920(k).

Please also note that a distinct and further EFH consultation must be reinitiated pursuant to 50 CFR 600.920(1) if new information becomes available or the project is revised in such a manner that affects the basis for the above EFH conservation recommendations.

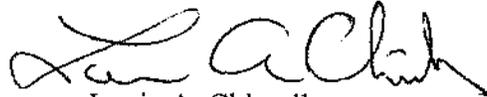
Endangered Species Act

Federally listed species may be present in the project area. Coordination between FRA and our Protected Resources Division pursuant to Section 7 of the Endangered Species Act (ESA) is ongoing. Our Protected Resources Division will be providing comments on this project separately.

Questions regarding the status of their review should be directed to Daniel Marrone at (978) 282-8465 or daniel.marrone@noaa.gov.

We look forward to our continued coordination with your office on this project as it moves forward. If you have any questions or need additional information, please do not hesitate to contact Ursula Howson at ursula.howson@noaa.gov or (732) 872-3116.

Sincerely,



Louis A. Chiarella,
Assistant Regional Administrator
for Habitat Conservation

NY ACOE – S. Ryba
NOAA OPR – M. Lennox
PRD – D. Marrone
NEFMC – T. Nies
MAFMC – C. Moore
ASMFC – L. Havel
NYDEC – D. McReynolds
FRA – A. Castelli

Cannon, James H CIV CENAN CENAD (US)

From: Daniel Marrone - NOAA Federal <daniel.marrone@noaa.gov>
Sent: Friday, July 07, 2017 1:57 PM
To: Cannon, James H CIV CENAN CENAD (US)
Subject: [Non-DoD Source] Re: Public Notice Number NAN-2016-01166-WCA for Amtrak and New Jersey Transit Corp. Hudson Tunnel Project
Attachments: FRA Hudson Tunnel Project.pdf

Hi Jim,

We have already completed consultation with the FRA on this project (see attached).

Dan

On Fri, Jul 7, 2017 at 12:31 PM, NMFS.GAR ESA.Section7 - NOAA Service Account <nmfs.gar.esa.section7@noaa.gov <mailto:nmfs.gar.esa.section7@noaa.gov> > wrote:

----- Forwarded message -----

From: NMFS.GAR ESA.Section7 - NOAA Service Account <nmfs.gar.esa.section7@noaa.gov <mailto:nmfs.gar.esa.section7@noaa.gov> >
Date: Fri, Jul 7, 2017 at 12:20 PM
Subject: Fwd: Public Notice Number NAN-2016-01166-WCA for Amtrak and New Jersey Transit Corp. Hudson Tunnel Project
To: Edith Carson - NOAA Federal <edith.carson@noaa.gov <mailto:edith.carson@noaa.gov> >

----- Forwarded message -----

From: Cannon, James H CIV CENAN CENAD (US) <James.H.Cannon@usace.army.mil <mailto:James.H.Cannon@usace.army.mil> >
Date: Fri, Jul 7, 2017 at 11:46 AM
Subject: Public Notice Number NAN-2016-01166-WCA for Amtrak and New Jersey Transit Corp. Hudson Tunnel Project
To: "nmfs.gar.esa.section7@noaa.gov <mailto:nmfs.gar.esa.section7@noaa.gov> " <nmfs.gar.esa.section7@noaa.gov <mailto:nmfs.gar.esa.section7@noaa.gov> >

Please see attached Public Notice and ESA Assessment Letter for the subject permit application. Please note that the attached public notice contains additional information then the Public Notice published on the Corps website. The additional information in the attached public notice provides a description of the proposed ground improvement activities within the Hudson River.

Jim Cannon
New York District, U.S. Army Corps of Engineers
Regulatory Branch



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
GREATER ATLANTIC REGIONAL FISHERIES OFFICE
55 Great Republic Drive
Gloucester, MA 01930-2276

JUN 28 2017

Marlys Osterhues
Chief of Environmental and Corridor Planning
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: ESA Section 7 Hudson Tunnel Project

Dear Ms. Osterhues:

We have completed our consultation under section 7 of the Endangered Species Act (ESA) in response to your letter received on June 16, 2017 regarding the above-referenced proposed project. We reviewed the action agency's consultation request document and related materials. Based on our knowledge, expertise, and the action agency's materials, we concur with the action agency's conclusion that the proposed action is not likely to adversely affect the ESA-listed species and/or designated critical habitat under our jurisdiction. Therefore, no further consultation pursuant to section 7 of the ESA is required.

You do not mention which life stages of sturgeon will be present in the action area. Juvenile and adult shortnose may occur in the action area as well as adult and subadult Atlantic sturgeon. Although your analysis covers the effects of underwater noise, you do not state that you expect sturgeon to modify their behavior and move away from the esonified project area upon exposure to underwater noise levels of 150 dB re 1 μ PA RMS. Given the small distance a sturgeon would need to swim to avoid the esonified area, and due to the large width of the river any movements of the fish will be undetectable and not interfere with any essential life behaviors such as spawning or migration. These clarifications regarding your analysis of the effects of the proposed action do not affect your determination that effects of underwater noise are insignificant or alter your not likely to adversely affect determination, and we maintain our concurrence with your conclusion that the proposed action is not likely to adversely affect any NMFS ESA-listed species in the action area.

Reinitiation of consultation is required and shall be requested by the Federal agency or by the Service, where discretionary Federal involvement or control over the action has been retained or is authorized by law and: (a) If new information reveals effects of the action that may affect listed species or critical habitat in a manner or to an extent not previously considered in the consultation; (b) If the identified action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in this consultation; or (c) If



a new species is listed or critical habitat designated that may be affected by the identified action. No take is anticipated or exempted. If there is any incidental take of a listed species, reinitiation would be required. Should you have any questions about this correspondence please contact Dan Marrone at 978-282-8465 or Daniel.Marrone@noaa.gov. For questions related to Essential Fish Habitat please contact Ursula Howson with our Habitat Conservation Division at 732-872-3116 or Ursula.Howson@noaa.gov.

Sincerely,



Kimberly B. Damon-Randall
Assistant Regional Administrator
for Protected Resources

EC: Marrone NMFS/PRD; Castelli FRA
PCTS: NER-2017-14217
File Code: \Section 7\Non-Fisheries\Federal Railroad\Hudson Tunnel Project\Incoming

hudson tunnel

From: Peacock, Cherie <cherie.peacock@hq.dhs.gov>
Sent: Monday, August 21, 2017 10:43 AM
To: hudson tunnel
Cc: Peacock, Cherie
Subject: DEIS Comments
Attachments: DHS_HudsonTunnel_DEIS_Comments.pdf

Attached please find comments to the Hudson Tunnel DEIS from The Department of Homeland Security, Office of Infrastructure Protection.

Kind regards,

Cherie Peacock, PE, LEED AP
Sustainable Design Engineer
Infrastructure Development and Recovery Program
Office of Infrastructure Protection
Department of Homeland Security
Office Phone: 703-235-2531
Mobile Phone: 202-823-0951
Email: cherie.peacock@hq.dhs.gov



**Homeland
Security**

August 17, 2017

Amishi Castelli, Ph.D
Environmental Protection Specialist
U.S. Department of Transportation, Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Dear Ms. Castelli:

The Department of Homeland Security, Office of Infrastructure Protection (DHS-IP) has reviewed the Draft Environmental Impact Statement (DEIS) provided on July 6, 2017. Our comments and feedback on the DEIS are provided below.

Socioeconomic Conditions

- Chapter 7, page 14, paragraphs 1-4: IMPLAN is an input-output model which has no price/substitution effects and is therefore likely to overstate the impacts of the project even when conservative estimates are used. This should be addressed, at least in a footnote.
- Chapter 7, pages 16-20, all paragraphs: The section treats all construction disruptions as temporary with properties being restored after the project end. This fails to address the fact that some of these disruptions could very well lead to business closures due project induced to congestion, lack of parking and access, noise, etc. This could be serious for those using the health care and social assistance programs on the New York side (see page 10, section 7.3.2.1.2) as well as those service providers, which account for a reported 18.5% of the area's employment.

Please feel free to contact me at 703-235-8244 with any questions or concerns regarding the above comments and feedback.

Sincerely,

A handwritten signature in black ink, appearing to read "Daniel Genua", with a long horizontal flourish extending to the right.

Daniel Genua
Protective Security Advisor
Chief, Vulnerability Assessments Infrastructure Development and Recovery Section
Protective Security Coordination Division
Office of Infrastructure Protection

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
United States Coast Guard
Sector New York

212 Coast Guard Drive
Staten Island, NY 10305
Staff Symbol: (spw)
Phone: (718) 354-2353
Fax: (718) 354-4190

16670

18 AUG 2017

U. S. Army Corps of Engineers
New York District
Jacob K. Javitz Federal Bldg
New York, NY 10278-0090
Attn: Regulatory Branch

Ladies and Gentlemen:

We have reviewed Public Notice NAN-2016-01166-WCA regarding the Hudson Tunnel Project and offer the following comments:

The proposed Hudson River in-water work area is within the Federal Channel making it, and construction vessels, susceptible to wake and/or surge damage. If a permit is issued for this project, the Coast Guard does not intend to place any operational limitations on commercial vessels using the adjacent waterway.

We request that any permit you issue require the permittee to:

1. Submit the following information, at a minimum, to the First Coast Guard District for publication in the Local Notice to Mariners before starting operations:

Date of submission:

Name, phone number, and email address of project point of contact:

Company Name:

Type of Work:

Waterway and location where work will be done:

Latitude & Longitude of work area (Degrees, Minutes, Thousandths of seconds):

Work Start & Stop dates and Hours of Operation:

Equipment on scene:

Passing Arrangements / Time to move vessels to not impede navigation:

VHF Radio Channel monitored:

Disposal Site (if used):

NOAA Chart Number for the area:

This information must be e-mailed to LNLM@uscg.mil or faxed to (617) 223-8291 a minimum of fourteen days before starting operations.

2. Provide Sector NY the final cofferdam locations, including the height they will extend above MHW and MLLW, displayed on NOAA chart 12335. This information is required to determine the structure markings that the USCG will require as per 33 CFR Part 64, Subpart C, Marking of Structures.

16670

3. Notify the National Oceanic and Atmospheric Administration of the project completion and specifications so they may initiate the appropriate chart and Coast Pilot corrections. This must include a copy of the USACE permit and must be submitted online at https://www.nauticalcharts.noaa.gov/mcd/docs/Completion_Report_June12.pdf.

If you have any questions or comments regarding this matter, please contact Mr. Jeff Yunker at (718) 354-4195.

Sincerely,



J. W. BUCK
Lieutenant Commander, U.S. Coast Guard
Chief, Waterways Management Division
By direction

From: Lazinsky, Diane <diane_lazinsky@ios.doi.gov>
Sent: Tuesday, August 15, 2017 10:03 AM
To:

Subject: DOI comments Hudson Tunnel Project DEIS & Section 4(f) Evaluation
Attachments: DOI-DEIS-4(f)HudsonTunnelProject-NY-NJ.pdf

Dear Ms. Castelli:

Please see the attached file for the U.S. Department of the Interior's comments for the DEIS & Section 4(f) for the Hudson Tunnel project, NY & NJ. Thank you and please feel free to contact me if you have questions. Thank you and enjoy the day!

Regards,
Diane

--

Diane Lazinsky
U.S. Department of the Interior
Office of the Secretary
Office of Environmental Policy and Compliance
15 State Street, 8th Floor
Boston, MA 02109
Phone: 617 223-8565
Fax: 617 223-8569
diane_lazinsky@ios.doi.gov
<http://www.doi.gov/pmb/oepec/boston.cfm>



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
15 State Street – 8th Floor
Boston, Massachusetts 02109-3572

August 15, 2017

9043.1
ER 17/0327

Amishi Castelli
U.S. DOT, Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

**Subject: Draft Environmental Impact Statement and Draft 4(f) Evaluation
Hudson Tunnel Project
Hudson County, New Jersey and New York County, New York**

Dear Ms. Castelli:

The U.S. Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement and Draft Section 4(f) Evaluation for the proposed project to rehabilitate the North River Rail Tunnel between North Bergen, New Jersey and Manhattan, New York and to build a new tunnel parallel to the existing tunnel. The purpose of the project is to preserve current functionality of the Northeast Corridor (NEC) Hudson River rail crossing between New Jersey and New York and strengthen the resilience of the NEC.

Section 4(f) Evaluation Comments

The Department concurs that there is no prudent and feasible alternative to the proposed use of 4(f) lands, which consist of the New York Hudson River Bulkhead. The partial demolition of this resource would be an adverse effect, which constitutes a 4(f) use. No other 4(f) uses have been defined for this project, although adverse effects have been defined for several properties exempt from 4(f) uses. These include: North River Tunnel (NY & NJ) and the Pennsylvania Railroad New York to Philadelphia Historic District (NJ). Additionally, several areas in New York may contain archeological resources that may be eligible listing in the National Register of Historic Places, but to which the Federal Railroad Administration currently does not have access. The Federal Railroad Administration has developed a draft programmatic agreement in consultation with the New Jersey Historic Preservation Officer, New York Historic Preservation Officer, Advisory Council on Historic Preservation, Federal Transit Administration, New Jersey Transit Corporation, and the National Railroad Passenger Corporation to provide a plan for identifying

potential archeological resources that may be impacted by the project, and for mitigating adverse effects to known historic properties. The measures to minimize harm under Section 4(f) must be explicitly consistent with the draft programmatic agreement. We note that a draft copy of the programmatic agreement has been included in the documentation of compliance for the project and is currently under public review. It reflects appropriate procedures for mitigating the adverse effects to cultural resources.

Thank you for the opportunity to review and comment on this project. If you have questions regarding these comments, please contact Cheryl Sams at (215) 597-5822 or Cheryl_Sams@nps.gov. Please contact me at (617) 223-8565 if I can be of further assistance.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andrew L. Raddant", is displayed on a light blue rectangular background.

Andrew L. Raddant
Regional Environmental Officer

CC: SHPO-NJ (kate.marcopul@dep.nj.gov)
SHPO-NY (Michael.Lynch@parks.ny.gov)

From: Knutson, Lingard <Knutson.Lingard@epa.gov>

Sent: Wednesday, August 16, 2017 10:59:22 AM

To: Castelli, Amishi (FRA)

Subject: Hudson River Tunnel.DEIS.pdf

Here's the letter. Sorry it took so long to get it signed...mostly folks were out on vacation.

Lingard

 Hudson River Tunnel.DEIS.pdf
899K



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 2
290 BROADWAY
NEW YORK, NY 10007-1866

AUG 14 2017

Dr. Amishi Castelli
Environmental Protection Specialist
USDOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

RE: Hudson Tunnel Project Draft Environmental Impact Statement

Dear Dr. Castelli:

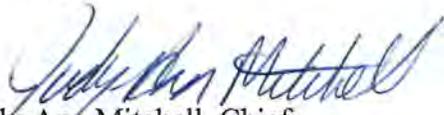
The U.S. Environmental Protection Agency has reviewed the U.S. Department of Transportation Federal Railroad Administration's (FRA) Draft Environmental Impact Statement (DEIS) on the Hudson Tunnel Project dated June 2017 (CEQ# 20170124). The purpose of this project is to preserve the current functionality of Amtrak's Northeast Corridor (NEC) service and NJ Transit's commuter rail service between New Jersey and Penn Station New York (PSNY) by repairing the deteriorating North River Tunnel; and to strengthen the NEC's resiliency to support reliable service by providing redundant capacity under the Hudson River. This review was conducted in accordance with Section 309 of the Clean Air Act, as amended (42 U.S.C 7609, PL 91-604 12 (a), 84 Stat. 1709) and the National Environmental Policy Act (NEPA).

The Preferred Alternative for the Project would consist of a new two-track Hudson River Tunnel, parallel to the existing North River Tunnel and extending from the Northeast Corridor in Secaucus, New Jersey, beneath the Palisades (North Bergen and Union City) and the Hoboken waterfront area, and beneath the Hudson River to connect to the tracks in A Yard at PSNY. New ventilation shafts and associated fan plants would be located above the tunnel in New Jersey and New York for regular and emergency ventilation and emergency access. The western terminus of the new tunnel and related tracks and infrastructure would be east of County Road in Secaucus, New Jersey, and the eastern terminus would be at approximately Ninth Avenue in Manhattan, New York.

Based on the review of the DEIS, the EPA has rated the project and document "Lack of Objections" (LO). However, EPA is concerned that the DEIS is not explicit about the methodology and assumptions used in the general conformity applicability analysis. In order to evaluate whether the project's general conformity finding is appropriate, the following should be specified: the type, age and size of construction equipment and engines, the assumed activity (operating hours or miles traveled), and emission and load factors used.

We appreciate the tremendous amount of interagency coordination FRA has provided during the preparation of the DEIS, and the opportunity to comment. If you have any questions, please contact Lingard Knutson at (212) 637-3747 or Knutson.lingard@epa.gov.

Sincerely,

A handwritten signature in blue ink that reads "Judy-Ann Mitchell". The signature is fluid and cursive, with the first name "Judy" and last name "Mitchell" clearly legible.

Judy-Ann Mitchell, Chief
Sustainability and Multimedia Programs Branch

Saved As: G:\deppdiv\SPM\ERS\Staff\KNUTSON\DRAFTS\Hudson River Tunnel. DEIS.docx
Save To: G:\deppdiv\SPM\ERS\ERSfinal\309\Multistate\Hudson River Tunnel.DEIS.docx

State: New Jersey

From: Sponaugle, Jessica [mailto:Jessica.Sponaugle@dep.nj.gov]
Sent: Thursday, August 17, 2017 4:21 PM
To: Palladino, Robert J. (CCAPRJP)
Cc: Brunatti, Megan; Foster, Ruth; Pepe, David
Subject: Hudson Tunnel Project DEIS Release----NJDEP Comment Letter

Dr. Castelli and Mr. Palladino,

Please find the attached comment letter from the Department regarding the Hudson Tunnel Project Draft EIS which was posted for public comment on July 11, 2017. I have also sent a paper copy in the mail. Please let me know if you have any questions.

Sincerely,

Jessica R. Sponaugle

Environmental Specialist II

NJDEP- Office of Permit Coordination and Environmental Review

401 East State Street

Trenton, NJ 08625-0420

Mailcode: 401-07J

Office#: [609-292-3600](tel:609-292-3600)

Direct#: [609-777-3251](tel:609-777-3251)

Fax#: [609-292-1921](tel:609-292-1921)

Email: Jessica.sponaugle@dep.nj.gov

Website: <http://www.nj.gov/dep/pcer/>





State of New Jersey

CHRIS CHRISTIE
Governor

DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF PERMIT COORDINATION AND ENVIRONMENTAL REVIEW
P.O. Box 420 Mail Code 401-07J Trenton, New Jersey 08625-0420
Telephone Number (609) 292-3600
FAX NUMBER (609) 633-2102

BOB MARTIN
Commissioner

KIM GUADAGNO
Lt. Governor

August 17, 2017

Ms. Amishi Castelli, PhD.
US Department of Transportation
Federal Railroad Administration
Office of Program Delivery, Environment and Corridor Planning
One Bowling Green, Suite 429
New York, New York 10004-1415

R.J. Palladino, Senior Program Manager
NJ Transit Capital Planning
One Penn Plaza East – 8th Floor
Newark, NJ 07105-2246

**RE: Proposed Hudson Rail Tunnel Project
Comments on Draft Environmental Impact Statement
Secaucus, Hudson County to Penn Station, New York City**

Dear Dr. Castelli and Mr. Palladino:

The New Jersey Department of Environmental Protection's (Department) Office of Permit Coordination and Environmental Review (PCER) distributed, for review and comment, the Draft Environmental Impact Statement (DEIS) for the proposed Hudson Rail Tunnel Project. This DEIS was prepared by the Federal Railroad Administration (FRA) and NJ Transit as part of the FERC National Environmental Policy Act (NEPA) requirements and posted for public comment on July 11, 2017. In addition, please review the signed comment letter regarding the Preliminary DEIS sent on June 5, 2017.

We offer the following comments on the Draft EIS for your consideration:

Historic Preservation Office

The New Jersey Historic Preservation Office (NJ HPO) previously commented on this project through consultation with the Federal Rail Administration (FRA) and other consulting parties pursuant to Section 106 of the National Historic Preservation Act, as amended. The FRA and NJ HPO agreed that a Programmatic Agreement (PA) is the appropriate method for resolving project effects on historic properties and the requirements of the DEIS. The draft PA is available as Appendix 9 (9-1) in the DEIS.

Regarding the Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation, the revised DEIS and Section 4(f) document, dated June 2017, addresses the HPO's May 25, 2017 comments on the earlier draft. NJ HPO comment on the current DEIS is as follows:

- Page 9-26. Table 9-4. Based on the lack of prudent or feasible archaeological survey methods, the HPO does not recommend to FRA a finding of adverse effect for pile-driven construction methods.
- Page 9-36, Section 9.8.1, Historic Architectural Resources. There appear to be a few extra words in the third line, namely "the Hudson River, and New York."
- Page 9-38. Section 9.8.2.1, New Jersey.
 - First sentence. The NJ HPO does not recommend to FRA a finding of adverse effect for pile-driven construction methods.
 - Historic sea wall. Because this resource is in New York, consultation should be limited to the NY HPO and not the NJ HPO. I recommend that the entire document be checked to ensure that the state-appropriate SHPO is referenced for consultation.

If you have any questions, please contact Vincent Maresca at (609) 633-2395 and please reference HPO project No. 16-1650 in any future calls, emails, submissions or written correspondence.

Air Bureau of Evaluation and Planning

The Bureau of Evaluation and Planning (BEP) has reviewed the Draft EIS for the Hudson Tunnel Project and has the following comment:

- 1) 13.8 Conformity with State Implementation Plan
Table 13-13 Emissions from Construction Activities (tons/year) in the Draft EIS includes air emissions from 2019 to 2029 for PM2.5; PM10, NOx, VOC, SO2 and CO. The highest NOx emissions are in 2021 and are 70.3 tons.

Comment #1

Please provide the backup information (methodology, assumptions, equipment (nonroad/onroad), emission factors, load factors and sample calculation) to support the air emissions in Table 13-13 Emissions from Construction Activities (tons/year).

If you have any questions, please contact Angela Skowronek in the Bureau of Air Planning at (609) 984-0337.

New Jersey Geological and Water Survey

The New Jersey Geological and Water Survey has reviewed the geologic sections of the draft EIS for the Hudson Tunnel Project and offers the following comments:

1. There is no listing of the references they used. In the text they may cite an author and a date, but do not give the title of the work or the publication. The only full citations are for USGS publications, everything else is just author and date. The only referencing of information is given on page 15-2.
 - United States Geological Survey (USGS) 7.5-Minute Topographic Map;
 - USGS National Seismic Hazard Map of New York;
 - State of New Jersey Geographical Information System (GIS) Database;
 - New Jersey Geological and Water Survey guidance;
 - USGS maps for northern New Jersey and southern New York region (bedrock and surficial geologic maps);
 - Hudson River Estuary Data and Maps;
 - United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey (WSS); and
 - Soil Survey Geographic (SSURGO) Database.

2. Page 15-2. The bullet Bedrock faults and seismic activity: The report indicates this was investigated by the ARC project and is not anticipated to be a significant hazard. The problem is that project as the current project relied on the 1:100,000 scale geologic map (Drake and others, 1996). Neither the consultants for the ARC project or this project ever contacted the New Jersey Geological and Water Survey (NJG&WS) for up-to-date geologic information at a better scale. The 1:24,000 scale geologic map of the Jersey City quadrangle is published and on our website and the Weehawken map is in press. Drake and others (1996) indicate one fault trending toward the project area from Weehawken but the Weehawken 1:24,000 map shows three faults projecting into Weehawken Cove. The tunnel will intersect the area where these faults project just east of the cove's western shore. Since faults Triassic-Jurassic rocks tend to be more open they can transmit large volumes of groundwater which can be a geologic hazard. If the consultants had contacted the Survey they would have been provided this information.

3. Page 15-9 Near the top of the page the report indicates the tunnel may encounter the serpentinite. The tunnel will encounter the serpentinite and they should have a plan in place on how they will test for airborne asbestos fibers and how they will handle and dispose of the cuttings and any asbestos contaminated water. The Stockton-serpentinite contact is projected to be at the end of the pier on the south side of Weehawken Cove. A boring drilled about 2,000 feet north of the tunnel in the middle of the river encountered serpentinite.

General comments:

The Stockton formation is an arkosic sandstone and is a major ground water producing formation so they should expect to encounter significant quantities groundwater below the Palisades basalt. Also, there are published earthquake hazard and soil liquefaction reports for the Hudson County area on the NJG&WS website.

If you have any questions, please contact Richard Dalton at (609) 292-2576.

Bureau of Nonpoint Pollution Control

Construction projects that disturb 1 acre or more of land, or less than 1 acre but are part of a larger common plan of development that is greater than 1 acre, are required to obtain coverage under the Stormwater construction general permit (5G3). Applicants must first obtain certification of their soil erosion and sediment control plan (251 plan) from their local soil conservation district office. Upon certification, the district office will provide the applicant with two codes process (SCD certification code and 251 identification code) for use in the DEPonline portal system application. Applicants must then become a registered user for the DEPonline system and complete the application for the Stormwater Construction General Authorization. Upon completion of the application the applicant will receive a temporary authorization which can be used to start construction immediately, if necessary. With 3-5 business days the permittee contact identified in the application will receive an email including the application summary and final authorization. Note, that this Stormwater construction general permit does not authorize construction dewatering, which may require additional authorizations and/or permit(s).

If you have any questions please contact Eleanor Krukowski at (609) 633-7021.

Bureau of Tidelands Management

As stated in the Department's June 5, 2017 comment letter (enclosed), there will be fill and disturbance below the MHWL of the Hackensack River and also impacts to Penhorn Creek tributaries for new tracks. As with any project, any work and fill that will be located below the current MHWL of any natural stream OR cross any mapped historic tidelands claim area will require a tidelands instrument. This can include a license which is a rental agreement or a grant which is a sale. The grant process takes longer to finalize. If the work is proposed to be conducted before a grant is finalized, then a license will be required to remain in effect until the grant is delivered.

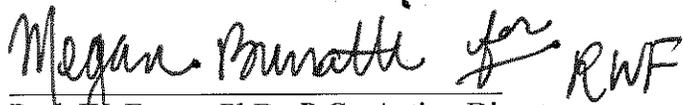
In addition, be advised that the Tidelands office was previously contacted by NJ Transit about the tunnel project. Specifically, asking about a grant that was already issued for a part of the proposed tunnel when it was known as the Arch project which was eventually cancelled and never built. The new proposed alignment is slightly different than the previously granted ROW. NJ Transit was considering a "swap" of the granted area they already purchased to use it to cover the new route ROW. They were advised that this would require approval from the Tidelands Resource Council via a new grant application.

Also, NJ Transit's letter to the Bureau of Tidelands Management dated March 28, 2017 concerning the proposed grant "swap," and a copy of the Tidelands grant referenced in that letter is enclosed for your information.

A separate consultation regarding Tidelands is recommended. If you have any questions, please contact Randy Bearce at (609) 292-2573.

Thank you for giving the New Jersey Department of Environmental Protection the opportunity to comment on the Draft Environmental Impact Statement for the proposed Hudson Rail Tunnel project.

Sincerely,


Ruth W. Foster, PhD., P.G., Acting Director

Enclosures:

NJ Transit Letter to NJDEP Bureau of Tidelands Management dated 3/28/17
Tidelands Grant
Signed Hudson Tunnel Preliminary DEIS comments 6/5/17

cc: John Gray, NJDEP-Deputy Chief of Staff
Ruth Foster, NJDEP-PCER
Jessica Sponaugle, NJDEP-PCER
Angela Skowronek, NJDEP-Air Quality Planning
Richard Dalton, NJGS
Vincent Maresca, NJDEP- SHPO
Eleanor Krukowski, NJDEP-BNPC
Randy Bearce- NJDEP- Tidelands

Chris Christie, Governor
Kim Guadagno, Lieutenant Governor
Richard T. Hammer, Commissioner
Steven H. Santoro, Executive Director



One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

March 28, 2017

Mr. Richard Castagna
Supervisor, Technical Analysis Section
Bureau of Tidelands Management
Division of Land Use Regulation
P.O. Box 420
Code 501-02B
Trenton, New Jersey 08625-0420

Reference: Hudson Tunnel Project
Hudson County, NJ
Tideland Grant Application

Dear Mr. Castagna:

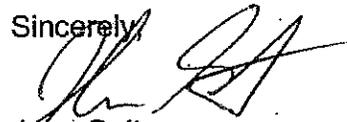
As part of the ongoing Hudson Tunnel Project, two tubes for a new rail tunnel to Penn Station, New York beginning in within Hoboken, Hudson County and traversing beneath the Hudson River, to New York City are being proposed and are currently undergoing an Environmental Impact Study (EIS). As you are aware, NJ TRANSIT previously received a riparian grant (File No. 0900-08-0003.1 TDG090001) dated January 30, 2012, from the State of New Jersey beneath currently-flowed tidelands in the Hudson River as part of the then Access to the Region's Core Project (ARC) or Trans Hudson Express Tunnel (THE Tunnel), which project was never completed. The prior grant included all Subterranean Rights in fee simple within Parcel T201A, which included, but is not limited to, the right to maintain for a public use consisting of construction, maintenance, operation, repair and reconstruction of railways or fixed guide-ways, tunnels, subsurface structures and appurtenances. The preferred alignment for the Hudson Tunnel Project, undergoing preliminary design is approximate to and similar in area and location to the alignment of the prior Riparian Grant.

This letter is written so as to confirm whether the Tidelands Resource Council would be agreeable to a future exchange or an offset of the previously-acquired Riparian Grant for a revised grant to the north at a ratio of 1:1. Based on information and belief, it our understanding that such a procedure would be feasible. Thus in addition to confirming this understanding, we also would like clarification as to how to apply in the future for such a modification of the current Grant in the event of an FEIS and issuance of a Record of Decision (ROD) by FRA and FTA. This information is being sought as part of

NJ TRANSIT's current investigation as the lead for the EIS for the Hudson Tunnel Project.

If you have any questions or require additional information, please feel free to contact Mr. Kevin Rittenberry of NJ TRANSIT at (973) 491 - 7887 or krittenberry@njtransit.com. We are also willing to meet with you if you feel that to be productive.

Sincerely,



John Geitner
Sr. Director - Environment
Energy & Sustainability
NJ TRANSIT

cc: RJ Palladino, NJT
M. Corrado, AMTRAK
P. Messick, AMTRAK
P. Rice, GHTP
K. Rittenberry NJT

CERTIFIED MAIL – 7012 2920 0002 0907 1088

Book B-12 pg. 187

FILE NO. 0900-00-0003.1 TDC090001

Hand Delivered: 4-19-12

Mailed: _____

THE STATE OF NEW JERSEY

TO ALL TO WHOM THESE PRESENTS SHALL COME OR MAY CONCERN,

GREETINGS:

WHEREAS, THE STATE OF NEW JERSEY has asserted its claim of ownership to a portion of the lands hereinafter described as being now or formerly flowed by tidewater;

AND WHEREAS, the Tidelands Resource Council (hereinafter "the Council") in the Department of Environmental Protection, is empowered under N.J.S.A. 13:1B-13 to approve grants of lands now or formerly flowed by tidewater;

AND WHEREAS, NEW JERSEY TRANSIT CORPORATION, having an address of:

One Penn Plaza East

Newark, NJ 07105,

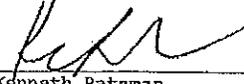
and being an instrumentality of the State of New Jersey, exercising public and essential governmental functions pursuant to N.J.S.A. 27:25-4, created with the necessary powers to acquire and operate public transportation assets and provide public transportation services, among other powers, pursuant to N.J.S.A. 27:25-5;

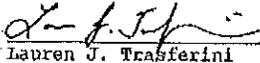
AND WHEREAS, NEW JERSEY TRANSIT CORPORATION is the record owner of lands in the City of Hoboken, in the County of Hudson and State of New Jersey, which lie above the former mean high water line of Hudson River, adjacent to or within the lands hereinafter described, and has applied for a grant of said lands within Parcel E205T;

AND WHEREAS, NEW JERSEY TRANSIT CORPORATION has also applied for a grant for Subterranean Rights (as defined herein) within the limits of Parcel T201A pursuant to N.J.S.A. 12:3-33;

AND WHEREAS NEW JERSEY TRANSIT has requested the Council to determine the price or consideration to be paid therefore, and the covenants, conditions and limitations of said grant as to both of the aforesaid tracts or parcels;

AND WHEREAS, a majority of the members of the Council and the authorized State officials, having due regard for the public interest, have approved the grant hereinafter described upon the covenants, conditions and limitations herein set forth, and having fixed the sum of ELEVEN THOUSAND THIRTY-TWO AND ZERO HUNDREDTHS DOLLARS (\$11,032.00); as the price or reasonable consideration to be paid to the State for said lands and Subterranean Rights of the aforesaid tracts or parcels;

PREPARED BY:  DATE: 12/28/11
Kenneth Ratzman
Acting Manager
Bureau of Tidelands Management
N.J.S.A. 46:15-1.1(a)(6)

APPROVED BY:  DATE: 1/25/2012
Lauren J. Trasferini
Deputy Attorney General

NOW THEREFORE, the State of New Jersey, acting by and through the Council and the Commissioner of Environmental Protection, and a majority of the members of the Council approving in consideration of the premises, the covenants, conditions and limitations herein contained, and of the sum above set forth paid by the grantee(s) to the State, the receipt whereof is hereby acknowledged, does hereby grant, bargain, sell, convey, remise, release and quitclaim unto NEW JERSEY TRANSIT CORPORATION, and to the heirs, successors and assigns of NEW JERSEY TRANSIT CORPORATION the following:

ALL Subterranean Rights within that tract or parcel of land identified as Parcel T201A on the Map of NEW JERSEY TRANSIT CORPORATION, entitled Proposed Subsurface Bulk Tidelands Conveyance Grant (sheet 2/2), dated November 16, 2009, situate, lying and being in the City of Hoboken, County of Hudson, State of New Jersey, as shown within the dashed lines on the map attached hereto and made a part hereof marked as Exhibit A (Map #0900-08-0003.1 TDG090001 Sheet 1 of 2) and being more particularly described as follows:

BEGINNING at a point along the U.S. Pierhead Line at coordinates N 700145.7076 & E 625057.4116 (NJPCS NAD 1983) and running; thence,

- 1) North 08 degrees 27 minutes 31 seconds East, along said Pierhead Line, 148.42 feet to a point; thence,
- 2) Along a curve to the left, having a radius of 5,684.65 feet and arc length of 537.32 feet to a point; thence,
- 3) South 78 degrees 29 minutes 09 seconds East a distance of 123.51 feet to a point; thence,
- 4) South 78 degrees 41 minutes 32 seconds East a distance of 812.32 feet to a point at the boundary between the State of New Jersey and the State of New York; thence,
- 5) South 10 degrees 11 minutes 12 seconds West a distance of 147.03 feet to a point; thence,
- 6) North 78 degrees 41 minutes 32 seconds West a distance of 812.11 feet to a point; thence,
- 7) North 78 degrees 29 minutes 14 seconds West a distance of 124.48 feet to a point; thence,
- 8) Along a curve to the right, having a radius of 5,831.65 feet and arc length of 532.02 feet to the point and place of BEGINNING.

All that tract or parcel of land identified as Parcel E2057 on the Map of NEW JERSEY TRANSIT, entitled Proposed Subsurface Bulk Tidelands Conveyance Grant (sheet 1/2) dated November 16, 2009, situate, lying and being in the City of Hoboken, County of Hudson, State of New Jersey, as shown within the dashed lines on the map attached hereto and made a part hereof marked as Exhibit A (Map #0900-08-0003.1 TDG090001 Sheet 2 of 2) and being more particularly described as follows:

BEGINNING at a point on the easterly right of way line of Clinton Street (65 feet wide) at coordinates N 701250.7619, E 622487.8136, distant 6.54 feet northerly from its intersection with the northerly right of way line of Seventeenth Street, Unimproved (46.33 feet wide), as shown on the official tax map and running; thence,

- 1) North 12°44'49" East, a distance of 34.15 feet, coincident with the common line dividing Lot 1, Block 146 from Lot 4.01, Block 146 to a point on the said proposed northerly Permanent Subsurface Easement Line; thence,
- 2) South 68°21'46" East, a distance of 102.97 feet, coincident with the said proposed northerly Permanent Subsurface Easement Line to a point in the common line of Lot 1, Block 146 and Lot 4.01, Block 146; thence,
- 3) On a curve to the right, not tangent to the preceding course, having a radius of 986.06 feet, an arc distance of 103.40 feet, a chord bearing North 87°24'58" West and a chord length of 103.35 feet, coincident with said common line dividing Lots 4.01 and 1, Block 146 to the point and place of BEGINNING. Containing 1,830 square feet or 0.042 acres more or less. The bearings within this description are based on the New Jersey State Plane Coordinate System, North American Datum of 1983 (NAD '83).

Both Parcels or Tracts containing 217,863 square feet, of which 574 square feet is claimed to be formerly flowed by the mean high tide and 216,126 square feet is claimed to be currently flowed, as shown on Tidelands Map #700-2172 & Map #700-2178.

It is the intent of the State of New Jersey to convey all of its tidelands ownership interest in lands formerly flowed by the mean high tide,

known and unknown, lying at this time within the limits of Parcel E205T and all tidelands ownership interest in the Subterranean Rights within the limits of Parcel T201A. The reference to the size of the claim area in this grant shall not be interpreted as reserving any State tidelands ownership interest in the tract.

By acceptance hereof, the State of New Jersey and the grantee(s) herein acknowledge the existence of solid fill existing within the area of the lands granted above, to which the State of New Jersey claims ownership but which claim is by virtue of this grant released to the grantee(s) within Parcel E205T only.

IT IS ALSO PROVIDED, that the grant as to Parcel T201A is made pursuant to N.J.S.A. 12:3-33. Therefore in accordance with N.J.S.A. 12:3-34, the Subterranean Rights which are hereby granted, in fee simple absolute, within Parcel T201A shall be maintained for public use, and no structures shall be erected within the areas so granted inconsistent with such public use, it being understood and agreed that the use of such areas for the public transportation purposes for which this grant is issued, is such a public use consistent with the intent of said statutes. "Subterranean Rights" shall mean the right to construct, operate, maintain, repair and reconstruct railways or fixed guideways, tunnels, subsurface structures and appurtenances and any other public transportation purpose, anywhere that is five feet below the Mudline of the Hudson River. The Mudline is defined as being that horizontal line at the top of the mud at the bottom of the River but not less than NGVD 1929 Elevation -27.0 (negative twenty-seven) feet on the most westerly portion of Parcel T201A and as NGVD 1929 Elevation -53 (negative fifty-three) feet on the most easterly portion of Parcel T201A.

IT IS ALSO PROVIDED that this grant is made subject to the limitation that the NEW JERSEY TRANSIT CORPORATION, its successors and assigns, shall not improve or develop the above described Subterranean area of Parcel T201A unless and until a permit, pursuant to N.J.S.A. 12:5-3, is obtained for that purpose and is consistent with the Subterranean Rights granted herein fee simple absolute.

TOGETHER with, all and singular, the hereditaments and appurtenances thereunto belonging.

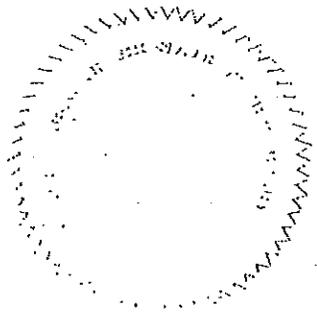
TO HAVE AND TO HOLD, all and singular, the above granted and described lands formerly flowed by tidewater and premises as to Parcel E205T and the above granted and described Subterranean Rights currently flowed by tidewater as to Parcel T201A, all of which is subject to the terms,

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conditions and limitations aforesaid unto NEW JERSEY TRANSIT CORPORATION,
and the heirs, successors and assigns of NEW JERSEY TRANSIT CORPORATION
forever.

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IN WITNESS WHEREOF, the State of New Jersey
has caused these presents to be signed by the
Commissioner of Environmental Protection and
the Chairperson of the Tidelands Resource
Council, and has caused the Great Seal of the
State of New Jersey to be hereunto affixed,
and has caused these acts to be concurred in
by the Attorney General and attested to by the
Secretary of State this 30th day of
January, 2012.



Marilyn Lennon
Marilyn Lennon, Assistant Commissioner Date 1/3/12
Land Use Management
Department of Environmental Protection

Barbara H. Trought
Barbara Trought, Vice Chairperson of the Date December 30, 2011
Tidelands Resource Council

ATTEST: Kimberly M. Guadagno
Kimberly M. Guadagno Secretary of State Date 1-30-12

CONCUR: Jeffrey S. Chiesa
Jeffrey S. Chiesa Date 1-25-2012
Attorney General
by Kevin P. Auerbacher
Assistant Attorney General

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STATE OF NEW JERSEY)
) SS:
COUNTY OF MERCER)

BE IT REMEMBERED that on this 30th day of May, 2012, before me, a Notary Public of the State of New Jersey, personally appeared Kimberly M. Guadagno, who being by me duly sworn on her oath, says that she is the Secretary of State of the State of New Jersey, the Grantor named in this instrument; that she knows the Great Seal of the State of New Jersey; that the Seal affixed to this instrument is that seal and was affixed by her as the act and deed of the Grantor; that on the date each signatory executed this instrument each held the office attributed to them, i.e., Jeffrey S. Chiesa was the Attorney General, and that authority to review and sign this grant was delegated to Kevin P. Auerbacher, Assistant Attorney General, in a document entitled "Tidelands Delegation", dated January 6, 2012, filed with the Secretary of State, with a copy filed in the records of the Tidelands Resource Council in Liber A-12 page 113, Barbara Trought was the Vice Chairperson of the Tidelands Resource Council, and Bob Martin was the Commissioner of the Department of Environmental Protection, and that he delegated his authority to review, approve and sign this grant to Marilyn Lennon, in Administrative Order No. 2010-01 dated January 29, 2010, effective January 29, 2010, and that she knows their signatures and that they signed this instrument as the act and deed of the State of New Jersey; and that this deed was concurred in by the Attorney General and that the consideration to be paid for this grant will be \$11,032.00.

Kimberly M. Guadagno 1.30.12
Kimberly M. Guadagno Secretary of State Date

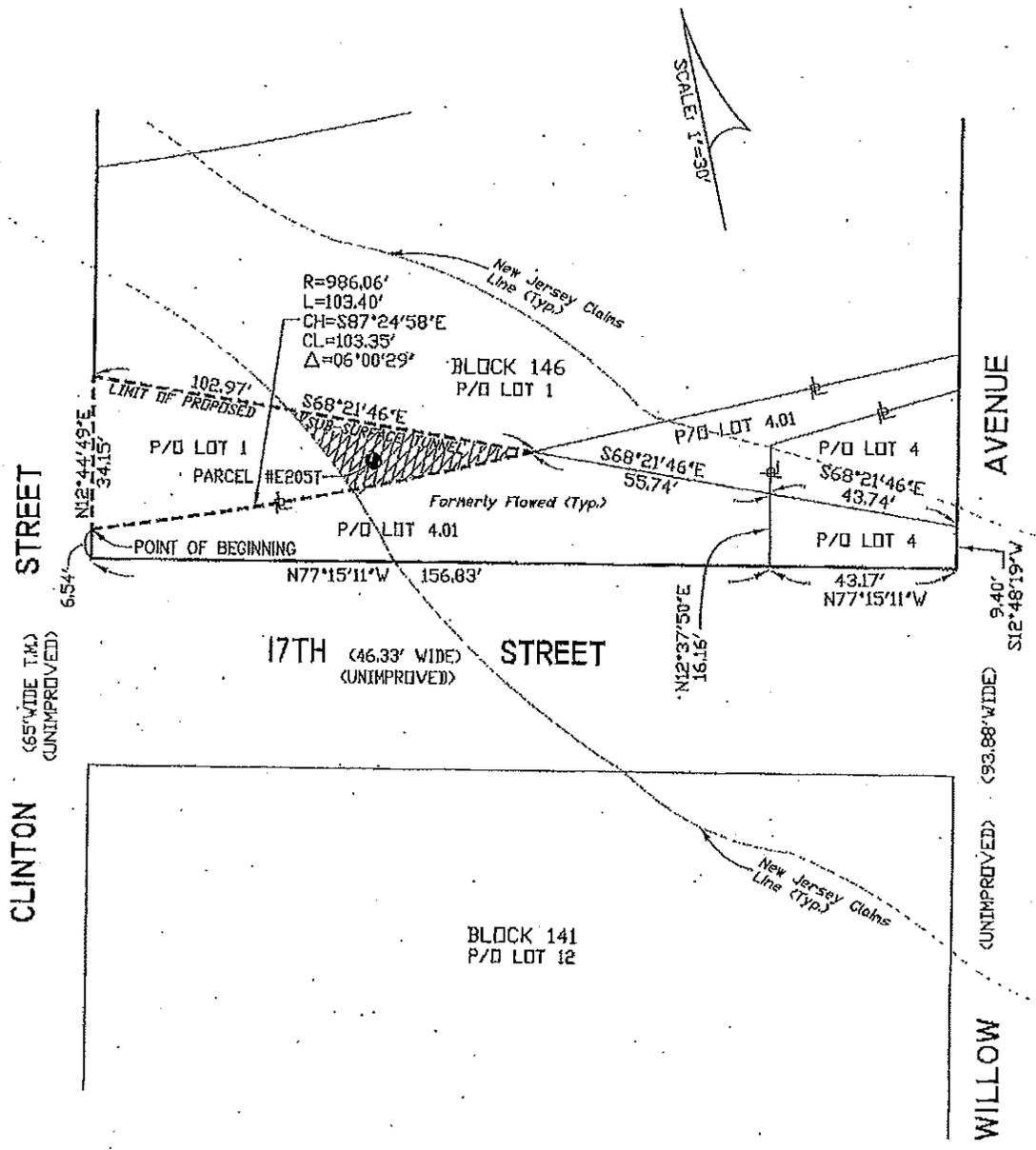
Sworn to and Subscribed
Before me the date aforesaid

Mary C. Kurfoss

MARY C. KURFOSS
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires 3/15/15

A Notary Public of the State of New Jersey

[This instrument was reviewed and approved by the Attorney General's Office of the State of New Jersey.]



NOTES:
 PARCEL #E205T
 Area within the dashed lines contains 1,830 Sq. Ft. of which
 574± Sq. Ft. is claimed to be land formerly flowed by the
 mean high tide as shown on Tidelands map # 700-2172.

EXHIBIT "A"
 STATE OF NEW JERSEY
 DEPARTMENT OF ENVIRONMENTAL
 PROTECTION
 BUREAU OF TIDELANDS MANAGEMENT
 MAP SHOWING
 LANDS UNDER TIDE—WATER SITUATE
 IN THE CITY OF HOBOKEN
 IN THE COUNTY OF HUDSON
 GRANT TO:
 NEW JERSEY TRANSIT CORPORATION
 DATED: 12/28/11

COMPUTED & DRAWN BY S. Le DATE 12/23/2011
 CHECKED AND APPROVED [Signature] DATE 12/23/11
 Principal Environmental Engineer

[Signature]
 Manager, Bureau of Tidelands Management



State of New Jersey

CHRIS CHRISTIE
Governor

DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF PERMIT COORDINATION AND ENVIRONMENTAL REVIEW
P.O. Box 420 Mail Code 401-07J Trenton, New Jersey 08625-0420
Telephone Number (609) 292-3600
FAX NUMBER (609) 633-2102

BOB MARTIN
Commissioner

KIM GUADAGNO
Lt. Governor

June 05, 2017

Ms. Amishi Castelli, PhD.
US Department of Transportation
Federal Railroad Administration
Office of Program delivery, Environment and Corridor Planning
One Bowling Green, Suite 429
New York, New York 10004-1415

R.J. Palladino, Senior Program Manager
NJ Transit Capital Planning
One Penn Plaza East – 8th Floor
Newark, NJ 07105-2246

**RE: Proposed Hudson Rail Tunnel Project
Comments on Preliminary Draft Environmental Impact Statement
Secaucus, Hudson County to Penn Station, New York City**

Dear Dr. Castelli and Mr. Palladino:

The New Jersey Department of Environmental Protection's (Department) Office of Permit Coordination and Environmental Review (PCER) distributed, for review and comment, the Preliminary Draft Environmental Impact Statement (PDEIS) for the proposed Hudson Rail Tunnel Project. This PDEIS was prepared by the Federal Railroad Administration (FRA), Amtrak and NJ Transit as part of the FERC National Environmental Policy Act (NEPA) requirements and posted for public comment on May 4, 2017. The applicant has identified a preferred alternative for the proposed rehabilitation of the existing rail tunnel between Hudson County New Jersey and Penn Station, New York City as well as construction of a new tunnel. The preferred alternative would include two new tracks in a new tunnel extending from the Northeast Corridor rail line in Secaucus, Hudson County, continuing beneath the Hudson River, and connecting to existing approach tracks that lead into Penn Station, New York City. The alternative also includes the rehabilitation of the existing passenger rail tunnel once the new tunnel is completed. Based on comments received on the PDEIS, a Draft EIS will be posted for public comment. The anticipated date for issuance of the DEIS is June 30, 2017.

We offer the following Preliminary Draft EIS comments for your consideration:

General Comment

To ensure the least amount of impact and maximum amount of mitigation and restoration feasibly possible, the Department strongly encourages co-location as much as possible of any new linear lines in existing right of ways, directional drilling or similar methods under any water crossing, and a full alternatives analysis including temporary and permanent impacts for the route, as well as for the various available construction methods.

Land Use Permitting

The primary purpose of the project is to rehabilitate the existing Hudson River Rail Tunnel (aka North River Tunnel) while maintaining full levels of uninterrupted rail services to New York Penn Station. The North River Tunnel is 100 years old and in need of servicing due to age, and Superstorm Sandy related damage due to flooding of the tunnel. To maintain existing levels of service, a second tunnel, containing two tracks will be constructed adjacent next to the existing tunnel and will utilize existing regional infrastructure. The existing tunnel will be closed for repairs following the completion of the new tunnel, and both tunnels will carry existing levels of service following the repair activities on the existing tunnel.

Based on the information provided, the North River Tunnel project area is located partially within the New Jersey Meadowlands. Therefore, the Rules on Coastal Zone Management (N.J.S.A. 13:19-1 *et seq.*) apply only to activities below the mean high water line (MHWL) of tidal water bodies. In this case, a Waterfront Development Individual Permit is required for the proposed fill and disturbance activities below the MHWL of the Hackensack River and any tidal wetlands impacted.

The project will result in impacts to Penhorn Creek tributaries and their riparian zones for new tracks to tie into the existing North East Corridor leading into the new tunnel alignment. The applicant has applied for a Flood Hazard Area Individual Permit to address these impacts.

The project proposes approximately 7.85 acres of wetland impacts. The locations of these impacts are not clear as portions of the project are located both in and out of the Meadowlands areas. The applicant will require authorization under the Freshwater Wetlands Protection Act rules for any proposed activities within freshwater wetlands outside of the Meadowlands areas. Freshwater wetland impacts within the Meadowlands areas require a Water Quality Certificate.

As the project is refined and more detail is provided, the DLUR can provide more detail on review issues.

If you have any additional questions, please contact Matthew Resnick at (609) 777-3955.

Bureau of Flood Resilience

The Bureau of Flood Resilience looks forward to reviewing the Draft EIS when published for public comment. In the interim we provide these comments on the Preliminary DEIS.

Chapter 20 – Indirect and Cumulative Effects – Chapter 20.6.3.2.1: Indirect and Cumulative Effects New Jersey Area

The Draft EIS states: *“The construction of the Preferred Alternative would contribute additional vehicular traffic, construction noise and vibration, pollutant and greenhouse gas emissions, and congestion to the surrounding communities, which would already experience similar construction-related effects from the Lincoln Harbor and Rebuild By Design projects. In particular, construction traffic would be routed along roadways that would likely also be used by construction vehicles from the other two development projects, including Willow and Park Avenues, 19th Street, and JFK Boulevard East. Additionally, both the Preferred Alternative and the Rebuild By Design project would include project elements in the same or nearby locations, such as where the tunnel alignment would cross beneath the Rebuild By Design’s wall. Coordination between the Rebuild By Design and Hudson Tunnel Project design teams is ongoing to ensure that the two projects can proceed without conflicts. If construction of the Preferred Alternative occurs concurrently with construction of either or both of the other development projects described here, the contractor for the Preferred Alternative would coordinate with the other projects to ensure that adverse traffic impacts are avoided or mitigated.”*

However, Chapter 20.7: Mitigation says

“The Preferred Alternative would not result in adverse indirect or cumulative effects during construction or operation and therefore no mitigation is required. As discussed above, adverse effects associated with increased rail capacity due to implementation of the NEC FUTURE and Gateway Programs would be assessed and mitigation would be developed as part of future projects which would directly enable that increased rail capacity.”

Comment

The Mitigation section is incomplete as to the cumulative effects identified in Chapter 20.6.3.2.1 and to other effects identified within this chapter. We have not reviewed the other Chapter Mitigation sections for similar concerns but look forward to reviewing the DEIS when made available for public comment.

If you have any additional questions, please contact Dennis Reinknecht at (609) 984-0556 or (609) 273-5719. For additional information concerning the Rebuild By Design Program and proposed Hudson Resiliency Project in the Hoboken area, please use the following link: www.rbd-hudsonriver.nj.gov

Historic Preservation Office

The NJ State Historical Preservation Office has reviewed the PDEIS and provided the enclosed comments in a letter dated May 25, 2017. If additional consultation with the HPO is needed for this undertaking, please reference the HPO project number HPO-E2017-258 in any future calls, emails, submissions or written correspondence.

If you have any questions, please feel free to contact Atalaya Armstrong at (609) 292-0061.

NJ Division of Fish & Wildlife

The N.J. Division of Fish and Wildlife - Office of Environmental Review provides the following comment: A timing restriction would be recommended for inclusion in 11.8 Mitigation, 11.8.1 New Jersey to protect the anadromous species spawning run in the Penhorn Creek, from March 1 through June 30 on any in-water or sediment generating activities and pile driving.

In section 11.3.2.4 THREATENED, ENDANGERED, OR SPECIAL CONCERN SPECIES, *Shortnose sturgeon* (*Acipenser brevirostrum*) is discussed as having the potential to occur in the Lower Hudson River study area, but it is not included in Table 11-5 Finfish Species with the Potential to Occur in the Lower Hudson River.

If you have any additional questions, please contact Kelly Davis at (908) 236-2118 or at P.O. Box 394, 1255 County Rt. 629, Lebanon, NJ 08833 and kelly.davis@dep.nj.gov.

Water Allocation

The Department's Bureau of Water Allocation has reviewed the Preliminary Draft Environmental Impact Statement and has the following comments. It appears that there will be construction related dewatering associated with this large scale construction project. If construction related dewatering is required at rates exceeding 100,000 gallons per day of water (70 gallons per minute pumping capacity) then that activity would be regulated under a short term water use permit by rule if less than 31 days, or a dewatering permit if 31 days or longer. A dewatering permit by rule may be applicable if the dewatering occurs from within a coffer dam, or similar confined space. Please note the specific project comments:

- Under 11.2.1 – Regulatory Context In section 11.2.1.2, New Jersey, it does not list the Water Supply Management Act which is the legal authority for dewatering permits.
- Under Section 11.6.2.3 the DEIS indicates that a dewatering permit may be required, yet in Table 25-1 it does not include the dewatering permit under the permits required in New Jersey.

If you have any additional questions, please contact Jan Gheen, Section Chief, Division of Water Supply and Geoscience, Bureau of Water Allocation and Well permitting at (609) 984-6831.

Air Bureau of Evaluation and Planning

The Bureau of Evaluation and Planning (BEP) has reviewed the Preliminary Draft EIS for the Hudson Tunnel Project and has the following comments:

1. Chapter 3 – Construction Methods and Activities – 3.3.5 River tunnel In-Water Work
The PDEIS states, “Modifications to the river bottom would require a permit from the US Army Corp of Engineers (USACE) and must meet conditions imposed by the USACE to protect the navigation channel and maritime safety.”

Comment- Section 93.154 (Federal agency conformity responsibility) of the Federal General Conformity regulation states, “Where multiple Federal agencies have jurisdiction for various aspects of a project, a Federal agency may choose to adopt the analysis of another Federal agency or develop its own.” Please describe the in-water work that will be required for this project and the equipment that will be utilized to perform this work. Since an Army Corp permit is required for the in-water work, the air emissions associated with this work should be included in the air emissions for the project. Please include the air emissions from the in-water work in the Applicability Analysis/Conformity Determination (if needed) and in Table 13-12 Emissions from Construction Activities.

2. Chapter 13 – Air Quality – 13.6.5 Conformity With State Implementation Plan
The PDEIS includes Table 13-2 Emissions from Construction Activities (tons/year), which includes emissions from 2019 to 2029 for PM2.5, PM10, NOx, VOC and CO. The highest NOx emissions are in year 2021 and are 70 tons.

Comment - The air emissions in Table 13-2 Emissions from Construction Activities (tons/year) are quantified on a tons per year basis. This approach meets the requirements of the Federal General Conformity regulation for ozone and PM2.5. The United States Environmental Protection Agency’s General Conformity Training Module, (Section 2.3 Demonstrating Conformity) indicates that conducting air quality modeling to demonstrate that the emissions will not cause or contribute to a violation of the NAAQS is not an option for ozone...and some PM2.5 areas. (<https://www.epa.gov/general-conformity/general-conformity-training-modules>) The backup information (methodology, assumptions, equipment (nonroad/onroad) emission factors, load factors and sample calculation) to support the air emissions in Table 13-12 Emissions from Construction Activities (tons/year) was not provided in the Preliminary Draft EIS. Please provide the backup information to support the air emissions in Table 13-12, Emissions from Construction Activities (tons/year) in the proposed Draft EIS. Since this project is located in a maintenance area for PM2.5, the precursors of PM2.5 should be included in the Applicability Analysis/Conformity

Determination (if needed) and in Table 13-12 Emissions from Construction Activities (tons/year).

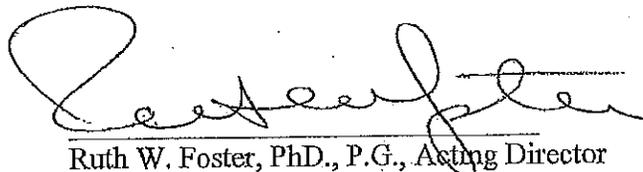
If you have any additional questions, please contact Angela Skowronek in the Bureau of Air Planning at (609) 984-0337.

Air Mobile Sources

I have reviewed this project for the NJDEP Bureau of Mobile Sources. The long term impact of this project is extremely positive by reducing on road congestion and providing greater mass transit options for commuters. During the construction phase, it appears that the project plan is including anti-idling programs and use of the newest possible construction equipment and engines. If you have any additional questions, please contact Jeffrey L. Cantor, Bureau of Mobile Sources at (609)292-2232 or at jeff.cantor@dep.nj.gov

Thank you for giving the New Jersey Department of Environmental Protection the opportunity to comment on the Preliminary Draft Environmental Impact Statement for the proposed Hudson Rail Tunnel project. We look forward to the opportunity to provide additional comment upon receipt of the forthcoming Draft EIS.

Sincerely,



Ruth W. Foster, PhD., P.G., Acting Director

Enclosure

cc: John Gray, NJDEP-Deputy Chief of Staff
Ruth Foster, NJDEP-PCER
Jessica Sponaule, NJDEP-PCER
Angela Skowronek, NJDEP-Air Quality Planning
Jeff Cantor, NJDEP - Air Quality Mobile Sources
Jan Gheen, NJDEP-Water Allocation
Kelly Davis, NJDEP-Fish and Wildlife
Atalaya Armstrong, NJDEP- Historic Preservation
Matthew Resnick, NJDEP-LURP
Peter DeMeo, NJDEP - LURP
Judeth Yeany, NJDEP - Green Acres
Mark Davis NJDEP - LURP ODST
JoDale Legg, NJDEP - LURP-Mitigation
Robin Madden, NJDEP - NHRG
Cari Wild, NJDEP-NHRG
Kelly Davis, NJDEP -NHRG T&E
Richard Dalton, NJGS
Dan Kuti, NJDEP-BNPC
Ronald Bannister, NJDEP - BNPC
Kelly Perez, NJDEP - BSWP
NJ Meadowlands Commission

FW: Completed Submission 16-1650-20-25 NJDEP -SHPO

From: Armstrong, Atalaya [<mailto:Atalaya.Armstrong@dep.nj.gov>]
Sent: Friday, August 18, 2017 10:25 AM
To: '
Cc: Callender, Dara (CEDCDXC); Palladino, Robert J. (CCAPRJP); Colangelo-Bryan, Jeremy C. (CPLNJCB);
Zerbe, Nancy
Subject: Completed Submission 16-1650-20-25 NJDEP -SHPO

Good Morning:

The Hudson Tunnel Project documentation has been reviewed, signed, and scanned.

Please find attached HPO-H2017-133

If you have any issues with the attachments or require additional information, please feel free to let us know.

Regards-

Atalaya Armstrong

NJ State Historic Preservation Office

Mail Code 501-04B

Historic Preservation Office

NJ DEP

PO Box 420

Trenton, NJ 08625-0420

Phone: [609.292.0061](tel:609.292.0061)





H2017-133.pdf
872K



State of New Jersey

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DEPARTMENT OF ENVIRONMENTAL PROTECTION

NATURAL & HISTORIC RESOURCES

HISTORIC PRESERVATION OFFICE

P.O. Box 420

Trenton, NJ 08625-0420

TEL. (609) 984-0176 FAX (609) 984-0578

CHRIS CHRISTIE
Governor

BOB MARTIN
Commissioner

KIM GUADAGNO
Lt. Governor

August 14, 2017

Amishi Castelli, Ph.D.
Environmental Protection Specialist
U.S. Department of Transportation, Federal Railroad Administration
Environmental & Corridor Planning Division
Office of Railroad Policy and Development
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Dr. Castelli:

Thank you for your letters of July 6, 2017 providing the New Jersey Historic Preservation Office (NJ HPO) an opportunity to review and comment on the revised Programmatic Agreement (PA) and Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation for the following project:

**Hudson County, Hoboken, Jersey City, North Bergen, Secaucus,
Union City and Weehawken
Hudson Tunnel Project
Federal Railroad Administration**

Programmatic Agreement (PA)

The revised PA addresses the NJ HPO's April 18, 2017 comments on the earlier draft. My only comment on the current draft pertains to Section XI. Design Review. Due to security concerns, the current language exempts from the Section 106 process the review of architectural plans and specifications for tunnel interiors. The NJ HPO understands the need for security. However, because the adverse effect to the North River Tunnel results from proposed alterations to two of the tunnel's interior features, the bench walls and the ballasted track system, the NJ HPO asks what information or material the FRA proposes to submit to the NJ HPO—in lieu of project plans—to allow us the opportunity to ensure that the proposed work is in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation

The revised DEIS and Section 4(f) document, dated June 2017, addresses the HPO's May 25, 2017 comments on the earlier draft. Our comments on the current draft:

- Page 9-26. Table 9-4. Based on the lack of prudent or feasible archaeological survey methods, the HPO does not recommend to FRA a finding of adverse effect for pile-driven construction methods.

- Page 9-36, Section 9.8.1, Historic Architectural Resources. There appear to be a few extra words in the third line, namely “the Hudson River, and New York.”
- Page 9-38. Section 9.8.2.1, New Jersey.
 - First sentence. The NJ HPO does not recommend to FRA a finding of adverse effect for pile-driven construction methods.
 - Historic sea wall. Because this resource is in New York, consultation should be limited to the NY HPO and not the NJ HPO. I recommend that the entire document be checked to make sure that the state-appropriate SHPO is referenced for consultation.

Additional Comments

Thank you again for providing us with the opportunity to review and comment on the two revised draft documents. Please reference the HPO project number 16-1650 in any future calls, emails, submission or written correspondence to help expedite your review and response. If you have any questions, please feel free to contact Meghan Baratta of my staff at (609) 292-1253 or Meghan.Baratta@dep.nj.gov with any questions on architectural history and Vincent Maresca at (609) 633-2395 or Vincent.Maresca@dep.nj.gov with any questions on archaeology.

Sincerely,



Katherine J. Marcopul
Deputy State Historic
Preservation Officer

KJM/MMB/VM/NZ

Cc:
Laura Shick, USDOT Federal Railroad Administration
Johnette Davies, Amtrak
Jeremy Colangelo-Bryan, NJ TRANSIT
RJ Palladino, AICP,PP, NJ TRANSIT
Dara Callender, P.E., NJ TRANSIT



HPO Project No. 16-1650-25
HPO-H2017-129

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AUG 21 2017

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DEPARTMENT OF ENVIRONMENTAL PROTECTION NY DIST. CORPS OF ENGINEERS

NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE

BOB MARTIN
Commissioner

P.O. Box 420

Trenton, NJ 08625-0420

TEL. (609) 984-0176 FAX (609) 984-0578

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

August 16, 2017

Stephan A. Ryba, Chief
U.S. Army Corps of Engineers, New York District
Jacob K. Javits Federal Building
26 Federal Plaza
New York, New York, 10278-0090
ATTN: Regulatory Branch

Dear Mr. Ryba:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the *Federal Register* on December 12, 2000 (65 FR 77725-77739) and amended on July 6, 2004 (69 FR 40544-40555), I am providing consultation comments for the following proposed undertaking:

**Hudson County, Secaucus Town, North Bergen, Union City, and Hoboken
Hudson Tunnel Project
USACE Application No. NAN-2016-01166-WCA
United States Army Corps of Engineers**

800.4 Identifying Historic Properties

Thank you for providing the Historic Preservation Office (HPO) with the opportunity to review and comment on the potential for the above-referenced undertaking to affect historic properties. The HPO was previously provided the opportunity to comment on this undertaking through consultation with the Federal Rail Administration (FRA) and other consulting parties pursuant to Section 106 of the National Historic Preservation Act, as amended. The FRA and HPO agreed that a Programmatic Agreement (PA) is the appropriate method for resolving project effects on historic properties and the requirements of the National Environmental Policy Act. The draft PA is available as Appendix 9 in FRA's Draft Environmental Impact Statement (DEIS) for this undertaking.

Additional Comments

Thank you again for providing this opportunity for review and comment on the potential for this project to affect historic properties. Please reach out to FRA if the Army Corps wishes signatory or concurring party status on the above-referenced PA resolving project effects on historic properties. Please reference the HPO project number 16-1650 in any future calls, emails,

submissions, or written correspondence to help expedite your review and response. If you have any questions, please do not hesitate to contact Vincent Maresca of my staff at (609-633-2395) or vincent.maresca@dep.nj.gov.

Sincerely,



Katherine J. Marcopul
Deputy State Historic
Preservation Officer

c. Amishi Castelli, FRA
Ruth Foster, DEP-PCER
Charlie Welch, DEP-DLUR

KJM/MMB/VM

From: Behrend, David [mailto:DBehrend@njtpa.org]
Sent: Friday, September 08, 2017 9:27 AM
To: Palladino, Robert J. (CCAPRJP)
Subject: Hudson Tunnel Draft EIS Comment by Peter Palmer

RJ – As discussed, here is the testimony from Peter Palmer on our letterhead.

Thanks,

Dave

David Behrend

Department Director, Communications & Government Affairs

North Jersey Transportation Planning Authority

One Newark Center, 17th Floor • Newark, NJ 07102

973.639.8423 | dbehrend@njtpa.org

www.njtpa.org

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Peter S. Palmer, Chair
Mary K. Murphy, Executive Director

Statement of Hon. Peter S. Palmer
Hudson Tunnel Project Draft Environmental Impact Statement Public Hearing
August 3, 2017
Secaucus, New Jersey

Thank you for the opportunity to comment on the Draft Environmental Impact Statement for the Hudson Tunnel Project. My name is Peter Palmer, and I currently serve as the Freeholder Director for Somerset County and the Chairman of the North Jersey Transportation Planning Authority. I also am co-chair of the Raritan Valley Rail Coalition.

I urge the federal government to support the identified preferred alternative and move forward as quickly as possible to provide further funding to advance the Hudson Tunnel Project. This work is vitally important to the future of northern and central New Jersey, as well as the rest of the larger region and, indeed, the country.

New York City is the financial capital of the world and a global cultural capital as well. It is indeed unquestionably the central economic engine for our region. Each business day more than 200,000 commuters, who have chosen to live in our many fine communities, cross the Hudson River by train or bus to the high-paying jobs in Manhattan. Thousands more struggle with the traffic nightmare of driving to the city. Our proximity to New York enhances our home values. Most major global companies desire a New York presence, and many choose a North Jersey location to achieve such. These companies bring still more high-paying jobs to our region.

Equally important, we New Jerseyans supply a significant portion of New York's higher-end workforce. If New Yorkers want to get to the rest of the country, most go through New Jersey. The great majority of goods destined for the city from the rest of the U. S. pass through our state. Goods from the rest of the world arrive at New Jersey's ports on their way to the Big Apple.

The bottom line is that crossing the Hudson River is the most critical transportation challenge in the United States. For too long, we have not done enough to improve and enhance our aging trans-Hudson infrastructure to accommodate growing demand. Construction of a new rail tunnel will make travel more reliable and also allow for the eventual closure and rehabilitation of the existing tunnel, ultimately expanding our capacity under the Hudson.

But that is just the beginning of what we need to do. The tunnel project is just one part of the larger Gateway Program, which also should be moved forward as quickly as possible. Only when we have expanded the train handling capacity of Penn Station New York will we truly be able to

expand and enhance rail service here in New Jersey, trans-Hudson and otherwise. The new tunnel will be a good start, but we also need to replace the Portal Bridge, create the Bergen Loop and complete the other components of Gateway.

And of course we must think even bigger than that. Penn Station New York has been much in the news in recent days, with the service and schedule changes required for long-overdue track work by Amtrak. And it's good that our focus is currently on Penn Station – that is where it should be. Even as the Hudson Tunnel Project and the Gateway Program continue to advance – and they must – we need to be focused on the long-term future of Penn Station New York. There are better ways to serve New Jersey commuters than keeping them in the maze of tunnels and platforms entombed beneath Madison Square Garden. There are various exciting and even visionary proposals out there right now for the future of Penn Station, and we need to be keeping them in mind.

But in the meantime, to reiterate, I fully support the preferred alternative identified for the Hudson Tunnel Project and urge all parties, particularly the Federal Transit Administration, to endorse the alternative and move this project forward expeditiously.

As I mentioned, I currently serve as the Chairman of the North Jersey Transportation Planning Authority, or NJTPA, the metropolitan planning organization for 6.7 million people in northern and central New Jersey. I am pleased to inform you that the Hudson River Tunnel project will be included in our long-range plan update, Plan 2045, which will be completed later this year. The NJTPA will continue to work closely with NJ TRANSIT and the Port Authority of New York & New Jersey – both of whom sit on the NJTPA Board – and all other relevant agencies to ensure that the federal planning and capital programming processes work smoothly and efficiently to advance this important project, as well as the larger Gateway Program.

Thank you.

State: New York

From: Wils, Madelyn
To: [hudson tunnel](#)
Cc:

Subject: FW: Final Hudson Tunnel DEIS Comments 8-21-17_8052275.doc
Date: Monday, August 21, 2017 4:39:50 PM
Attachments: [Final Hudson Tunnel DEIS Comments 8-21-17_8052275.doc](#)



Hudson River Park Trust

August 21, 2017

Amishi Castelli, Ph.D.
Environmental Protection Specialist
U.S Department of Transportation, Federal Railroad Administration
Office of Program Delivery, Environment and Corridor Planning Division (RPD-13)
One Bowling Green, Suite 429
New York, NY 10004-1415

Re: Comments from the Hudson River Park Trust on the Draft Environmental Impact Statement and Draft Section 4(f) Evaluation for the Hudson Tunnel Project

Dear Ms. Castelli:

The Hudson River Park Trust (the “Trust”) has reviewed the Draft Environmental Impact Statement (“DEIS”) and Draft Section 4(f) Evaluation for the Hudson Tunnel Project and has the following comments for inclusion in the Final Environmental Impact Statement (“FEIS”).

Overall, we appreciate the efforts that the Hudson Tunnel Project (the “Project”) has made to minimize the extent and nature of physical impacts on Hudson River Park (the “Park”) during Project construction. We certainly support the Project’s goals and objectives and believe that the Preferred Alternative is the one that best meets those same goals and objectives.

While the Trust generally concurs that direct construction impacts on the Park would, in most review categories, not be significant, we are very concerned about how the Project would impact the laws and public policies governing the Trust and therefore the Park’s finances. Specifically, existing State and City laws – the Hudson River Park Act and the Special Hudson River Park District -- contain mandates explicitly intended to help finance the construction and operations of the Park. Multiple aspects of these policies make Hudson River Park different than traditional State and City parks, and the EIS should acknowledge this more directly. While the DEIS identifies the laws and policies governing Hudson River Park, it does not provide sufficient detail on the impacts the Project would create on those laws and policies, and therefore on the Park. Consequently, the Trust believes that additional measures need to be incorporated into the Project to avoid creating significant adverse impacts on Land Use and Public Open Space.

Another area of concern relates to the limitations that the Project will impose on future Park construction. Representatives from the Project have confirmed that to ensure the integrity of the tunnels, the Trust, its tenants and contractors will be restricted from installing certain infrastructure in areas where the tunnels will be located. Beyond these areas, there will also be zones where the Project will require the Trust and its representatives to use more costly methods of construction to effectuate required park improvements. This relates especially to the potential need for future bulkhead/esplanade repairs, and the need to relocate the existing heliport to comply with the Act.

As codified in the Act, the heliport needs to be treated more directly as part of the Park. While the Trust agrees that there is no impact to the general public from temporary closure of two landing pads, there is a financial impact on the Park and the purposes of the Hudson River Park Act. The FEIS should acknowledge the effects on Park revenue that could result from temporary landing pad closures during construction. As noted above, it should also acknowledge that the Trust's mandate to relocate the heliport in a location consistent with the Act will be more difficult and more costly as a result of the Project, and mitigation should be identified to address such concerns. The FEIS should also address the type of access agreements or easements for construction and operation (and their duration) that is sought from the Trust, which can authorize such access only within the limits of the Act.

Additionally, the Trust also believes that additional measures need to be implemented to avoid significant adverse impacts on the historic bulkhead, so the Historic Resources and Section 4(f) chapters should also be enhanced. Finally, while construction in open-water areas would not occur within the boundaries of the Hudson River Park Estuarine Sanctuary, nor seemingly directly affect any boating operations within the Park boundaries, we believe that the Project should propose some mitigation measures that would enhance the Estuarine Sanctuary given its close proximity to the in-water construction zone and the fact that the DEIS already identifies a need for Natural Resources mitigation. For example, if supported by the NYS Department of Environmental Conservation and various federal resource agencies, one possible mitigation site would be habitat enhancement on the south side of Pier 76, where a soft edge is already part of the Park plans, but other mitigation opportunities also exist.

To address the concerns identified above, the Trust suggests the following changes to the current DEIS language:

1. Chapter 6A, Land Use, Zoning and Public Policy
 - a. Edit section 6A.6.4.3:
 - Delete: To the extent that construction activities for the Preferred Alternative delay future private development on Lot 1, this would also delay future purchase of development rights from Hudson River Park, if any are sought by a Lot 1 developer. Construction activities for the Preferred Alternative could delay completion of the portion of Hudson River Park between West 29th and West

34th Street, but otherwise would not affect public policies related to Hudson River Park.

- Add: Construction activities for the Preferred Alternative will likely delay private development of Block 675, Lot 1 and the future fan plant will impact any future development of that site. The New York City Department of City Planning and the Hudson River Park Trust have identified Lot 1 as part of a future expansion of the Hudson River Park Special District and the future site for use of transferred development rights from the Park pursuant to the Hudson River Park Act. The delays and changes caused by the Preferred Alternative will therefore have an impact on the transfer of any development rights and the purpose of the Act. The Project Sponsor will ensure that those impacts are not significant by working with the Trust to mitigate financial losses related to the delays.

b. Edit section 6A.7.4.3:

- Delete: In the long-term, the Preferred Alternative would not affect public policies related to Hudson River Park. It would not interfere with the public policy intent of the Special Hudson River Park District nor the park's ability to sell air rights to properties on Block 675. The Twelfth Avenue fan plant would be designed in consultation with NYCDCP to ensure consistency with the overall vision laid out in the *Block 675 Planning Framework*, which recognizes the need to incorporate the Hudson River Tunnel into Block 675. Overall, the Preferred Alternative would be consistent with public policies relative to the Project area.
- Add: In the long-term, the Preferred Alternative would not significantly impact public policies related to the Hudson River Park. However, there may be impacts for the duration of the project. The purposes of the Act include the Park being economically self-sufficient. The Act states: "the costs of the operation and maintenance of the park [shall] be paid by revenues generated within the Hudson River Park and that those revenues be used only for park purposes." Similarly, the NYC Zoning Resolution includes a Special Hudson River Park District that is intended to "facilitate the repair and rehabilitation of piers, bulkheads and infrastructure within Hudson River Park, and to facilitate their maintenance and development" through the transfers of development rights. The Project's impacts may include:
 - i. Delays in the development of Block 675, Lot 1, the planned inclusion of Lot 1 within the Special Hudson River Park District and the sale of unused development rights from the Park to the developer of Lot 1.
 - ii. Impacts on the value of development rights transferred from the Park to the developers of Lots 12, 29, 36 and 39, which are subject to ULURP as defined in the Draft Scoping Document issued on April 17, 2017 (CEQR No. 17DCP159M).
 - iii. During construction, closure of two or more landing pads at the heliport, which is authorized by the Act.

- iv. During Project operation, limits on the Trust's ability to site a future rebuilt heliport, including increased costs of siting such heliport.
- v. Delays in completion of areas of the Park within and adjacent to the project site.

To avoid significant adverse impacts, the Project Sponsor will thus work with the Trust to address financial losses and delays associated with the construction or operation of the project.

2. Chapter 8, Open Space & Recreational Resources

- Many of the concerns identified above under "Land Use" also apply to the Open Space chapter.
- The project will delay the Trust's plans for completion of the Park in the vicinity of the project site for at least two years and possibly more. It will also make construction of the Park more costly given the need to adhere to physical and construction methodology limitations. To mitigate impacts on the Park and these delays, the Project Sponsors work with the Trust to restore and complete unfinished portions of the Park after construction of the Project within the Park is complete.

3. Chapter 9, Historic & Archaeological Resources

- As part of its mitigation of adverse impacts on historic resources, the Project Sponsor has committed to monitor the condition of the bulkhead during construction. The Project Sponsor should work with the Trust to identify a rigorous post-construction monitoring and repairs program as well.

The bulkhead in the area that would be affected is approximately 110 years old and the Trust has had to restore collapsed bulkhead sections at other locations in the past. It is in the mutual interest of the Project Sponsor and Trust for the bulkhead to be in good condition including once the Project is operation, but the costs to the Park of repairing the bulkhead if needed once the Project is constructed will be significantly greater given the limitations the Project will impose on such work. The Trust should not be responsible for such additional costs.

The bulkhead also serves as a vital part of the infrastructure of Hudson River Park; aside from its core function, it underpins areas of the park constructed above it, such as the esplanade. To avoid any significant impacts on Hudson River Park, including once the Project is in operation, the Project Sponsor should commit to repair or restore, in consultation with the Trust and the SHPO, the portions of the bulkhead and upland that are in or adjacent to the project area. The Trust recognizes that the Project Sponsor will need to coordinate this work as needed with other signatories to any Programmatic Agreement that is concluded through the Section 106 or Section 4(f) processes outlined in this EIS.

- *These comments should also be reflected in the Section 4(f) chapter and draft Programmatic Agreement.*

4. Chapter 11, Natural Resources:

- Given proximity of the construction activities within the Hudson River to the Hudson River Park Estuarine Sanctuary and the need expressed in the DEIS for Natural Resources mitigation, the Trust requests the Project work with the NYS Department of Environmental Conservation to consider a habitat enhancement project within the Estuarine Sanctuary area.

5. Executive Summary:

- The chart on S-14 should address impacts on the Hudson River Park Act.
- The impacts on the funding and development of the Park should be removed from the “indirect and cumulative” section and moved to the land use section.
- Related to the Trust, the chart on S-26 should read: “Consultation related to (a) impacts within Hudson River Park, (b) securing short and long-term access to Park and heliport and (c) impacts on the purposes of the Hudson River Park Act.”

Please contact me if you need further information. My number is 212-627-2020. We are also willing to meet with you or your colleagues at any point to further discuss these issues.

Sincerely,



Madelyn Wils
President & Chief Executive Officer

cc: RJ Palladino, NJ Transit
Noreen Doyle, HRPT
Dan Kurtz, HRPT
Nicole Cuttino, HRPT
Chris Rizzo, Carter Ledyard
Steve Zahn, NYSDEC
Steve Watts, NYSDEC

From: Doyle, Noreen [<mailto:ndoyle@hrpt.ny.gov>]
Sent: Wednesday, August 23, 2017 5:50 PM
To: Castelli, Amishi (FRA)
Cc: Wils, Madelyn <mwils@hrpt.ny.gov>; Cuttino, Nicole <ncuttino@hrpt.ny.gov>; Rizzo, Christopher <Rizzo@clm.com>
Subject: HRPT Comments on Draft Programmatic Agreement

Hello –

Attached are HRPT's comments on the Draft Programmatic Agreement. Please let us know if you have questions.

Best Regards,

Noreen

Noreen Doyle | Executive
Vice President



Hudson River Park Trust

Pier 40, 2nd Floor

353 West Street

New York, NY 10014

p: 917.661.8756

f: 212.627.2021
ndoyle@hrpt.ny.gov

hudsonriverpark.org

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 HRPT Comments on Draft Programmatic Agreement 8-23-17.pdf
74K



Hudson River Park Trust

August 23, 2017

Amishi Castelli, Ph.D.
Environmental Protection Specialist
U.S Department of Transportation, Federal Railroad Administration
Office of Program Delivery, Environment and Corridor Planning Division (RPD-13)
One Bowling Green, Suite 429
New York, NY 10004-1415

Re: Comments from the Hudson River Park Trust on the Draft Programmatic Agreement for the Hudson Tunnel Project

Dear Ms. Castelli:

The Hudson River Park Trust (the "Trust") has reviewed the Draft Programmatic Agreement for the Hudson Tunnel Project and has the following comments. Our comments are limited to the historic resources within Hudson River Park's boundaries: the North Tunnel and the Hudson River Bulkhead ("Bulkhead").

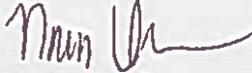
Overall, the Trust concurs with the proposals for treatment of these resources. However, we have several recommendations for additional commitments regarding the Bulkhead specifically. First, we would be interested in exploring the possibility of interpreting the Bulkhead within Hudson River Park (the "Park"), provided that the means of such interpretation is consistent with the Park's design vocabulary, and that the location of the interpretation is selected in tandem with the Trust. Our staff can provide information on current educational and interpretive planning to the Project Sponsor if desired.

Second, as noted in our comments on the Draft Environmental Impact Statement ("DEIS") and Section 4(f) Statement, we believe that a post-construction program for monitoring and repairing, as needed, sections of the Bulkhead should also be identified within the Programmatic Agreement. The Trust has worked with the New York State Historic Preservation Office ("SHPO") in the past to restore deteriorated or collapsed bulkhead sections at other Park locations and to build sections of the Park above or abutting the Bulkhead. Since repairing the Bulkhead and completed park sections above or abutting it will be more costly once the Project is constructed given the limitations the Project will impose on such work, the Project Sponsor

should commit to making the repairs in a manner consistent with the Programmatic Agreement.

Thank you for taking our comments into consideration, and please feel free to contact me if you need further information. My number is 212-627-2020.

Sincerely,



Noreen Doyle
Executive Vice President

cc: RJ Palladino, NJ Transit
Michael Lynch, NYS SHPO
Beth Cumming, NYS SHPO
Madelyn Wils, HRPT
Nicole Cuttino, HRPT
Chris Rizzo, Carter Ledyard

hudson tunnel

From: Wheeler, William <wwheeler@mtahq.org>
Sent: Friday, August 18, 2017 4:28 PM
To: hudson tunnel
Cc:
Subject: Hudson River Tunnel
Attachments: MTA_HudsonTunnelDEISComments_Final_08182017.docx

Please see attached the comments from the New York Metropolitan Transportation Authority on the **Draft Environmental Impact Statement (DEIS) for the Hudson Tunnel Project.**

Thank you for the opportunity to comment.

William Wheeler
Director of Special Project Development and Planning



Metropolitan Transportation Authority

State of New York

August 21, 2017

William Wheeler
Director, Special Project Development & Planning
Metropolitan Transportation Authority
2 Broadway, 20th Floor
New York, NY 10004

Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

To Whom It May Concern:

Thank you for giving the MTA an opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the Hudson Tunnel Project.

As stated in the DEIS, the Hudson Tunnel project serves two purposes: 1) to preserve the current functionality of Amtrak's and NJ TRANSIT's service between New Jersey and Penn Station NY by repairing the deteriorating North River Tunnel, and 2) to strengthen resiliency and support reliable service by providing redundant capability via the construction of a new tunnel under the Hudson River. Both are important and the DEIS goes on to state in chapter 5B: Transportation Services, section 5B.7.2, that the permanent impacts of the Preferred Alternative would serve to benefit all Penn Station users, including Amtrak, NJ TRANSIT, LIRR and, in the future, Metro-North.

Today's Amtrak Hudson River tunnel is a key link in the Northeast Corridor (NEC) which is a vital part of the region's transportation network. Maintaining the tunnel's integrity and functionality as well as developing additional rail tunnels for capacity and resiliency are paramount to the integrity of the NEC. Both the state and federal governments have recognized the importance of the NEC to not only our regional economy, but to the nation's economy as well.

The agencies of the MTA

MTA New York City Transit
MTA Long Island Rail Road

MTA Metro-North Railroad
MTA Bridges and Tunnels

MTA Capital Construction
MTA Bus Company

New York is the primary destination for both the northern and southern sections of the NEC so that the MTA has developed, with NJ TRANSIT and Amtrak, a longstanding regional cooperative planning process to assure the integrity of the hub of the NEC, Penn Station (PSNY), and the surrounding rail network. Though the MTA will not be constructing the proposed Hudson Tunnel Project, we look forward to using that cooperative planning process to maintain a continuing dialog with NJ TRANSIT and Amtrak as the project progresses.

With regard to MTA services overall, section 5B.7.4 of the DEIS refers to the New York City Transit (MTA NYCT) subway system and states that the Preferred Alternative would not result in permanent impacts to subway system since future NEC service between New Jersey and PSNY will not be modified. For the more immediate impacts during construction, the DEIS outlines in sections 5B.6.4 that the alignment of the Preferred Alternative does “not intersect with NYCT subway lines and construction activities would not be located such that there would be any impacts to subway service or facilities.

It has been our experience that plans and designs change for various reasons as project development advances. For this reason, it is important that the MTA be able to stay close to the project team as the documents evolve to maintain a complete understanding about the physical and operational implications to MTA subway and rail structures and operations.

More specifically, as the project advances through planning and into design, the MTA expects to have ample opportunity to review project-related data and documents including, but not limited to, project features, impacts during construction and use, projections of future use, project schedule, and progress.

Finally, the following editorial changes (**bold**), to the DEIS are necessary:

Chapter 5B:

Page 5B-3, section 5B.3.1.1 PSNY Complex

- “During off-peak operations, Amtrak and NJ TRANSIT also use Tracks ~~Platform~~ 13 through 16.”
(The word “Platform” should be removed”)

Page 5B-4, section 5B.3.1.1 PSNY Complex

- “In addition, no peak-period capacity is available to route additional trains through the East River Tunnels for **revenue service or** midday storage in Sunnyside Yard, and there is limited storage capacity within the PSNY complex.” (The words “revenue service or” should be inserted into the sentence, since the tunnel limitations limit revenue service as well as equipment moves.)

Page 5B-18, section 5B.6.4 New York City Subway Service

- “The alignment of the Preferred Alternative does not intersect with NYCT subway lines and construction activities would ~~not~~ be located such that there would not be any impacts to subway service or facilities.” (The second “not” in this sentence should be removed to avoid a double-negative and for purposes of clarity.)

Chapter 20:

Page 20-5, section 20.6.2.1 Rail System Improvements

- For clarity it should be noted that the section of the tunnel constructed in Phase I, from 10th avenue to 11th avenue, and the 11th avenue extension are under the WSY proper, as opposed to being “along the south side of the LIRR John D. Caemmerer West Side Yard.” Later in the text it does indicate within the eastern portion of the West Side Yard, but as written it could be incorrectly interpreted as being south of the yard proper.
 - The text could be revised to say “Amtrak is currently constructing a concrete tunnel box ~~along the south side of the~~ underneath the LIRR John D. Caemmerer West Side Yard, extending from the north side of 30th Street near Route 9A eastward beneath Eleventh Avenue to Tenth Avenue.”
- “The final section, 500 feet long, will extend from Eleventh Avenue to 30th Street close to Twelfth Avenue; this section has been fully designed, but construction has not commenced.”
 - It should be noted that the quoted 500 foot length, includes approximately 120 feet located under the WSY proper with the remaining being under the Developer’s (Related) leased area.

The Hudson Tunnel project is essential. We look forward to being involved as the project advances to optimize its benefits for New York and the Northeast Corridor.

Thank you for the opportunity to comment.

Sincerely,



William Wheeler



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

July 27, 2017

Ms. Amishi Castelli
Environmental Protection Specialist
U.S Department of Transportation, Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004-1415

Re: FRA
Hudson Tunnel Project
16PR03710

Dear Ms. Castelli:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (NY Environmental Conservation Law Article 8).

We have reviewed the Draft Environmental Impact Statement and the revised Programmatic Agreement that were provided to our office on July 7th, 2017. Based upon our review, we find the DEIS acceptable for historic and cultural resources, and we concur with the conclusions and recommendations regarding archaeological and architectural resources as presented. We find the text of the revised Programmatic Agreement to be acceptable; however we request the following change in signatory for our office:

1. Please change the signatory for our office to:

Daniel Mackay
Deputy, State Historic Preservation Officer

If additional information correspondence is required regarding this project it should be provided via our Cultural Resource Information System (CRIS) at www.nysparks.com/shpo/online-tools/. Once on the CRIS site, you can log in as a guest and choose "submit" at the very top menu. Next choose "submit new information for an existing project". You will need this project number and your e-mail address. If you have any questions, I can be reached at (518) 268-2182.

Sincerely,

Olivia Brazee
Historic Site Restoration Coordinator
olivia.brazee@parks.ny.gov

via e-mail only

Division for Historic Preservation

State: Other



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546



Office of the
Commissioner

August 30, 2017

An Equal Opportunity Employer

Mr. RJ Palladino, AICP, PP, Senior Program Manager
NJ TRANSIT
Capital Planning & Programs Department
One Penn Plaza East, 8th Fl
Newark, NJ 07105

Ms. Amish Castelli, Ph.D., Environmental Protection Specialist
Office of Railroad Policy and Development, USDOT
Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Dear Mr. Palladino and Ms. Castelli:

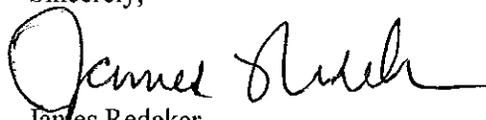
Subject: Draft Environmental Impact Statement for the Hudson River Tunnel Project

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the Hudson River Tunnel Project. Connecticut commends NJ TRANSIT on expediting the completion of the DEIS and supports the Preferred Alternative as defined in the DEIS.

Preserving existing Northeast Corridor capacity and functionality necessitates the construction of a new tunnel under the Hudson River, along with tracks and other railroad infrastructure in New Jersey and New York to enable the ultimate rehabilitation of the existing tunnel beneath the Hudson River. This approach is critical to support intercity, regional and local mobility and to sustain the economic vitality of the entire region. Further, constructing a redundant tunnel is fundamental to strengthening the resiliency of the Northeast Corridor to avoid debilitating service outages or even service cancellations such as the cancellation of service due to Superstorm Sandy in 2012.

The Project is important to the economy and well-being of the State of Connecticut. Connecticut residents depend on the Amtrak intercity trains that traverse the aging, capacity constrained and often unreliable existing rail tunnels. Delays experienced as a result of these conditions often cause delays on Connecticut's New Haven Line and Shore Line East services. Further, the new tunnels will provide the foundation for future investment in expanded passenger rail service on the Northeast Corridor from Boston to and through New York as outlined in the NEC Future Record of Decision and fully consistent with Connecticut's Let's Go CT! Transportation Plan for rail service.

Sincerely,


James Redeker
Commissioner

County and Local: New Jersey



SOMERSET COUNTY PLANNING BOARD

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Deputy County Counsel
for Planning

Cynthia Mellusi
Office Manager

August 16, 2017

Ms. Amishi Castelli, Ph.D.
Environmental Protection Specialist
USDOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Mr. RJ Palladino, AICP/PP
Senior Program Manager
NJ TRANSIT Capital Planning
One Penn Plaza East – 8th Floor
Newark, New Jersey 07105

Re: Hudson Tunnel Project Draft Environmental Impact Statement and Draft Section 4(f) Evaluation

Dear Ms. Castelli & Mr. Palladino:

On behalf of the Somerset County Planning Board, I would like to thank you for the opportunity to provide comments on the Draft Hudson Tunnel Project Environmental Impact Statement (EIS) and the project's Preferred Alternative. The Hudson Tunnel Project contains a series of capital improvements intended to preserve the current functionality of the Northeast Corridor's (NEC) Hudson River rail crossing and strengthen the resiliency of long term Northeast Corridor Service (NEC).

The proposed improvements include construction of a new rail tunnel under the Hudson River, including railroad infrastructure in New Jersey and New York connecting the new rail tunnel to the existing NEC, and rehabilitation of the existing NEC tunnel beneath the Hudson River. When the rehabilitation is complete, both the existing and new tunnels would be in service providing redundant capacity and increased operational flexibility for Amtrak and NJ TRANSIT.

Somerset County strongly supports the Draft Hudson Tunnel EIS and proposed Preferred Alternative because it will help reduce traffic congestion and pollution in the region by ensuring there is robust trans Hudson rail capacity. The Preferred Alternative will reduce current train overcrowding, the occurrence of major delays and associated adverse economic impacts current commuters and employers currently experience. Implementation of the proposed improvements would have important benefits for the County of Somerset. Once constructed, the Hudson Tunnel Project will facilitate expanded one-seat ride service for M&E and Raritan Valley Line trains operating through Somerset County. The Preferred Alternative will also help advance the reactivation of West Trenton Line passenger rail service that will serve residents living in the southern portion of Somerset County. In order to maximize the benefits from implementing the Hudson Tunnel Project, improvements

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The County of Somerset is committed to excellence and innovation in public service, promoting the well-being of all residents and communities by providing effective, efficient and responsive leadership.

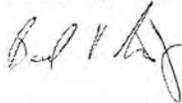
Somerset County Is An Equal Opportunity Employer

must be designed and constructed to create additional passenger capacity at Penn Station New York.

We look forward to the opportunity to work collaboratively with all of our planning partners to advance the Draft Hudson Tunnel EIS towards implementation. Should you have any questions or need additional information, please contact Walter Lane, Director of Planning at (908) 231-7178.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Bernard V. Navatto, Jr.", written in a cursive style.

Bernard V. Navatto, Jr.
Chairman, Somerset County Planning Board

Cc: Somerset County Board of Chosen Freeholders
Somerset County Planning Board
Walter Lane, Director of Planning
Mike Kerwin, Somerset County Business Partnership

Team at Hudson Tunnel Project

From: Michael D. Witt <mwitt@chasanlaw.com>
Sent: Friday, August 18, 2017 5:29 PM
To:
Cc: Team at Hudson Tunnel Project:

Subject: 8-18-17 Request for Extension
Attachments: 8-18-17 Request for Extension.pdf

Ms. Castelli and Mr. Palladino

Please see the attached correspondence requesting an extension of the time period within which to comment on the Draft Environmental Impact Study for the Hudson Tunnel Project. Please contact me if there are any questions.

Very truly yours,

Michael Witt



MICHAEL D. WITT
CHASAN LAMPARELLO MALLON & CAPPUZZO, PC
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CHASAN LAMPARELLO MALLON & CAPPUZZO, PC

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RAYMOND CHASAN
(1904-1988)

▲ NJ & NY BARS

♦ NJ & PA BARS

▼ NJ, NY & DC BARS

* CERTIFIED BY THE NEW JERSEY SUPREME
COURT AS A CIVIL TRIAL ATTORNEY

† CERTIFIED BY THE NEW JERSEY SUPREME
COURT AS A CRIMINAL TRIAL ATTORNEY

August 18, 2017

By Email and US Postal Service

Amishi Castelli, Ph.D
Environmental Protection Specialist
USDOT Federal Railroad Administration
One Bowling Green
Suite 429
New York, NY 10004

R.J. Palladino, AICP, PP
Senior Project Manager
NJ Transit Capital Planning
One Penn Plaza East – 8th Floor
Newark, NJ 07105

Re: Hudson Tunnel Project
Draft Environmental Impact Statement

Dear Dr. Castelli and Mr. Palladino:

We write on behalf of the Township of Weehawken ("Township"), seeking an extension of the public comment period related to the Draft Environmental Impact Statement ("DEIS") for the Hudson Tunnel Project. The public comment period currently expires on August 21, 2017 and may be extended by the lead agency, in accordance with 40 CFR § 1506.10(d). We seek a 60 day extension of the public comment period for the reasons that follow.

The subject DEIS is a complex, nearly 1,000 page document, with an extensive appendix. While representatives from the Township appeared at public hearings held in August 2017 shortly after the DEIS was issued, the Township and the residents affected by this multi-year project did not have a sufficient opportunity to prepare and submit the sophisticated, technical response required for a project of this magnitude. Because

public participation is mandated by the National Environmental Policy Act, 42 U.S.C.A. § 4321 et seq., we require additional time to review the DEIS and to submit a response commensurate with a project of this scope, depth and duration.

The Township is concerned about the impact that the project, as currently proposed, will have on the quality of life of the residents of and businesses located there. For example, we understand that you intend to undertake construction activities from 7:00 am to 11:00 pm five days a week for approximately three years. We are also aware that you intend to utilize scores of trucks per day to haul construction materials and debris. Based on the narrow streets in the Township and the proximity of the construction site to the Lincoln Tunnel, virtual gridlock is the only potential outcome of this ill-conceived plan.

We understand that the Hudson Tunnel Project has regional significance, but we urge that it can be undertaken in a manner that does not disproportionately adversely affect the residents of one municipality – the Township of Weehawken. The Township is aware of an alternate staging site, owned by New Jersey Transit on Tonnelle Avenue, North Bergen, which we suggest is the preferred staging area for the entirety of the project on the New Jersey side. A comparison of the two sites demonstrates the superiority of the Tonnelle Avenue alternate site.

The DEIS proposed site is zoned for residential use and will affect hundreds of residents; the Tonnelle Avenue alternate site is zoned industrial and will have no impact on homeowners, bus routes, churches or school bus stops. The Tonnelle Avenue site is considerably larger, is closer to Route 3 and the New Jersey Turnpike, and has extensive rail access. There is no rail access on the DEIS proposed site. The Tonnelle Avenue site will have no impact on Lincoln Tunnel traffic; the DEIS site will affect and be affected by Lincoln Tunnel traffic on a daily and very significant basis. For ease of reference, we have provided the following summary comparison of the two sites:

DEIS Proposed Site:

Zone	Residential
Lot Size	85,000 sq..ft.
Excavation Depth	100 ft.
Census Data	1063 residents affected
Households	626 households affected
Distance to Rte 3	2.3 Miles
Distance to NJ Turnpike	2.7 Miles
Bus Routes	5 affected
Churches	1 affected
School Bus Stops	4 affected
Local Lincoln Tunnel Traffic	19,210,919 trips annually eastbound
	76,843 daily trips average eastbound
Freight Rail Access	None

Tonnelle Avenue Alternate Site

Zone	Industrial
Lot Size	415,000 sq. ft.
Excavation Depth	0 ft.
Census Data	0 residents affected
Households	0 households affected
Distance to Rte 3	1.4 Miles
Distance to NJ Turnpike	1.8 Miles
Bus Routes	0 affected
Churches	0 affected
School Bus Stops	0 affected
Local Lincoln Tunnel Traffic	None
Freight Rail Access	Yes

It is in the interest of the agencies involved and of the affected residents to allow additional time to review the DEIS associated with the Hudson Tunnel Project and to consider appropriate modifications and alternatives. Extending the public comment period will serve the government's interest in receiving comments that will identify issues and offer recommendations in furtherance of the objectives of the Hudson Tunnel Project -- construction undertaken in a safe and responsible manner which creates the least disruption to local residents and businesses.

We welcome the opportunity to meet with you. We will contact you during the week of August 21 to schedule a mutually convenient date and time to meet.

Very truly yours,



Cindy Nan Vogelmann
For the Firm

CNV/ma

cc: Hon. Richard F. Turner, Mayor, Township of Weehawken
Giovanni D. Ahmad, Township Manager, Township of Weehawken
Steven H. Santoro, Executive Director, NJ Transit
John C. Leon, Senior Director, NJ Transit
Anthony R. Coscia, Chair, National Railroad Passenger Corporation
Kevin J. O'Toole, Chair, Port Authority of New York and New Jersey
Michael Soliman, Partner, Mercury Public Affairs

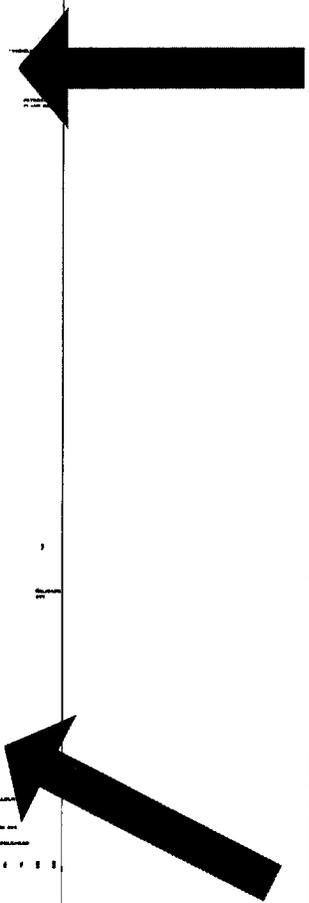
TOPOGRAPHICAL CROSS SECTION

TONNELLE AVENUE SITE

Zone	Industrial
Total Square Lot Feet	415,000
Excavation Depth Feet	0
Census Data	0
Households	0
Distance to RT 3	1.4 Miles
Distance to Turnpike	1.8 Miles
Bus Routes	0
Churches	0
School Bus Stops	0
Local Lincoln Tunnel Traffic	N/A
Freight Rail Access	Yes

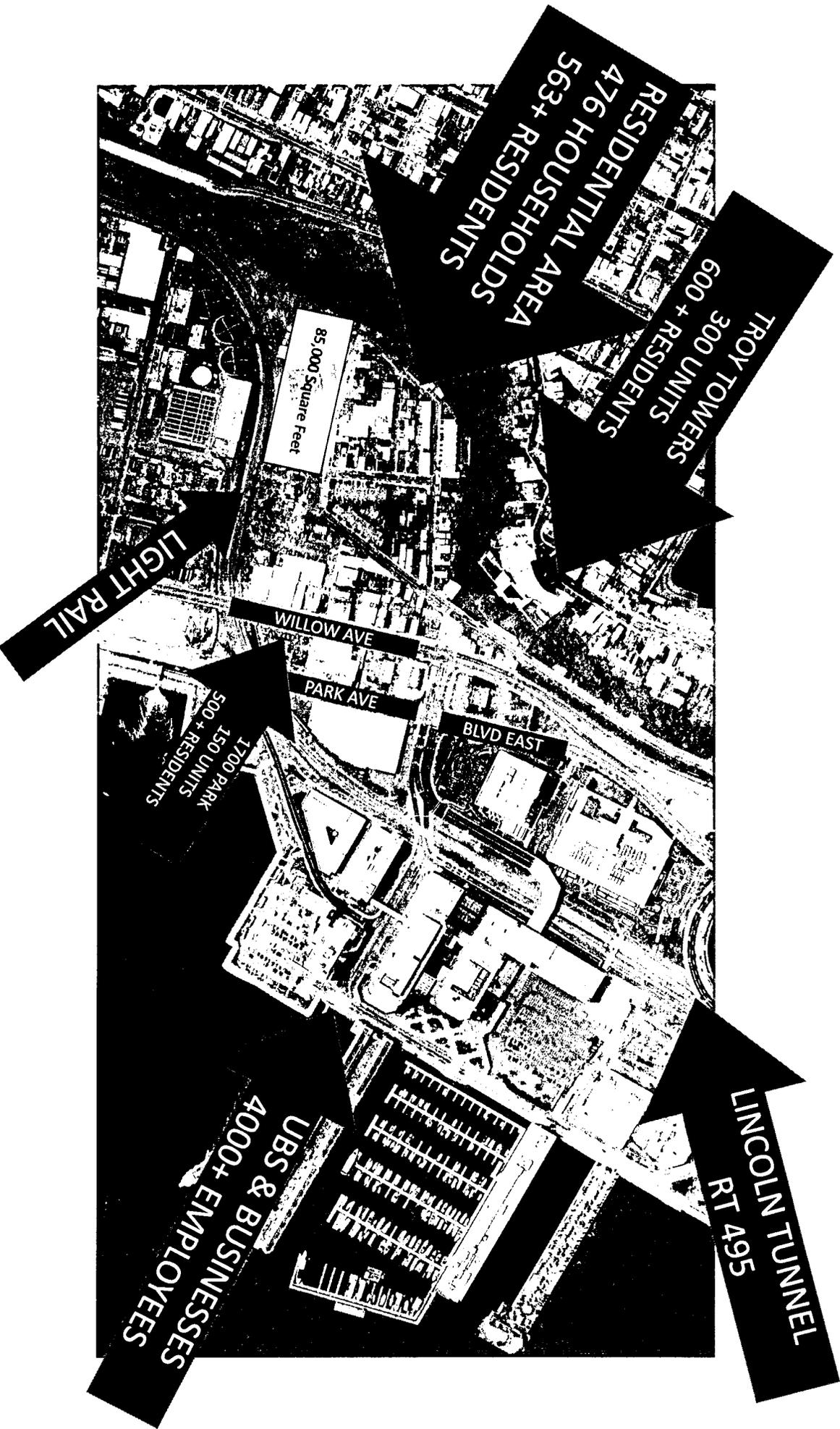
WEEHAWKEN/HOBOKEN SITE

Zone	Residential
Total Square Lot Feet	85,000
Excavation Depth Feet	- 100
Census Data	1063
Households	626
Distance to RT 3	2.3 Miles
Distance to Turnpike	2.7 Miles
Bus Routes	5
Churches	1
School Bus Stops	4
Local Lincoln Tunnel Traffic	19,210,919
Local Lincoln Tunnel Traffic	76,843
Freight Rail Access	None
	Annually Eastbound
	Daily Average Eastbound



HUDSON TUNNEL PROJECT

WEEHAWKEN/HOBOKEN SITE



RESIDENTIAL AREA
476 HOUSEHOLDS
563+ RESIDENTS

TROY TOWERS
300 UNITS
600+ RESIDENTS

85,000 Square Feet

LIGHT RAIL

WILLOW AVE

PARK AVE

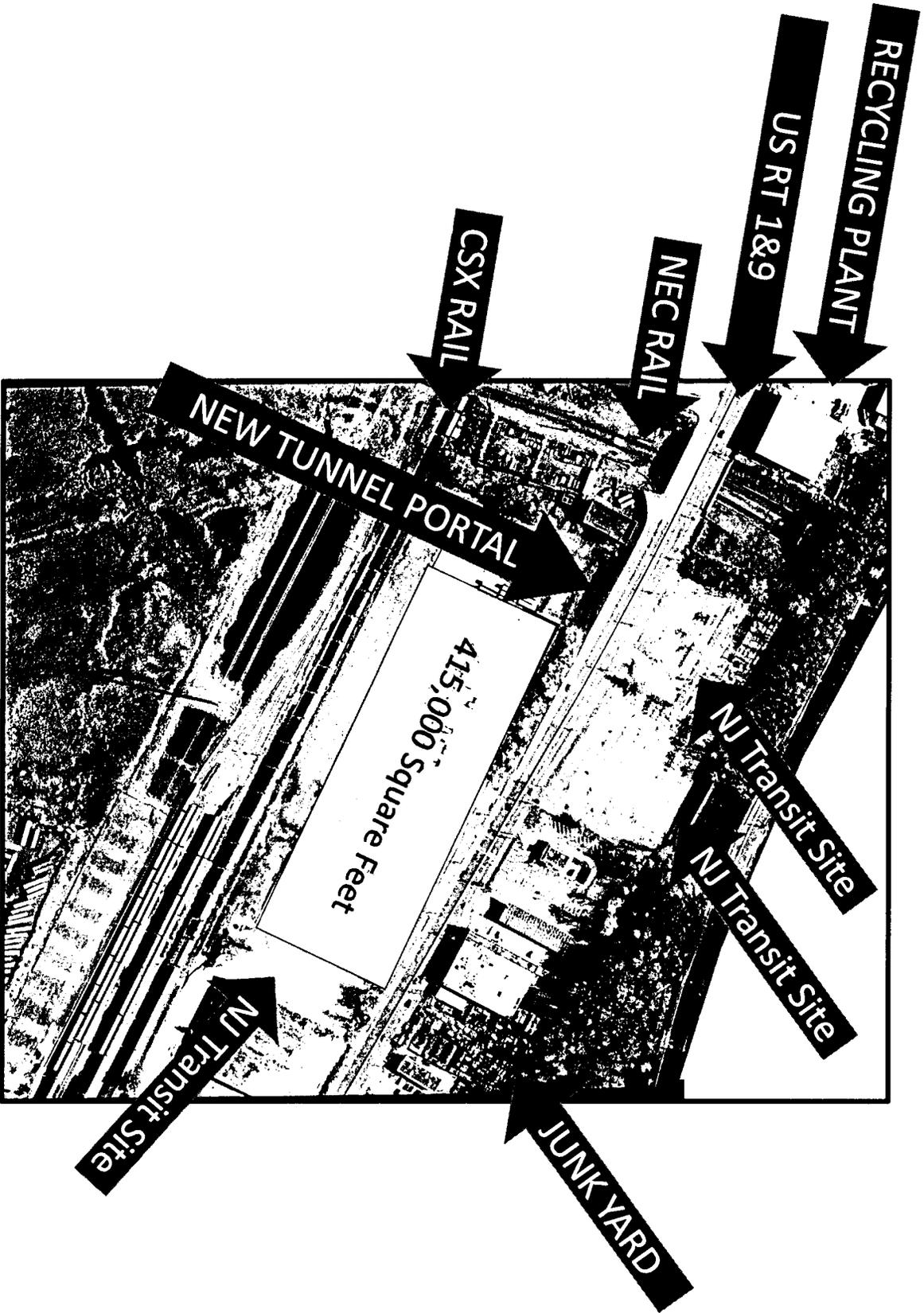
BLVD EAST

1700 PARK
150 UNITS
500+ RESIDENTS

LINCOLN TUNNEL
RT 495

UBS & BUSINESSES
4000+ EMPLOYEES

TONNELLE AVENUE SITE



From: Giovanni Ahmad
To: [hudson tunnel](#)
Subject: Weehawken Hudson Tunnel Project
Date: Monday, August 21, 2017 4:43:09 PM
Attachments: [20170821163951555.pdf](#)

Hello

Please See attached Document from Public Safety Director Welz .

Thanks

Gio

Giovanni Ahmad
Township Manager
Township of Weehawken
[400 Park Ave](#)
[Weehawken NJ 07086](#)
[201-319-6005](#) Office
[201-319-1040](#) Fax



TOWNSHIP OF WEEHAWKEN
NEW JERSEY

MUNICIPAL BUILDING
400 PARK AVENUE
WEEHAWKEN, NEW JERSEY 07086
201-319-6005

August 21, 2017

Hudson Tunnel Project
C/O Fitzgerald & Halliday, Inc
11 Hanover Square
New York, NY 10005

comments@hudsontunnelproject.com

RE: Weehawken Resident Comments on the Hudson Tunnel Project, Draft Environmental Impact Statement (DEIS)

To Whom It May Concern:

As the Director of the Weehawken Department of Public Safety, I ask that you grant the Township's request for the 60-day extension of the public comment period of the DEIS. The DEIS is a voluminous document that has not been adequately examined our public safety officials.

We are concerned that during the construction process tunnel spoils, which may include hazardous materials, would be removed from the shaft. Once removed, this material would be loaded onto trucks and transported over densely populated streets within the municipality at a scheduled rate of 100 trucks per day hauling debris from 7:00 am to 11:00 pm, Monday through Friday, for a 2-3 year period will not only increase noise pollution to intolerable levels but will result in severe traffic congestion.

Not only will this make the daily lives of surrounding residents unbearable, but it will cause the delay of Emergency Response (Police, Fire, EMS) to our residents; and increase the areas vulnerability acts of terror. Due to the amount of critical infrastructure located within the Township Weehawken has been included as part of the Hudson County's Urban Area Security Initiative (UASI) Borders. UASI zones are federally designated and considered an area at a greater risk of a terrorist attack.

I have been informed of an alternate staging site, owned by New Jersey Transit on Tonnelle Avenue, North Bergen, which the Township suggests being the preferred staging area for the entirety of the project on the New Jersey side. The Tonnelle site is vastly larger and adjacent with easy access to major highways (U.S. Route 1 & 9, Turnpike North & South and Route 3) and not local roads.

Sincerely,

Jeff Welz

Director of Public Safety

From: Giovanni Ahmad
To: [hudson tunnel](#)
Subject: Weehawken Chairmen Hudson Tunnel Project
Date: Monday, August 21, 2017 4:44:03 PM
Attachments: [20170821163946766.pdf](#)

Hello,

Please See attached Document from Zoning and Planning Board.

Thanks

Gio

Giovanni Ahmad
Township Manager
Township of Weehawken
[400 Park Ave](#)
[Weehawken NJ 07086](#)
[201-319-6005](#) Office
[201-319-1040](#) Fax



TOWNSHIP OF WEEHAWKEN
NEW JERSEY

MUNICIPAL BUILDING
400 PARK AVENUE
WEEHAWKEN, NEW JERSEY 07086

August 21, 2017

Hudson Tunnel Project
C/O Fitzgerald & Halliday, Inc
11 Hanover Square
New York, NY 10005

comments@hudsontunnelproject.com

RE: Weehawken Resident Comments on the Hudson Tunnel Project, Draft Environmental Impact Statement (DEIS)

To Whom It May Concern:

As the chairmen of the Weehawken Planning Board and the Weehawken Zoning Board, we ask that you grant the Township's request for the 60-day extension of the public comment period of the DEIS. The DEIS is a voluminous document that has not been adequately examined by either board. This project goes against all zoning and planning principles and practices established in the state of New Jersey and in particular the Township of Weehawken.

Furthermore, the Township is aware of an alternate staging site, owned by New Jersey Transit on Tonnelle Avenue, North Bergen, which the Township suggests being the preferred staging area for the entirety of the project on the New Jersey side.

A simple comparison of the two sites shows the advantage of the Tonnelle Avenue site. The proposed Weehawken site is zoned for residential use and will affect hundreds of residents; while the Tonnelle Avenue site is zoned for industrial purposes and will have no impact on homeowners. Also, The Tonnelle Avenue site is considerably larger and more adequate site to handle the amount of debris that the digging will incur.

While we understand the need for the tunnel, we do not agree with the currently proposed methods of construction and the disproportionate burden it has placed on the residents of Weehawken particularly the residents of the "Shades" section Town.

Sincerely,

John C. Meditz
Chairman

Weehawken Planning Board

Mark Gould
Chairman

Weehawken Board of Appeals

County and Local: New York

Statement about Hudson Tunnel Project DEIS

Public Hearing August 1, 2017

Good afternoon. My name is Betty Mackintosh. I am a member of CB4 and am Co-Chair of the Chelsea Land Use Committee.

CB4 is very pleased that the Hudson Tunnel Project is advancing. CB4 has a number of concerns about the DEIS.

Design of Fan Plant on Block 675

According to the DEIS, there are two potential locations for the 12th Avenue fan plant

- (a) the southeast corner of 12th Avenue and West 30th Street, or
- (b) West 29th Street east of 12th Avenue.

From a local perspective the location of the fan plant on West 29th Street might be advantageous because it might not block views from the High Line; however this location might create further difficulties for new development on Block 675 Lot 1. The pros and cons of these two potential locations need to be fully described.

For either location, the 12th Avenue fan facility could be either oriented vertically or horizontally. Illustrations of the vertical orientation are only provided in the DEIS. Illustrations of the lower horizontal building (in the two potential locations) should be included as well.

We are glad the design of the fan plant is to be compatible with the NYC Block 675 Planning Framework. The DEIS states: "The design of visible elements of the fan plant will be coordinated with NYCDCP." We ask this coordination include CB4 and our local elected officials.

The community is very concerned that the ventilation building not block the southern view from the High Line. The DEIS should discuss the possible impacts on the view for each of the potential fan facility designs.

The DEIS states that the fan plant would not be out of context with the bulk or height of the surrounding buildings but only references the very high Hudson Yards buildings to the north. The DEIS statement should be

corrected to include the building heights to the east and south which are not as high as those in Hudson Yards.

New development on Block 675

The DEIS mentions a seven-year delay of transfer of air rights from the Hudson River Park to the developers of Block 675 lots but that delay may be much longer. A significant sum of funds needed for the improvement and build out of the park will be substantially delayed. The DEIS should more fully acknowledge these major adverse impacts on:

1. the park: the loss of funds for development; and
2. the owners of Block 675 lots: the loss of revenue due to construction delay, drop in appraised value, construction noise and on-going noise from the new vent facility.

Hudson River

The DEIS promises monitoring of Hudson River's recovery after the construction is completed. However, there is no discussion of remedial actions that are to be taken should that recovery not be sufficient or fast enough.

Construction

The DEIS states that construction across 10th Avenue would be staged so that some traffic lanes would be maintained at all times (although limited closures may be required during off peak periods such as nights and weekends). However traffic continues to be substantial in this area even on supposedly off peak periods. West 30th Street is heavily used for access to the Lincoln Tunnel, and construction of new buildings contributes to congestion.

We are concerned about noise impacts on nearby park users, residents and workers. It is important that noise levels from construction be carefully monitored. We were shocked to read that blasting would end at 7 PM in New Jersey but at 10 PM New York.

Other Comments

CB4 understands that the Project will not result in new rail capacity until the additional Penn Station rail platforms are constructed, along with other

improvements. We wish to highlight the importance of creating new bus, rail and subway capacity within CD4 to reduce vehicular traffic and improve the air quality in the district, which is the third worst in New York City. One project that would significantly add capacity would be the 7 subway train extension to Secaucus.

CB4 looks forward to working with NJ Transit, USDOT, Amtrak, and the Port Authority on this very important project. As it progresses we ask that the Project partners inform CB4 on a regular basis. Thank you for this opportunity to speak.

FW: CB4 letter to FRA and NJ Transit re Comments on Hudson Tunnel Project

DEIS

Attachments: 40 CLU Letter to NJ Transit and FRA re DEIS for Hudson Tunnel Project - FINAL.pdf

Importance: High

From: Jesse Bodine

Sent: Tuesday, August 8, 2017 1:23:48 PM (UTC-05:00) Eastern Time (US & Canada)

To: hudson tunnel

Cc: Gale Brewer (gab@pipeline.com); Songhai, Lucille (ManhattanBP); Cholden-Brown, Louis; MGreen@council.nyc.gov; Annie White (DCP); Erik Botsford (DCP); Eli Szenes-Strauss; 'Anthony Scattaglia'; Doyle, Noreen; Wils, Madelyn; Tony Simone

Subject: CB4 letter to FRA and NJ Transit re Comments on Hudson Tunnel Project DEIS

Respectfully submitted by Manhattan Community Board 4.

Jesse Bodine

District Manager

Manhattan Community Board 4

330 West 42 Street, 26th Floor

New York, New York 10036

Phone: 212-736-4536, Ext 27

Fax: 212-947-9512

jbodine@cb.nyc.gov



DELORES RUBIN
Chair

JESSE R. BODINE
District Manager

CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

330 West 42nd Street, 26th floor New York, NY 10036
tel: 212-736-4536 fax: 212-947-9512
www.nyc.gov/mcb4

August 8th, 2017

Ms. Amishi Castelli
Environmental Protection Specialist
USDOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Mr. RJ Palladino
Senior Program Manager
NJ TRANSIT Capital Planning
One Penn Plaza East - 8th Floor
Newark, NJ 07105

RE: Comments on Hudson Tunnel Project DEIS

Dear Ms. Castelli and Mr. Palladino:

Manhattan Community Board 4 (CB4) is very pleased that the Hudson Tunnel Project (the Project) is advancing. It is critically needed to allow the repair of the deteriorating North River Tunnel and to provide reliable trans-Hudson rail service between New Jersey and Penn Station New York (PSNY). The issuance of the Project's Draft Environmental Impact Statement (DEIS) is a significant milestone. CB4 has a number of concerns about the DEIS, including the fan plant, Block 675, the Hudson River, the Hudson River Park, and construction impacts on our community.

Design of Fan Plant on Block 675

According to the DEIS, there are two potential locations for the 12th Avenue fan plant (as shown in Figure 2-10):

- (a) the southeast corner of 12th Avenue and West 30th Street, or
- (b) West 29th Street east of 12th Avenue.

From a local perspective the location of the fan plant on West 29th Street might be advantageous because it might not block views from the High Line; however this location might create further difficulties for new development on Block 675 Lot 1. The pros and cons of these two potential locations need to be fully described.

For either location, the fan facility could be either oriented vertically, requiring a foot print of approximately 120 feet by 130 feet and maximum height of 150 feet or horizontally, resulting in a lower building with a larger footprint. The illustrations of the vertical orientation are only provided in the DEIS. Illustrations of the lower building with a larger footprint should be included as well.

We are glad the design of the fan plant is to be compatible with the NYC Block 675 Planning Framework. The DEIS states: “The design of visible elements of the fan plant will be coordinated with NYCDP.” We ask this coordination include CB4 and elected officials. The DEIS states: “The Hoboken fan plant will be designed to be compatible with the character of the surrounding area. The Project Sponsor for the Hudson Tunnel Project will coordinate with the local community and seek input in determining the appropriate design for the visible portions of the fan plant.” We request that same consultation with “the local community” be used for the 12th Avenue fan plant.

The DEIS states: “Views of the fan plant would exist from parts of the High Line that are in close proximity to the ventilation facility.” The design of the ventilation building should allow for the southern view from the High Line. The DEIS does not say if views would be “neutral” or “adverse”. If the facility blocks the view of the Statue of Liberty, significant buildings and/or other important parts of the Hudson River, then the impact would be adverse. If the vent plant is built on a slant, the views from the High Line might be preserved. This is an important issue with the local community and should be more fully discussed in the DEIS.

The DEIS states: “Plans for the Hudson Yards include buildings that are far taller than the proposed fan plant (the tallest of which would be almost 1,300 feet high) and therefore the facility would not be out of context with the bulk or height of the surrounding buildings.” It should be noted that the buildings to the east and south of Block 675 are not as high as those in Hudson Yards. The DEIS statement should be corrected to include the building heights to the east and south.

The new ventilation system is designed to bring fresh air into the tunnel passively. It also is to remove hot air from tunnel with fans during congested conditions, and can be used to exhaust hot air and smoke during emergencies. Could the exhausting of hot air and/or smoke have an adverse impact on air quality in surrounding area? There is no mention in the DEIS of the management of exhaust gasses from the ventilation facility. Where will they be directed? How will they affect pedestrians or occupants of nearby buildings? This issue should be discussed in the DEIS. We are pleased that the design of the ventilation facility is to include the coordination of agencies and the owner of the eastern section of Block 675. Early collaboration between Georgetown (the owner/developer of Lot 1), the Department of City Planning, CB4 and the Hudson Tunnel Project partners will increase the chances that the design for the ventilation building would include many of the interests of these stakeholders. We recognize that the ventilation plant will make the area it occupies unavailable to the developer, creating a hardship. However this hardship should not be used as an excuse to increase the height of the buildings on Block 675 to permit blocking of southward views of the river from the High Line’s Section 3. Building heights should not exceed those in the NYC Framework.

New development on Block 675

New development on Block 675 lots can take advantage of a transfer of development rights from Hudson River Park. Monies from developers paid to Hudson River Park Trust will be used to fund capital improvements, including construction of the rest of the park, in Community District 4 (CD4). In return, transfer of development rights permits more floor area in new development.

The DEIS mentions a delay of transfer of air rights from the Hudson River Park Trust (HRP) to the developers of Block 675 lots. The DEIS estimates a seven year delay but that delay may be much longer. In consequence, a significant sum of funds needed for the improvement and build out of the park will be substantially delayed. The DEIS should more fully acknowledge these major adverse impacts on:

1. the park: the loss of funds for HRP development; and
2. the owners of Block 675 lots: the loss of revenue due to construction delay, drop in appraised value, construction noise and on-going noise from the new vent facility.

We recommend a mitigation of the loss of funding for the park, including intermediate funding prior to the delayed transfer of air rights.

Hudson River

As a result of the disruption of the Hudson River's ecosystem due to the hardening of the river bottom off of the Manhattan shore, the DEIS promises monitoring of Hudson River's recovery after the construction is completed. However, there is no discussion of remedial actions that are to be taken should that recovery not be sufficient or fast enough. In fact there is no discussion of the parameters that would be used to make these determinations. CB4 requests such a discussion be included in the DEIS.

CB4 is pleased to note that the DEIS acknowledges that things can go wrong in a project of this scale but we were dismayed not to read a more complete presentation of likely scenarios should such damage occur. For example, the Project requires cutting through the Hudson River bulkhead. Boring through the historic bulkhead could leave long term damage that does not manifest for some time. How long will the bulkhead be monitored (we believe it should be monitored for not less than ten years) after the project is completed? The Project should pay for any damage to the bulkhead. Damage to or undermining of the High Line should also be carefully monitored and should damage occur, the park should be rapidly restored.

The DEIS does not describe the impacts of the Project on boats and ferries using the Hudson River at or near the construction of the Project. Will use of the river be restricted in a specific zone? A plan is needed which would identify exclusion areas for boats during construction. Will the Project monitor impacts on boats and ferries? Will it assist in establishing alternative routes?

Hudson River Park

CB4 is pleased that "limited site disturbance" is a Project goal for the tunneling under Hudson River Park, but even so the public will lose the use of part of the park. The DEIS states that the Project will restore the affected area of the park in coordination with the Hudson River Park Trust (HRPT). CB4 believes that such 'restoration' should go beyond the immediate 'affected'

area, from West 28th Street to West 34th Street. Funds should be set aside for the construction of the Hudson River Park long promised to our community. Funds for construction of this park would be a small fraction of the more than \$13 billion for the construction of the tunnel. Surely completion of this park in our district is little to ask for after the disruption our neighbors will have to suffer while this needed tunnel is being constructed.

The DEIS explains that the West 30th Street heliport could be relocated to an in-water site: a floating structure between West 29th and West 32nd Streets. Much more detail about this possibility should be included in the DEIS. If the heliport is to be relocated to a floating structure, how much area should be designated for the heliport? Off shore placement of the facility will be constrained by the location of the existing and the new tunnels. There should be a map showing the possible location. The DEIS does not mention the economic impact on the heliport during construction or the loss of revenue to HRPT.

The DEIS states that if the West 30th Street heliport is not relocated from the Project site prior to construction of the Preferred Alternative, once construction of the waterfront portion of the Project alignment is complete, helicopter operations could resume and there would be no permanent impact to the heliport as a result of the Project. The DEIS does not provide in-depth analysis of the West 30th Street heliport by describing restrictions needed should it not be relocated prior to the commencement of this project. Movement of the heliport to make way for the Hudson River Park has long been promised to the community.

Construction

Construction across 10th Avenue uses the cut and cover technique – staged so that some traffic lanes would be maintained at all times (although limited closures may be required during off peak periods such as nights and weekends). Traffic continues to be heavy in this area even on supposedly off peak periods. West 30th Street is heavily used for access to the Lincoln Tunnel. Maintaining as much vehicular access on West 30th Street as possible is a high priority. Construction of large high rise buildings in this area could cause additional congestion if they have not been completed by the start date of the Project.

Construction for the Project crosses 12th Avenue and trucks will use 12th Avenue for construction access. Any disruption of the traffic flow on this heavily-used highway will have serious consequences for the adjacent neighborhood. Interruption of traffic should be minimized. Extensive notification to the community and signage for drivers are imperative. Coordination with the Department of Transportation (DOT) and bus companies is essential if designated on-street bus parking spaces will have to be relocated during the Project construction period. Because so much other construction is taking place in the neighborhood, it is increasingly difficult to find on-street parking for these buses.

For tunnel alignment on Block 675 “...when the PANYNJ’s current easement on the property expires, the existing uses on the site (PANYNJ security functions and commercial bus parking) will be relocated to other sites.” Where? There are few available sites in the surrounding area. We are concerned about noise impacts on nearby park users, residents and workers. It is important that noise levels from construction be carefully monitored. MCB4 was shocked to read that blasting would end at 7 PM in New Jersey but at 10 PM New York. This is unconscionable. Blasting should not be permitted before 9AM or after 5PM in our district.

Uncovering hazardous materials is inevitable in this project. Those materials include PCBs, naturally occurring asbestos and coal ash from long gone manufactured gas plants. The DEIS promises procedures to manage those materials. CB4 was pleased to note the attentiveness to this issue in the DEIS. We believe the DEIS should pay more attention to the transparent management of hazardous material and its disposal. A mechanism of public information about this issue needs to be established.

The DEIS rightly expresses concern for air quality during construction. Air quality already is a problem in our district resulting principally from vehicular traffic to and from the Lincoln tunnel, local bus traffic and more. That said, we did not see a discussion of the use of low emissions vehicles and equipment in the completion of this project. Our concern is that low emissions equipment be used both on land and off shore for the hardening of the river bottom. In addition to what it already states, the DEIS should discuss the use of low emissions construction equipment both on shore and off shore.

Other Comments

CB4 understands that the Project will not result in new rail capacity until the additional Penn Station rail platforms are constructed, along with other improvements. We wish to highlight the importance of creating new bus, rail and subway capacity within CD4 to reduce the vehicular traffic and improve the air quality in the district, which is the third worst in New York City. One project that would significantly add capacity would be the 7 subway train extension to Secaucus. The only mention in the DEIS of the New York City 7 subway line is that it is 50 feet below the new Amtrak tracks leading into the Penn Station switch yard. Clearly there is a complex of issues that need resolving if the 7 train is to be extended into Secaucus. However, establishing the right-of-way and tunneling under the Hudson River represents a major expenditure. If the current project would have combined with a 7 line extension, expenses could have been reduced. The DEIS estimates the Project would create an estimated 72,000 jobs. CB4 requests serious attention be paid to hiring people from our district for a significant percent of those jobs. We encourage Project Sponsors and their contractors to post job opportunities on CB4's website.

CB4 looks forward to working with NJ Transit, USDOT, Amtrak, and the Port Authority on this very important project. As it progresses we ask that the Project partners inform CB4 on a regular basis.

Sincerely,



Delores Rubin
Chair
Manhattan Community Board 4



John Lee Compton, Co-Chair
Chelsea Land Use Committee



Betty Mackintosh, Co-Chair
Chelsea Land Use Committee

cc: Hon. Gale A. Brewer, Manhattan Borough President
Hon. Corey Johnson, City Council

HUDSON TUNNEL PROJECT
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005
Amtrak
Port Authority of New York and New Jersey
NYC Department of City Planning
Hudson River Park Trust

From: Wally Rubin
Sent: Wednesday, August 9, 2017 12:31:16 PM (UTC-05:00) Eastern Time (US & Canada)
To: hudson tunnel
Subject: Community Board Five comments on DEIS for Hudson Tunnel project
Attached are our comments on the DEIS for the Hudson Tunnel Project.

Thank you.

Wally Rubin
District Manager
Community Board Five
450 Seventh Avenue, #2109
New York, NY 10123

MANHATTAN COMMUNITY BOARD FIVE

Vikki Barbero, Chair

450 Seventh Avenue, Suite 2109
New York, NY 10123-2199
212.465.0907 f-212.465.1628

Wally Rubin, District Manager

TESTIMONY BY COMMUNITY BOARD FIVE REGARDING THE DEIS FOR THE HUDSON TUNNEL PROJECT, 8/8/2017

Thank you for the opportunity to provide testimony on the Federal Railroad Administration (FRA) and NJ Transit's Draft Environmental Impact Statement (DEIS) for the Hudson Tunnel Project. This project consists of constructing a new passenger rail tunnel between Secaucus, New Jersey and Penn Station, New York. As attested to by nearly every possible stakeholder, this first phase of the "Gateway Project" is a critical and long-overdue component of our infrastructure which is urgently needed by our district, our region, and the entire Northeast Corridor. Community Board Five supports the Hudson Tunnel Project and urges that it move forward with all expediency.

The Gateway Project has a long history and a complex interplay with other proposed transportation projects in the area, but is seemingly unique in one respect: the unanimity with which all stakeholders agree on the necessity, goals, and outlines of the Hudson Tunnel, its first and most crucial phase. This new tunnel is unquestionably necessary for the maintenance of our existing infrastructure and a prerequisite to the region's future economic stability and growth.

The Hudson Tunnel and Portal Bridge Replacement projects, which make up the first phase of Gateway, are critical upgrades in several respects. In the short term, additional tunnels are a prerequisite to closing and rehabilitating the 100-year-old tunnels currently in service, which were flooded and damaged by Hurricane Sandy and continue to decay day-to-day. These cannot be repaired without service shutdown until new tunnels are complete, creating a short-term urgency for the execution of this project. In the longer term, however, this additional capacity is also crucial to increasing the capabilities of the Penn Station hub for the next one hundred years. Community Board Five supports efforts by all parties—federal, state, and city—to begin work as soon as possible.

This first phase, when complete, will create the conditions for further phases of the project to improve the capability and reliability of rail travel in the region and its lynchpin, the West Midtown Transit

Corridor. Various proposals exist for this future phase, proposals that will determine exactly how we execute on the increased capacity from the new Hudson River tunnel. Among them are the proposed “Penn Station South” construction of new platforms south of 31st Street, as well as alternate proposals, such as the plan to widen existing tracks at Penn Station to allow through-running of trains from both east and west. No matter the option, all will need the completion of the Hudson River tunnel.

The construction of the Hudson River Tunnel project will provide a once-in-a-century opportunity to chart the next one hundred years of transit through our city, and we owe it to future generations to thoroughly evaluate all options. The timeline for the construction of the tunnel allows for a comprehensive public evaluation of these or any other innovative options for the “Phase 2” integration of the new tunnel with Penn Station. Community Board Five strongly supports and encourages this thorough evaluation of the options for future phases of the Gateway Project.

Thank you for the opportunity to provide testimony. CB5 looks forward to fostering a robust discussion about the benefits and possibilities this project will unlock.

From: Gallagher, Timothy Leo [mailto:TLGallagher@cityhall.nyc.gov]
Sent: Monday, August 21, 2017 5:00 PM
To: Castelli, Amishi (FRA)
Cc: Semel, Hilary <HSemel@cityhall.nyc.gov>; Peter Schikler <pschikle@law.nyc.gov>; Susan Amron <samron@law.nyc.gov>
Subject: New York City's Comments to Hudson Tunnel Project DEIS

Ms. Castelli,

Please see the attached submission from the City of New York regarding the Hudson Tunnel Project DEIS.

Thank you very much,

Tim Gallagher

TIMOTHY L. GALLAGHER, Esq. | Senior Project Manager

Mayor's Office of Environmental Coordination

253 Broadway, 14th Floor | New York, NY 10007

Direct: [212-676-3080](tel:212-676-3080) | Main: [212-676-3290](tel:212-676-3290)

TLGallagher@cityhall.nyc.gov | www.nyc.gov/oec

 NYC Omnibus Comments on HRT DEIS - FINAL.pdf
289K



THE CITY OF NEW YORK
OFFICE OF THE MAYOR

HILARY SEMEL, DIRECTOR
MAYOR'S OFFICE OF ENVIRONMENTAL COORDINATION
253 BROADWAY, 14TH FLOOR
NEW YORK, NY 10007
(212) 676-3273
HSEMEL@CITYHALL.NYC.GOV

August 21, 2017

Via E-mail

Amishi Castelli
U.S. DOT, Federal Railroad Administration
Office of Program Delivery, Environment and Corridor Planning Division
One Bowling Green, Suite 429
New York, NY 10004-1415
617-431-0416
Amishi.Castelli@dot.gov

Re: Hudson Tunnel Project Draft Environmental Impact Statement (“DEIS”)

Dear Ms. Castelli

The City of New York (the “City”) appreciates the opportunity to provide comments on the Draft Environmental Impact Statement (the “DEIS”) for the Hudson Tunnel Project (“HTP”). This letter consolidates the comments from various City agencies on the DEIS.

Specific Comments

Chapter 2 – Alternatives and Preferred Alternatives

- Section 2.5.5.3 notes the proposed development on Lot 12 is planned for completion by 2021. The assumed completion year of the project (“601 West 29th Street”), as well as

the project on Lot 29 (“606 West 30th Street”), should be 2022. This comment also applies to all relevant references to these two projects in the DEIS.

- In this section, as well as other relevant chapters containing the same information, the description of potential zoning changes and developments on Block 675 is inaccurate. The DEIS should be revised to be consistent with the following:
 - DCP is not proposing zoning changes to Block 675.
 - Instead, there are two independent proposals by two developers, named “601 West 29th Street” (Lots 12, 29, 36) and “606 West 30th Street” (Lot 39) respectively. Each proposal carries a suite of zoning changes and land use actions.
 - “Block 675 East” is not the name of either of the above-mentioned proposals. It is the title of the EIS being prepared jointly by the two project teams. The two project sites as well as an outparcel (Lot 38) are being considered together for the purposes of environmental review due to their adjacency, similarity of the land use actions being proposed, and concurrent development schedules.
- In *Section 2.5.2.7.2*, the new fan plant is described as being located either at the corner of 12th Ave and West 30th Street or on West 29th Street east of 12th Ave, configured vertically or horizontally, as an independent or integrated structure. More information (e.g. dimensions and conceptual massing similar to what is shown in *Figure 2-10*) should be provided for all potential scenarios.
- *Section 2.6.1* identifies future planned expansion investments which the Preferred Alternative should not preclude. With regards to additional station capacity in Midtown, the DEIS identifies a Penn Station South Shallow Concourse option, as well as a deep-cavern station north of the existing Penn Station. This section should be amended to also include the potential for a shallow-cavern station beneath 34th St. or at another location north of existing Penn Station, which was also considered in the DEIS for the Access to the Region’s Core project. The FEIS should document whether a northern shallow expansion would require similar, or additional, infrastructure investments as those identified for a potential southern shallow-cavern station.
- Regarding the temporary use of Lot 12 of Block 675, scenarios should be vetted by the Fire Department of New York (“FDNY”) and agreed to by the developer.

Chapter 3 – Construction Methods and Activities

- As discussed during the meeting held on June 5, 2017 between the New York City Department of Environmental Protection (DEP) and the Gateway Trans-Hudson Partnership, if the ground freezing under 12th Avenue is not a feasible option based on a future DEP review, other soil stabilization methods should be considered.

- The proposed developments at 601 West 29th Street (Lots 12, 29, 36) and 606 West 30th Street (Lot 39) should be analyzed as receptors.
- The fan plant and West 30th Street cut-and-cover construction would be in close proximity to the High Line, one of the City's most heavily visited public parks, a State and National Register of Historic Places-eligible structure, and a major City attraction. It is critical that the construction work and associated vibration not damage the park or supporting structure or disrupt public visitation. The DEIS acknowledges this proximity and indicates that a Construction Protection Plan will be developed in association with NYSHPO that will include provisions for pre- and post-construction inspections, vibration monitoring, adherence to vibration limit thresholds, and measures to reduce vibration levels, among others. Close coordination with NYC Parks and Friends of the High Line (FHL) will also be necessary to ensure appropriate measures and protocols are in place for protection of the High Line. In addition, as indicated in the DEIS, a portion of the High Line may also experience noise levels exceeding FTA impact criteria for a period of up to 12 months. The FEIS should identify if any specific noise reduction measures beyond typical construction fence are contemplated at this location to help further shield or minimize construction noise for the surrounding neighborhood.

Chapter 4 – Analysis Framework

- In *Figure 4-4*, the dimensions of the Lot 12 easement should be provided.

Chapter 5A and 5B – Traffic and Pedestrians and Transportation Services

- As previously discussed and agreed to by the New York City Department of Transportation (NYCDOT) and New Jersey Transit, NYCDOT will provide comments on the transportation impacts of the HTP at a later date.

Chapter 6A – Land Use, Zoning and Public Policy

- In *Table 6A-5* and in relevant paragraphs, the anticipated completion year of the two projects should be revised to 2022.
- The description of the potential EMS facility on Lot 12 should be vetted by FDNY.
- Section *6A.3.3.3.4 Block 675 Planning Framework* should be revised as below:

“In May 2017, NYCDCP released a planning study, Block 675 Planning Framework, that provides an overall vision for Block 675 in terms of land use, density, massing, and urban design. The document ~~proposes~~ **establishes parameters for potential private developments and land use applications in the future, and supports sites on the block to be rezoned to C6 high density districts and included in the Special Hudson River Park District, rezoning the block to a C-**

~~6 high density commercial district~~ in which developers would be allowed to purchase development rights from Hudson River Park **through specified mechanisms**. The planning framework **specifies recommends** a mix of land uses for the block including residential, commercial, and public facility, with active uses **and glazing** on lower floors to activate the streetscape along West 30th Street and 11th Avenue. The **study framework proposes envisions** a building massing rhythm that **would increase from south to north and from west to east in response to the existing built context** responds to the transitional context from Chelsea to Hudson Yards and from inland to waterfront, and **allow** calls for preservation of views of the city and toward the Hudson River, **including sightlines at the corner of 12th Avenue and West 30th Street**. The planning framework recognizes the need to incorporate the Hudson River Tunnel into Block 675.”

- See comments on 6A.4.3.2 Zoning section below:
 - The zoning changes in this section are inaccurately described. The rezoning is not being proposed by the New York City Department of City Planning (“DCP”). As noted in the comments above, two developers are pursuing two separate sets of land use applications that propose zoning changes to the eastern end of Block 675.
 - Since “Block 675 Planning Framework” is a policy statement rather than codified zoning, the description of it should be included in Section 6A.4.3.3 Public Policy instead.
 - The zoning designations of Lot 1 and other sites in the study area (within 500-foot radius) should also be described.
- Regarding Section 6A.7.4.1 Land Use, how would the above-grade structure impact the active streetscape, as the fan plant may reduce the active frontages on West 30th Street depending on its final location and design?

Chapter 6B – Property Acquisition

- As noted above, the New York City Department of City Administrative Services and FDNY should be consulted on any needs of the potential EMS facility on Block 675.

Chapter 9 – Historic and Archeological Resources

- The New York City Landmarks Preservation Commission (“LPC”) is in receipt of the Draft Programmatic Agreement and the DEIS Historic and Archeological Resources chapter dated 7/14/17. The LPC concurs with the text pertaining to architectural and archaeological resources in New York City, although would like to be consulted about any archaeology and archaeological mitigation that occurs within New York City as a result of this project and recommends that the language in the Programmatic Agreement be revised to make LPC’s involvement clear.

Chapter 10 – Visual and Aesthetic Resources

- All massing and location alternatives should be analyzed for Visual and Aesthetic Resources impacts.
- In addition to the generic statement that fan plants will be designed to be compatible with adjacent uses and urban design guidelines, a summary of key considerations should be provided, including considerations articulated by DCP in the Block 675 Framework.
- The timing and process of the design beyond the 10% level should be explicitly set forth, as well as a listing of any junctures where DCP would be consulted to ensure consistency with policy, land use compatibility, and urban design objectives.
- To ensure consistency with the City's planning and urban design objectives as articulated in the Block 675 Framework, the HTP should consider locating the above-grade structure off the 12th Ave-West 30th Street corner, and more fully analyze such scenario in the DEIS. Strategies and timetable for coordination with DCP on location and design of the above-grade fan plant should be developed and included in the EIS.

Chapter 13 – Air Quality

- Table 13-9 indicates CEQR exceedances on Block 675. The location of the impacts should be specified; i.e., please identify the lots on the Block where these impacts occur.

Chapter 14 – Greenhouse Gas Emissions and Resilience

- The City supports the decision to define the DFE to a level that incorporates sea level rise. However, the City requests clarification as to how a DFE of 5' over the BFE was established:
 - On page 14-17, it is cited that the project is protected by 1' of freeboard. The City suggests that as a critical transportation facility, that the freeboard level is 2' which would align with ASCE 24 standards for facilities defined as critical.
 - Also on page 14-17, the sea level rise adjustment is tied to the high end scenario in 2070. How was this level chosen given the 50 year design life for components and the 100 year design life for structures cited on page 14-10? The 2070 sea level rise adjustment makes sense for components estimated to have a 50 year design life, but is insufficient for structures with a 100 year design life. This is particularly true because the tunnel's actual useful life will far exceed the design life.
- The City supports the DEIS when it addresses changes to precipitation and temperature on pages 14-11, and potential impacts and potential design and operational interventions on page 14-19. However, one point of clarification is how the precipitation projections

will be used. On pages 14-20 and 14-21, the DEIS states that “specific information for drainage design purposes is not currently available.” However, on page 14-21, it also states “The projected increase in short-term precipitation intensity, presented in Table 14-3 above, would be accounted for where relevant and practicable for drainage and runoff design purposes.” Please clarify where and how precipitation projections will be used.

- The DEIS reads “The DFE for the Preferred Alternative was developed to address the potential risk associated with future flood levels, accounting for sea level rise. The design standard for the Preferred Alternative is to meet the DFE, and when Project elements can be designed without substantial financial implications to a more conservative standard, they will be; otherwise, they will be designed so that additional protection can be included at a later date if storm levels in the future make that appropriate” on page 14-18. What is the threshold for substantial financial implications, and when appropriate what more conservative standard will be applied?

Chapter 21 – Coastal Zone Consistency

- In section 21-7 and page “7:7-9.25 Flood Hazard Areas,” the DFE is defined as “5 feet higher than the BFE.” Later in the same paragraph, it reads “As currently designed, the Preferred Alternative’s surface alignment would be on a berm that is a minimum of 10 feet above the BFE.” Is 5 feet the minimum, while 10 feet is as it is currently designed? Please clarify.
- The DEIS reads “[project elements] will be designed so that additional protection can be included at a later date if storm levels in the future make that appropriate” on page 21-31 of Chapter 21. The City supports this application of adaptive design, and looks forward to seeing how this design approach is interpreted for different structures and components at the project.
- Appendix 21 to the DEIS reads “The Tenth Avenue fan plant, the new portal for the Hudson River Tunnel, the existing portal for the North River Tunnel, and an existing ventilation shaft for the North River Tunnel would all be located below both the BFE and the DFE, within the subsurface complex of tracks west of PSNY. These project elements would be protected from flooding by the Metropolitan Transportation Authority’s (MTA) planned flood protection and drainage improvements around the West Side Yard. A new permanent wall is proposed, with additional deployable barriers to be implemented across access points in advance of storm and flood events. This perimeter wall will provide flood protection up to a level that is one foot lower than the Project’s DFE and would protect the below-grade rail infrastructure west of PSNY, including the elements of the Proposed Project within this area.” The City strongly recommends that all entrances and openings are protected asset by asset to the level of the DFE put forth in the DEIS and that perimeter protection systems designed and operated by other agencies are relied upon only as a redundant level of protection. This is for three reasons. First, The MTA’s

protection measure is only planned, and may be delayed or canceled, leaving the tunnel at risk. Second, the MTA system includes deployable measures, maintained and operated by another agency than that responsible for the development or maintenance of the Hudson Tunnel. Third, the MTA DFE protecting these asset is 1' lower than the DEIS' DFE, putting the facility at risk from flooding.

If you have further questions or concerns, please contact me at 212-676-3273 or by email at hsemel@cityhall.nyc.gov.

Again, thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "Hilary Semel". The signature is written in a cursive, flowing style.

Hilary Semel
Director

Organizations and Businesses

hudson tunnel

From: richard.leland@akerman.com
Sent: Friday, August 18, 2017 12:06 PM
To: hudson tunnel
Cc: nora.martins@akerman.com
Subject: Comments to the June 2017 Hudson Tunnel Project Draft Environmental Impact Statement and Draft Section 4(f) Evaluation
Attachments: Hudson Tunnel Project_Comments to June 2017 DEIS_8-18-17.PDF

Gentlemen and ladies:

Attached in pdf form are Comments to the June 2017 Hudson Tunnel Project Draft Environmental Impact Statement and Draft Section 4(f) Evaluation on behalf of our client, 260 Twelfth Avenue Holdings LLC. A “hard copy” of these comments is being sent to the 11 Hanover Square address via FedEx.

Very truly yours,

Richard G. Leland
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August 18, 2017

VIA FEDEX AND EMAIL

HUDSON TUNNEL PROJECT
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, New York 10005

comment@hudsontunnelproject.com

Re: Hudson Tunnel Project Draft Environmental Impact Statement
and Draft Section 4(f) Evaluation

Gentlemen and Ladies:

This firm is environmental counsel to 260 Twelfth Avenue Holdings LLC, which is the fee owner of Lots 1 and 38 of Manhattan Block 675. We submit this letter as our client's comments to the June 2017 Hudson Tunnel Project Draft Environmental Impact Statement and Draft Section 4(f) Evaluation ("DEIS").

Introduction

At the outset, the lead agencies, Federal Railroad Administration and New Jersey Transit (the "Lead Agencies"), should note that our client does not object to the construction of the Hudson Tunnel Project ("Project") and recognizes that there is an urgent need for improving rail service along the Northeast Corridor and between New Jersey and Manhattan and that the Project, together with the proposed Gateway Project, is the most significant infrastructure project presently under consideration in the Northeast.

However, the selection of Lot 1 of Block 675 as the location for prolonged construction staging and for the construction of a vent shaft and fan building with a diameter of 130' and a height of up to 150' tall critically impacts its ability to develop that lot. We are, therefore, compelled to provide comments on the DEIS, specifically with respect to significant adverse environmental, financial and operational impacts on our client's longstanding plans to redevelop Lot 1. There is an evident need for more information and discussion in regard to land use and public policy, construction impacts, operational air quality, noise and traffic, as well as the need for a more robust analysis of alternatives.

Alternatives

As the Lead Agencies are no doubt aware, the analysis of alternatives is considered the linchpin of an environmental impact statement. *Monroe Cnty. Conservation Council, Inc. v. Volpe*, 472 F.2d 693, 697-98 (2nd Cir. 1972). Regulations of the Federal Council on Environmental Quality require that environmental impact statements “rigorously explore and objectively evaluate all reasonable alternatives....” 40 CFR §§ 1502.2, 1502.4. The FRA’s *Procedures for Considering Environmental Impacts*, 64 Fed. Reg. 28545 (May 26, 1999) contain similar requirements.

Chapter 2 of the DEIS, entitled, “Project Alternatives and Description of the Preferred Alternative,” briefly describes four alternative alignments of the proposed tunnel, all of which designate Lot 1 of Block 675 as the site for long-term construction staging and the placement of a large ventilation shaft and fan plant, and a “no-action” alternative, under which the Project would not be built at all. DEIS § 2.1 at Page 2.1. Each of the four alternative alignments discussed in that chapter would place staging and the vent shaft/fan plant on Lot 1. DEIS § 2.3.2.1 at Page 2-8, §2.3.2.2 at Pages 2-8 to 2-10 and Figure 2-2. The DEIS does not contain any discussion or analysis of any alternative site for staging during what is predicted in the DEIS to be a nine-year period, but was represented by the Project’s consultant, AKRF, Inc., at the August 10, 2017 DEIS Public Hearing as being an eleven-year period, nor is there any discussion or analysis of any alternative location for the vent shaft/fan plant other than Lot 1 of Block 675. Because, as noted below, there are several significant adverse environmental impacts (and a legal impediment) associated with the siting of the vent shaft/fan plant on Lot 1, the omission of any discussion or analysis of alternative locations is a serious flaw in the DEIS.

The DEIS states that the Lead Agencies conducted a “multi-step alternatives development and evaluation process....” which is described in Appendix 2: Project Alternatives and Description of the Preferred Alternative, 2-1: Alternatives Development Report. See DEIS § 2.3 at Page 2-4. Several alternatives were described and rejected. See, generally, Table 1: Evaluation of Long List of Alternatives at Page 21 of Appendix 2. None of these alternatives even considered, let alone analyzed, any alternative siting for construction staging and the vent shaft/fan plant in Manhattan other than Block 675, Lot 1. See also Chapter 3 of the DEIS, entitled “Construction Methods and Activities”, which similarly contains no discussion of alternative locations for staging. DEIS § 3.2 at Page 3-2.

The absence of any discussion or analysis of alternative siting for staging and the vent shaft/fan plant is a significant flaw in the NEPA process that should be corrected in the Final Environmental Impact Statement. Among those alternatives that should be reviewed and analyzed are: (a) alternative technologies for venting the proposed tunnel that are used in other places in the world; (b) employing only one vent shaft/fan plant in Manhattan at the Lerner Building; and (c) additional locations for staging and locating the vent shaft/fan plant, the impacts of which would be less onerous and impactful to redevelopment plans for Block 675¹.

Land Use and Public Policy

The use of Block 675, particularly Lot 1 for long term construction staging and as the location for a large vent shaft/fan plant is inconsistent with current and planned uses on Block 675 and with public policy regarding both development on the far west side of Manhattan and the ability of the Hudson River Park Trust to obtain much needed revenue from the sale of development rights, a/k/a “air rights”, to sites on the east side of 12th Avenue.

The DEIS correctly points out that Lot 1 is presently zoned M1-6 under the New York City Zoning Resolution – a designation that allows for a variety of light manufacturing and commercial uses (including hotels) on an as-of-right basis. See, e.g., DEIS § 6A.4.3.1.1 at Page 6A-19. It also correctly states that, under current zoning, Lot 1 could be developed with a commercial building and/or hotel of up to approximately 941,000 zoning square feet, not accounting for the purchase of air rights from the Hudson River Park across 12th Avenue. But the DEIS incorrectly states, in several places, that, “no specific development plan has been proposed for this portions [Lot 1] of the block at this time....” See, e.g., DEIS § 2.5.2.7.2 at Page 2-19, § 6A.7.4.1 at Page 6A-33. That statement is incorrect. It is still our client's intention to develop Lot 1 with a mixed-use redevelopment. Our client is considering incorporating into its plans the City's expressed policy to modify Block 675 zoning to permit higher densities on Lot 1 utilizing additional air rights from the Hudson River Park. Accordingly, a permanent vent shaft/fan plant on Lot 1 and long-term use of that lot for construction staging would be inconsistent with future land use during the time of construction and operations of the Project. In addition, the concession that the use of Lot 1 for construction staging for the prolonged period of construction would only “delay” development on Lot 1 (DEIS § 6A.6.4.1 at Page 6A-28) elides any real analysis of this impact on land use at Block 675.

Moreover, the use of Lot 1 of Block 675 for long-term construction staging and a permanent vent shaft/fan plant would be contrary to public land use policies as enunciated by the Department of City Planning in its May 2017 *Block 675 Planning Framework I* (“Framework”). The DEIS cites to that document (DEIS § 6A.3.3.3.4 at Page 6A-17), acknowledges that the specific terms of the Framework that call for increased density through a rezoning of the western

¹ Comments regarding construction and operational impacts to air quality, noise and traffic are found at Pages 4 through 6, *infra*.

portion of Block 675 to a C6 designation, which would allow for residential development (including affordable housing), provide for additional increased development through the purchase of air rights from the Hudson River Park, and allow for views towards the Hudson River. See Framework at Pages 23 and 26. The proposed size and location of the vent shaft/fan plant shown in the DEIS – including a location on the Block's 12th Avenue frontage (see Figure 2-10) clearly show that construction of that facility on Block 675 is plainly inconsistent with those policy goals set forth in the Framework.

The preferred alternative described in the DEIS stands in contradiction to both our client's plans for the development of its property and the City's own Framework. The analysis in the DEIS and the conclusion that the preferred alternative is not a significant adverse impact on these land use policies is plainly insufficient. After conceding that plans for the shape and design of the vent shaft/fan plant structure are at this point only conceptual, the DEIS states, in Section 2.5.2.7.2 at Page 2-20, that "Design of the fan plant building could be coordinated with other plans for the western end of the block and the fan plant could potentially be incorporated within a future commercial or residential building constructed at the site." *Id.* The assumption that a vent shaft/fan plant that is 130 feet in diameter and approximately 150 feet tall can be incorporated into a commercial or residential development is unrealistic and unreasonable and is not supported by any analysis. It is a speculative conclusion inconsistent with the requirements of NEPA.

The DEIS also makes short shrift of public policy encouraging the sale of air rights from the Hudson River Park to sites on the east side of 12th Avenue. In 2013, Section 7.1. of the Hudson River Park Act was amended to add a new subsection (j), which empowered the Hudson River Park Trust to transfer by sale unused development rights to sites within one block east of the Park. See Chapter 517 of the Laws of 2013, Section 3(m)(v). The DEIS acknowledges that the purpose of this amendment was to provide a means to generate revenue for the operations of the Park. DEIS § 6A. 3.3.3.5 at Pages 6A-17 and 6A-18. To further this policy goal, the City Planning Commission and the City Council created the Special Hudson River Park District in the Zoning Resolution (Article VIII, Chapter 9) to provide a mechanism for such transfers. The DEIS recognizes this element of public policy and recognizes, in several instances, that, According to the Hudson River Park Trust, "a development on Lot 1 would likely seek to purchase development rights from Hudson River Park in the future...." DEIS § 6A.5, fn.8 at Page 6A-22. After restating that the preferred alternative would delay future purchases of development rights from Hudson River Park, the DEIS falls short of describing this as an impact and does not propose any measure to mitigate or avoid this impact.

Concerns about the impacts of delaying the sale of development rights by the Hudson River Park are not solely those of our client. During the August 1, 2017 DEIS Public Hearing, Mr. Tony Simone of the Friends of the Hudson River Park expressed his organization's view that the DEIS analysis of the impact of the Preferred Alternative on the ability of the Hudson River Park to obtain revenue from the sale of air rights was inadequate.

Finally, the siting of the vent shaft/fan plant structure on Lot 1 would be contrary to the specific terms of an September 3, 2010 Easement Agreement between our client, as Grantor, and the Port Authority of New York and New Jersey, as Grantee ("Easement Agreement"). Specifically, Section 30.01 of the Easement Agreement prohibits the placement of a permanent ventilation plant on our client's property:²

Section 30.01 Grantee acknowledges and agrees that one of Grantor's key considerations in granting the Easement was Grantee's agreement to locate the permanent ventilation plant structure on the southern portion of the Consolidated Edison Company of New York parcel as reflected in the Georgetown Letter Agreement. To the extent Grantee, or any of its Affiliates, causes such ventilation structure to be located other than as set forth within the area agreed to in the Georgetown Letter Agreement, then such action will constitute an Event of Default hereunder. Further, Grantee acknowledges and agrees that any alternate placement of such ventilation structure will result in irreparable harm to Grantor, and Grantee therefore agrees that in addition to any other remedy available to Grantor hereunder or at law or equity, Grantor shall be entitled to any legal remedy available against Grantee to redress any breach or threatened breach of this covenant.

Thus, there is a legal prohibition against locating the vent shaft/vent plant on our client's property. The DEIS should have disclosed this impact on land use and studied alternative sitings.

Construction Impacts

The analyses of impacts from construction in the DEIS are similarly inadequate and a more robust discussion and analysis of those impacts is required, particularly with respect to air quality, noise and transportation as they affect proposed development on Block 675.

Initially it is noted that the DEIS analyzes only one peak construction year for its assessment of impacts. In Section 5A.2.2.1.1 at Page 5-3, the DEIS states that, at least for traffic and transportation analysis purposes, the peak construction year for the Manhattan (12th Avenue) staging area would be 2021. This is apparently based on the assumption stated elsewhere in the DEIS that the total build out of the Project will subsume nine years. However, the lead agencies have publicly conceded that the true estimated build out will take eleven years. That being the case, a construction impact analysis that includes only one peak impact year is inconsistent with New York City CEQR precedent, which requires multiple analysis years for construction projects having a duration of more than ten years. See, e.g., Cornell NYC Tech Final Environmental Impact Statement (March 2013); Hudson Square Rezoning Final Environmental

² The proposed permanent ventilation plant referred to in the Easement Agreement was at the time planned as part of the access to the Region's Core Project.

Impact Statement (January 2013). This is particularly important with respect to transportation impacts, which are discussed *infra*.

With respect to noise and vibration impacts during construction, the DEIS reveals that the tunnel boring machines (“TBMs”) that would be employed to dig the tunnels under the Hudson River would be removed from the tunnels through the proposed shaft on Block 675. DEIS §3.3.6 at Page 3-23. Yet there is no discussion or analysis of noise or vibration that would result from the removal of those very large pieces of equipment; nor is there any detailed discussion or analysis of the traffic impacts of moving them – either whole or in pieces – through the already crowded traffic network surrounding Block 675, which includes the Hudson Yards Development and access to and from the Lincoln Tunnel. See Figure 3-13, following Page 3-26. Similarly missing from the DEIS is any meaningful analysis of the impacts of the proposed freeze plants and slurry plant construction described in DEIS §3.3.6.1 at Page 3-23 and DEIS §3.3.7.1 at Page 3-26.

DEIS §12.6.3.1.1.2 and Table 12-18 at Page 12-26 actually show exceedances of New York City CEQR noise impact guidelines at 606 West 30th Street and other locations in the study area. Those guidelines are found in Chapter 19, Section 410. A comparison of existing conditions (Table 12-12 in DEIS §12.3.3.2 at Page 12-16) with worst case construction noise levels (Table 12-18 in DEIS §12.6.3.1.1.2 at Page 12-26) shows increases from existing noise levels of 78 Ldn to 97 Leq day, 88 Leq night and 95 Ldn (30 day average). According to the 2014 New York City Technical Manual, these increases are significant adverse impacts and should have been identified as such in the DEIS.³ The DEIS provides scant, almost anecdotal discussion of mitigation of these impacts, which would affect, among others, future occupants of planned developments on the eastern portion of Block 675 for a prolonged period of time. While there is a description of construction means and methods to mitigate noise impacts, there is little or no technical analysis of the efficacy of those measures, and the DEIS does not include any means of enforcement. The Final Environmental Impact Statement should provide a means for monitoring and enforcing mitigation measures should they be shown to be effective.

With respect to air quality impacts from construction, Chapter 13 of the DEIS, entitled “Air Quality”, DEIS §13.6.4.1 at Page 13-19 and Table 13-10 on Page 13-20, reveals that air quality impacts from emissions of particulate matter known as PM 2.5 at the construction staging area (Block 675) would exceed New York City *de minimis* criteria – an exceedance that is a significant adverse impact. Similar exceedances are disclosed in DEIS § 13.6.4.1, Table 13-12 at Page 13-22, from combined on-road construction and on-site sources. The proposed means of mitigating or avoiding these impacts are aspirational, are bereft of technical analyses of their efficacy and the DEIS does not provide for a means of monitoring and enforcing mitigation.

³ In fact, the CEQR Technical Manual prescribes the use of an Leq1 measurement for noise impacts. See Section 410.

Operational Air, Noise and Traffic Impacts.

The DEIS makes short shrift of operational impacts to air quality. The DEIS makes the conclusory statement that the vent shaft/fan plants, "would generally operate passively, and in any case would not emit pollutants." DEIS § 13.7 at Page 13-24. That simple conclusory statement, which neither contains nor refers to any analysis of potential impacts, falls far short of the kind of scientific rigor and full disclosure required by NEPA and the 2014 CEQR Technical Manual. This, too should be corrected in the Final Environmental Impact Statement.

This flaw in the operational analysis is not a mere technicality. The DEIS repeatedly recognizes that there will be residential development on the eastern portion of Block 675 and commercial development, including a hotel on the western portion of the block.⁴ Future residents and occupants of these developments could be at risk and a rigorous hard look at the potential for their health to be impacted is a necessary requirement of NEPA.

Conclusion

As noted above, it is not our client's intention to oppose the Project. Rather, the purpose of these comments is to provide input for a more complete and more rigorous analysis of the Project's impacts. On behalf of our client, we thank the lead agencies for this opportunity to do so.

Very truly yours,



Richard G. Leland

⁴ While not recognized by the drafting of the DEIS, our client is also considering a mixed-use development on Lot 1, making a proper analysis even more necessary.

From: comment@hudsontunnelproject.com
Subject: Comment from Hudson Tunnel Project
Date: Tuesday, July 18, 2017 2:32:17 PM

Hello!

The information below was received from the Hudson Tunnel Project website form:

E-Mail: fbarber@aroraengineer.com
Title: Senior Special Systems Designer
First name: frank
Last name: barber
Company: Arora Engineers
Address 1: One Gateway Center
Address 2: Sute 1020
Town/city: newark
State: nj
Zipcode: 07102

Comment or question: Arora Engineers has the design expertise in rail tunnel, station, and rail special systems. We have team members who have worked on the past NJ Transit ARC Tunnel Project and therefore retain the skill set to advance the new and current tunnel design. We would be interested in becoming part of your team for the future. I would like the proper contact information for possible discussion purposes further. Thank you
Comment Type: DEIS Comment - Transportation

End of message



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JOSEPH E. BOCK, JR. (NJ, PA BARS)

FAX: (201) 573-9736
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Reply to New Jersey Office
Writer's Direct Access
Email: lweiner@beattielaw.com
Direct Dial: 201-799-2113

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MARY ELLEN B. OFFER (NJ, NY BARS)

RALPH J. PADOVANO (1935-2016)
OUR FILE NO. 130108-1

August 18, 2017

Via FedEx

Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Re: 1715 Grand Street, LLC., Weehawken, N.J.

Gentlemen:

I write to express my above-named client's concerns with the prospective Hudson Tunnel Project as currently delineated in the Draft Environmental Impact Statement, Section 3.3.3, regarding the Preferred Alternative for the Hoboken Shaft, Staging, and Fan Plant Site. My client's property abuts the staging area. The property is vacant but is planned for 214 luxury apartments.

Because this construction is planned at this location, my client will be unable to develop its property for years. It will not be able to obtain the financing needed to construct the project, nor could it expend the moneys knowing that it would be impossible to rent the building while this construction is ongoing for the next decade.

My clients are aware of a letter forwarded by the Mayor of Weehawken, which outlines a number of concerns the town has regarding this alternative. We too agree and endorse the efforts of Weehawken to address the concerns of the community.

For our part, my clients believe that this construction would be so intrusive that it would prevent its right to develop this property and would constitute a taking. My client intends to pursue its legal rights for inverse condemnation if the project proceeds as planned. The Preferred Alternative would cause literally millions of dollars in losses.

Forty-Seven Years of Service

August 18, 2017
Page 2

This letter will place the Federal Railroad Administration and New Jersey Transit on notice of the devastating impact The Preferred Alternative will have on my client. It intends to pursue its remedies should the project proceed as currently planned.

We hope that there will be a change of heart and the Preferred Alternative will be abandoned in favor of a different plan that will locate the shaft and fan plant site to the Meadowlands or some other location away from residential properties and allow us to proceed and utilize our property as we are entitled to do.

Very truly yours,



Ira E. Weiner

IEW:ml

Cc: 1715 Grand Street, LLC

MARTIN W. KAFAFIAN (NJ, NY, DC BARS)
ADOLPH A. ROMEI (NJ, NY BARS)
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RALPH J. PADOVANO (1935-2016)
OUR FILE NO. 130108-1



BEATTIE
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Direct Dial: 201-799-2113

August 18, 2017

Via FedEx

Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Re: 1700 Park Avenue, Weehawken, New Jersey

Gentlemen:

The undersigned represents Eagle Rock Properties, LLC, the owner of an apartment building located at 1700 Park Avenue, Weehawken, New Jersey, in close proximity to the Fan Plant Site and Staging Area of the proposed Hudson Tunnel Project. My client's building contains 152 upscale apartments that will be devastatingly impacted if the "Preferred Alternative" set forth in the Draft Environmental Impact Statement ("DEIS") is ultimately constructed.

The DEIS Preferred Alternative proposes a truck route that will circle my client's building as part of the ingress and egress route. I suspect I don't have to go into great detail to describe the severe impact on residential tenants from this 16-hour per day truck activity that will continue for years.

The trucks will destroy our tenants' ability to quietly enjoy their property. Noise, dust, and fumes from the trucks will make the property uninhabitable. That alternative being considered is mystifying in light of the traffic conditions. We understand that the Mayor of Weehawken has sent a letter to you explaining the extraordinary problems that would be caused by adding this type of truck traffic to the significant traffic conditions that exist in the area. If people cannot get to their home without getting in the even worse traffic snarl that will occur if the project proceeds as contemplated, they will move.

Forty-Seven Years of Service

August 18, 2017
Page 2

Our tenants are on short-term leases. If this project goes forward my client expects that most, if not all of its tenants will move—leaving my client with an empty building. And no one will want to rent in a building effectively located in the middle of a huge construction zone. The rents in this building are significant and losses will total into the millions of dollars when my client's tenants vacate and we cannot find new renters.

My client believes this construction by The Federal Railroad Administration and New Jersey Transit will constitute a taking. Please be advised that my client will pursue all remedies available, including inverse condemnation, for the significant losses that it will suffer if the Preferred Alternative is pursued.

It seems to make far more sense, not only for us but for residents in the area and Weehawken as a whole, if you chose an alternative that would locate these facilities in the Meadowlands or somewhere else—far away from residential properties. It will alleviate the traffic concerns and the intolerable noise and disruption my client's tenants will suffer if you proceed as currently planned.

Very truly yours,



Ira E. Weiner

IEW:ml

Cc: Eagle Rock Properties, LLC.



BUILDING & CONSTRUCTION TRADES COUNCIL OF GREATER NEW YORK

AFFILIATED WITH THE
BUILDING CONSTRUCTION TRADES DEPARTMENT
OF WASHINGTON D.C.

BUILDING AND CONSTRUCTION TRADES COUNCIL
OF NEW YORK STATE

AMERICAN FEDERATION OF LABOR OF CONGRESS
OF INDUSTRIAL ORGANIZATION

GARY LaBARBERA
PRESIDENT

TESTIMONY
On behalf

BUILDING AND CONSTRUCTION TRADES COUNCIL OF GREATER NEW YORK AND VICINITY
In Support of the
HUDSON TUNNEL PROJECT
AUGUST 1, 2017

Good afternoon. I am Santos Rodriguez, I am here to testify on behalf of the Building and Construction Trades Council of Greater New York & Vicinity. I am here to testify in support of the Hudson Tunnel Project.

The Building and Construction Trades Council is an organization of local building and construction trade unions that are affiliated with 15 International Unions in the North American Building Trades Union. Our local union affiliates represent approximately 100,000 construction workers. The Building Trades mission is to raise the standard of living for all workers, to advocate for safe work conditions and to collectively advance working conditions for our affiliates' members, as well as all workers in New York City.

The Building and Construction Trades Council has long been a strong proponent of infrastructure projects as a way of sustaining and stimulating economic growth as well as improving quality of life. We have fully supported Governor Cuomo's plan to update New York State's transportation facilities and fully support this effort to redevelop and revitalize our State's infrastructure. The Hudson Tunnel Project is another key infrastructure project that will stimulate growth, create jobs, improve transportation, and provide a more pleasant experience for commuters and citizens.

As we have said before, infrastructure projects like the Hudson Tunnel Project are the types of win-win projects that are critical to growing our economy in the short and long term. The Hudson Tunnel Project is a smart investment that is estimated to create more than 72,000 jobs and \$19 billion in economic output over 11 years. Additionally, this project will provide critical system support for transportation in the North East Corridor where commuters and inter-city passengers currently make 200,000 daily trips.

We applaud the cooperation of all the stake holders and elected representatives involved in moving this project forward. The Hudson Tunnel Project has earned support from the U.S. Department of Transportation, Federal Railroad Administration, Federal Transit Administration, the Army Corp of Engineers and the Building and Construction Trades Council of Greater New York and Vicinity.

I thank you for the opportunity to testify in support of this exciting project that will continue to rebuild the infrastructure of our region and revitalize its vital transportation needs.

We ask that you approve this important project.



hudson tunnel

From: Mike.Friedberg@hklaw.com
Sent: Sunday, August 20, 2017 10:07 PM
To: hudson tunnel
Subject: Coalition for Northeast Corridor Hudson Tunnel DEIS Letter
Attachments: CNEC DEIS Letter.docx

Please find the attached letter regarding the Hudson Tunnel DEIS. Thank you and please let me know if there is anything else we should provide.

Mike

Michael Friedberg | Holland & Knight

Sr Policy Advisor

Holland & Knight LLP

800 17th Street N.W., Suite 1100 | Washington, DC 20006

Phone 202.469.5131 | Mobile 202.716.6439

mike.friedberg@hklaw.com | www.hklaw.com

NOTE: This e-mail is from a law firm, Holland & Knight LLP ("H&K"), and is intended solely for the use of the individual(s) to whom it is addressed. If you believe you received this e-mail in error, please notify the sender immediately, delete the e-mail from your computer and do not copy or disclose it to anyone else. If you are not an existing client of H&K, do not construe anything in this e-mail to make you a client unless it contains a specific statement to that effect and do not disclose anything to H&K in reply that you expect it to hold in confidence. If you properly received this e-mail as a client, co-counsel or retained expert of H&K, you should maintain its contents in confidence in order to preserve the attorney-client or work product privilege that may be available to protect confidentiality.



800 17th St NW, Suite 1100 Washington DC 20006
www.coalitionforthenec.com

Hudson Tunnel DEIS Letter

August 18, 2017

The Coalition for the Northeast Corridor (CNEC) represents the spectrum of transportation and business community stakeholders listed below whose employees rely on the Northeast Corridor (NEC) to conduct commerce, create jobs, and drive the U.S. economy forward. The Coalition is a regional and national advocacy effort led by market participants that benefit most from a strong and vibrant Northeast Corridor (NEC), the end-users themselves.

On behalf of our members, and their tens of thousands of employees, students and family members who rely on NEC passenger rail to maintain their jobs and quality of life, CNEC is submitting these public comments in support of the Hudson Tunnel Project Draft Environmental Statement Project Purpose, Project Need, and Goals and Objectives.

Simply put, the economy of the entire United States – not just the Northeast – is jeopardized unless and until new rail tunnels are built under the Hudson River between New Jersey and New York. Our companies and institutions cannot emphasize enough the severe impact we will suffer through inaction. At a minimum, we will expect to suffer enormous business impacts through failure and closure of the existing tunnel – inflicting our region and our businesses with millions of dollars of additional costs and lost revenue. At worst, each of our members will need to seriously consider relocating facilities and people to another region not impacted by such a transportation nightmare.

One of CNEC's members, the Regional Plan Association, is among the foremost authoritative sources of economic and transportation data for the New York region. In RPA's just-released report, "Crossing the Hudson – How to Increase Transit Capacity and Improve Commutes," they present the following data:

- The New York Tri-State region is home to 23 million people who generate \$1.8 trillion in gross domestic product, which is one-fifth of the US economy;
- Each day, more than 1.6 million people commute into Manhattan;
- For the past 25 years, the number of daily commuters into Manhattan from New Jersey has increased by 70,000 – from 250,000 to 320,000;
- As a result, rail trips in and out of Penn Station have nearly tripled in past 25 years, and RPA projects this trend will continue over the next 20 years:
 - Work trips to Manhattan could increase by 72,000, or 24%, by 2040
 - Trips to all of New York City could increase by 148,000, a 38% increase, as job growth in the other New York City boroughs rises even faster

According to the RPA, “Our current system of trains, buses, subways, ferries and roads does not have enough capacity to serve another 72,000 – let alone another 150,000 – commuters every day. ***Without that capacity, overcrowding and delays will get even worse and jobs will depart to other regions.***” (emphasis added).

The RPA’s fellow members of the Coalition for the Northeast Corridor agree with their characterization that we face “A Growing Crisis” in the New York region that cannot and will not be averted without constructing new rail tunnels under the Hudson River.

The existing tunnel, severely damaged by Superstorm Sandy, now transports 150,000 New Jersey Transit commuters each day, plus another 21,000 Amtrak passengers. Job growth projections by the New York Metropolitan Transportation Council and the North Jersey Transportation Planning Authority predict a 26% increase in work trips by 2040 from communities west of the Hudson to New York City – an additional 103,000 trips on an average workday.

Meanwhile, RPA predicts growth of 38%, or 148,000 daily trips. These numbers are no surprise to us. We are the job creators along the Northeast Corridor between Boston and Washington, DC. We rely on Northeast mobility for the successful operation of our companies and institutions, and for our quality of life.

That last point is most important to us. The Northeast Corridor Commission reported in 2014 that the New York City region has a disproportionate reliance on passenger rail for daily commuters compared to other major metropolitan regions in the United States.

Furthermore:

“Commuter rail connections not only provide residents of outlying communities with access to a broader range of jobs, but it also provides them with access to better paying jobs. NEC commuter rail riders on average earn approximately twice the national average. These workers make purchases and investments in the communities where they live, buying homes and paying local taxes that support local public services.”

That report, entitled, “The Northeast Corridor and the American Economy,” also notes that:

- 31 percent of all jobs in the New York Metropolitan Area are within 3 miles of Manhattan’s center;
- The NEC region represents 17 percent of the US population, but the region’s eight commuter railroads transport 75 percent of the ***nation’s*** commuter rail passengers;
- The NEC Region’s highway system has some of the nation’s highest levels of congestion, with 170 of the top 328 bottlenecks

What that report does not say is that our employees are suffering longer and longer commutes, forcing them to spend less time with their families and requiring them to dig deeper both physically and emotionally to sustain necessary productivity. The region’s growth statistics will only make it harder for us to hire and retain workers for our highly paid jobs, and thus jeopardize our companies’ abilities to flourish and stoke the national economy.

And if we experience a catastrophic failure of the Hudson Tunnel before a new replacement is in place, that would be a true disaster.

Thus, for all of these reasons, the Coalition for the Northeast Corridor strongly supports the Project Purpose, Project Need, and Goals and Objectives of the Hudson Tunnel Draft EIS.

Sincerely,

Mike Friedberg
Executive Director
The Coalition for the Northeast Corridor

###

About CNEC

The Coalition for the Northeast Corridor (CNEC) is a multi-stakeholder coalition formed to advocate for increased infrastructure spending specifically on Amtrak's Northeast Corridor.. The coalition intends to protect the job-creators, investors, and communities that rely on a vibrant interstate and commuter rail system between Boston, Massachusetts and Washington, D.C. by informing and mobilizing stakeholders across the corridor, and by developing and advocating for solutions for the region's growth. Members include Alstom, Drexel University, CH2M, the CEO Council for Growth, the Financial Services Roundtable, HDR, STV, HNTB, the Chamber of Commerce for Greater Philadelphia, the General Contractors Association of New York, Parsons, the Partnership for New York City, Siemens, the Regional Plan Association, the New Jersey State League of Municipalities, the Railway Supply Institute, and the Johns Hopkins University.

hudson tunnel

From: Kretz, Caroline <KRETZC@coned.com>
Sent: Monday, August 21, 2017 2:28 PM
To: hudson tunnel;
Cc: Porto, Michael; Gmach, David
Subject: Con Edison Comments Hudson Tunnel DEIS
Attachments: Con Edison letter Hudson Tunnel DEIS 8.21.17.pdf

Attached please find the submission from Consolidated Edison Company of New York, Inc. commenting on the Draft Environmental Impact Statement (DEIS) for the Hudson Tunnel Project. If you have any questions or issues related to this submission, please feel free to contact me.

Thank you in advance for your consideration.

Caroline

Caroline R. Kretz
Director, Manhattan Regional & Community Affairs
Consolidated Edison Company of New York, Inc.
4 Irving Place, 17th Flr., New York, NY 10003
Tel: 212.460.4987 | Mobile: 646.874.2360 | Fax: 212.614.1453
kretzc@conEd.com



David Gmach
Director
New York City Public Affairs

August 21, 2017

Mr. RJ Palladino, AICP, PP
Senior Program Manager
NJ Transit Capital Planning
One Penn Plaza East - 8th Floor
Newark, NJ 07105

Re: **Comments of Consolidated Edison Company of New York, Inc. on the Draft Environmental Impact Statement for the Hudson Tunnel Project**

Dear RJ:

Consolidated Edison Company of New York, Inc. (Con Edison) supports the Hudson Tunnel project (the "Project"), which would improve the public transportation network and foster the region's continuing growth.

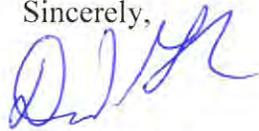
As indicated in the Project's Draft Environmental Impact Statement (DEIS), Con Edison's West 28th Street Facility (from West 28th to West 29th streets and Eleventh to Twelfth avenues) is a critical Con Edison facility for the maintenance and repair of its electric and gas distribution infrastructure and for the provision of reliable service in Manhattan. This facility is located immediately south of the Project site's Twelfth Avenue staging area and future fan plant site. Accordingly, the Project should be constructed in a manner that ensures sufficient ingress, egress and traffic flow for Con Edison's vehicles to continue operating efficiently and without any disruption of operations and that the necessary transportation routes are available for Con Edison operations. The West 28th Street Facility's location and direct access to Twelfth Avenue allows crews to respond quickly to emergencies and other necessary service, repair, and maintenance work throughout Manhattan.

To ensure that the Project does not adversely impact the reliability of Con Edison's critical utility services and operations, Con Edison requests that the DEIS and any subsequent Environmental Impact Statement fully address the impacts that the Project may have on Con Edison's 24/7 operational needs. Moreover, we request that the Project team work with us to both immediately avoid or mitigate these potential impacts and coordinate in the design of the Maintenance and Protection of Traffic plan for surrounding streets, mainly West 29th Street and 12th Avenue. The goal is to ensure the continued unimpeded operation of this critical facility at all times throughout the term of the Project.

Additionally, as indicated in the Project's DEIS, Con Edison plans to improve its West 28th Street Facility, including adding substation equipment, such as large transformers and switchgear, to meet the growing electric demand of the region.

Thank you.

Sincerely,



David Gmach

cc:
Hudson Tunnels Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005
comment@hudsontunnelproject.com

Ms. Amishi Castelli, Ph.D.
Environmental Protection Specialist
USDOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004
Amishi.Castelli@dot.gov

From: Hill, Ryan M. <Ryan.Hill@Conrail.Com>
Sent: Thursday, July 13, 2017 4:33 PM
To: hudson tunnel
Cc: Kaeser, William; Milano, Vincent
Subject: Hudson Tunnel Project DEIS
Attachments: Mtg_Mnts_Conrail_2017.01.24_final.pdf

To Whom It May Concern,

Consolidated Rail Corporation (Conrail) has reviewed the Draft Environmental Impact Statement for the subject project and does not have any concerns at this time regarding the impact to Conrail's existing property and operating right-of-way by way of the proposed Preferred Alternative Alignment. Conrail has attended multiple meetings with representatives of Amtrak, New Jersey Transit and their respective consultants regarding the construction of the Hudson Tunnel Project across Conrail's property in North Bergen, NJ, as best summarized in the attached meeting minutes from a meeting held January 24, 2017.

Conrail will continue to work with the Hudson Tunnel Project to safely accommodate their construction across Conrail's property while preserving Conrail's operating freight rail traffic and property interests.

Sincerely,

Ryan M. Hill
Director – Design & Construction
Consolidated Rail Corporation
1000 Howard Blvd.
Mt. Laurel, NJ 08054
856-231-2016
Ryan.Hill@Conrail.com

HUDSON TUNNEL PROJECT MEETING MINUTES

Design Coordination with Conrail

Prepared By: Donald Yue

Date of Final Minutes: February 16, 2017

Meeting Date:	January 24, 2017		Time:	9:00 A.M.
Subject:	Design Coordination for Amtrak Hudson Tunnel Project		Location:	Teleconference Call
Attendees:	Affiliation	Name	Telephone Number	Email Address
	Conrail	Bill Kaeser	(856) 231-2450	William.Kaeser@Conrail.com
		Ryan Hill	(856) 231-2016	Ryan.Hill@Conrail.com
		Eric Levin		Eric.Levin@Conrail.com
	GTHP	Irfan Oncu	(212) 465-5203	Oncul@pbworld.com
		Pete Dewes	(212) 614-3306	peter.dewes@stvinc.com
		Mike Trabold	(212) 377-8664	Michael.Trabold@aecom.com
		Donald Yue	(212) 614-3312	donald.yue@stvinc.com

DISCUSSION

- Project Overview.** GTHP presented an overview of the Amtrak Hudson Tunnel Project, explaining the objective is to support the refurbishment of the North River Tunnels by constructing two new rail tunnels under the Hudson River to detour the rail traffic from the North River Tunnels. The Project goes from County Road in Secaucus to New York Penn Station, having a track alignment that is similar to the ARC Tunnel alignment, which was cancelled in 2010. Where the tracks cross over the Conrail tracks, two 2-span bridges are again proposed, as in the ARC Tunnel design, and presented in the 10% Conceptual Engineering drawings dated September 30, 2016, which were distributed in advance of the teleconference call. The bridges will provide 23 feet vertical clearance above the existing top of rail elevation, 29 feet 6 inches

horizontal clearance between face of bridge pier and the centerline of the adjacent track. Conrail requested that the vertical clearance be measured from the top of level track on either side of the bathtub, not the actual bathtub's track elevation.

2. **Conrail Requirements.** Conrail has reviewed the 10% Conceptual Engineering drawings and identified requirements, which are basically the same as what had been previously given for the ARC Tunnel Project. Conrail went over each requirement during the teleconference and documented the requirements in writing afterwards. The Conrail requirements are herein attached to these minutes.

Action	Action By	Due Date
Prepare draft Preliminary Engineering Agreement, including a Force Account Estimate (Item 1)	Conrail	2/24/17
Prepare draft Construction Agreement, including a Force Account Estimate (Item 6)	Conrail	Preliminary Design Submittal
Prepare Easements: Permanent Aerial Easement for bridges, Permanent Easement for piers and foundations, Temporary Construction Easement for construction work area (Items 3, 4)	Conrail and Amtrak	Preliminary Design Submittal
Comply with design requirements (Items 5, 7, 8, 9, 10, 14, 15, 17)	GTHP	Preliminary Design Submittal
Stipulate construction restrictions and requirements (Items 2, 11, 12, 13, 16, 18)	GTHP	Preliminary Design Submittal
Provide record pump station and bathtub structure information (Item 7)	Conrail	Received 1/30/17
Request for Val Maps (Item 9)	GTHP	March 2017

3. **Field Investigation Procedures.** GTHP plan to survey the existing Conrail tracks and conduct site visits in the Project area. Conrail noted a permit can be issued for Field Investigations prior to the Preliminary Engineering Agreement being executed. Contact Maria at (856) 231-2454 and provide a general plan and description of activities involved. Each member company of the GTHP will need to furnish their Certificate of Insurance before their personnel goes into the field. Conrail will bill GTHP for the flagging and other costs Conrail will incur.

Action	Action By	Due Date
Contact Maria to obtain Permit for Field Investigations	GTHP	March 2017

4. **Communications Protocol.** The point of contact for Conrail is William K. Kaeser, Assistant Chief Engineer – Project Planning and Administration, Conrail, 4th Floor, 1000 Howard Boulevard, Mount Laurel, New Jersey 08054. The point of contact for GTHP is Phil Rice P.E., Project Manager; The Gateway Trans-Hudson Partnership, One Penn Plaza, New York, NY 10119. Exchange of information and correspondence can be conducted through Ryan Hill of Conrail, copied to Bill Kaeser; and through Donald Yue of GTHP, copied to Pete Dewes.

Action	Action By	Due Date
Point of contact is William Kaeser of Conrail and Phil Rice of GTHP	Info	

SUMMARY OF ACTION ITEMS

Item #.	Description	BIC	Due Date
1.0	Introductory Overview of Hudson Tunnel Project	Info	
2.0	Conrail Requirements		
2.1	Prepare draft Preliminary Engineering Agreement, including a Force Account Estimate (Item 1)	Conrail	2/24/17
2.2	Prepare draft Construction Agreement, including a Force Account Estimate (Item 6)	Conrail	Prelim Design
2.3	Prepare Easements: Permanent Aerial Easement for bridges, Permanent Easement for piers and foundations, Temporary Construction Easement for construction work area (Items 3, 4)	Conrail and Amtrak	Prelim Design
2.4	Comply with design requirements (Items 5, 7, 8, 9, 10, 14, 15, 17)	GTHP	Prelim Design
2.5	Stipulate construction restrictions and requirements (Items 2, 11, 12, 13, 16, 18)	GTHP	Prelim Design
2.6	Provide record pump station and bathtub structure information (Item 7)	Conrail	Rec'd 1/30/17
2.7	Request for Val Maps (Item 9)	GTHP	March 2017

3.0	Field Investigation Procedures		
3.1	Contact Maria to obtain Permit for Field Investigations	GTHP	March 2017
4.0	Communications Protocol		
4.1	Point of contact is William Kaeser of Conrail and Phil Rice of GTHP	Info	

These minutes reflect the recorder's understanding of the discussions at the meeting. The minutes shall initially be considered as draft, open to comments for a period of 5 business days beyond the date of initial issuance. If no comments are received within five days, these minutes shall be considered final and will be issued as such within 2 business days of the draft closing date.

Attachment

Conrail Requirements
List of Conrail Documents Received

Distribution:

Attendees
Project Manager
Design Manager
PDC

**Conrail Requirements for Amtrak's Hudson Tunnel Project
Conrail's Northern Branch, LC 10-1442, MP 2.6**

1. Conrail and Amtrak will need to enter into a Preliminary Engineering Agreement in order to provide a means for Conrail to be reimbursed for its efforts associated with the design of the proposed improvements. Conrail will generate a Force Account Estimate for the work to include site visits and meetings, plan and specification review by Conrail and/or its consultants, development of an acceptable Excavated Material and Groundwater Management Plan (EMGMP), and expense incidents. Conrail will provide Amtrak with a draft agreement for their review.
2. No temporary construction at-grade crossings will be permitted as part of the construction. Access to the project site will have to be achieved from either side of Conrail's ROW.
3. Conrail and Amtrak will have to enter into a Permanent Aerial Easement for the new overhead bridge as well as a Permanent Easement for the pier and foundation within Conrail's ROW.
4. Conrail and Amtrak will need to negotiate a Temporary Construction Easement for the property necessary for Amtrak's contractor to construct the project.
5. All construction must comply with Conrail's CE-6, CE-8 and CE-4 Specifications, Conrail's Sediment and Erosion Control Requirements, Conrail Safety Rules and Conrail Operating Guidelines for Contractors. These documents are attached for your use and should be made part of the project specifications.
6. Conrail and Amtrak will need to enter a Construction Agreement for the construction of the new bridges. This agreement will include a Force Account Estimate for the costs Conrail will incur over the duration of the project construction.
7. Detailed Design Drawings showing plan views, cross sections and elevations must be submitted to Conrail for review and approval. The drawings must show details of the existing Conrail pump station and concrete bathtub structure. Conrail will provide the as-built drawings of these utilities for Amtrak's use.
8. Storm water runoff from the new bridge decks are not to be discharged onto Conrail property.
9. Conrail's property lines are to be shown on the design drawings. Contact Mr. Tony Taylor, 856-231-2425, to obtain Conrail Real Estate Valuation Maps.
10. Describe how the existing storm water drainage will be affected by the proposed center pier.
11. Track outages on Conrail's main tracks will not be permitted for the construction of the new bridges. All work will be required to be performed between trains with Bulletin Order and Flagman Protection using Foul Time.
12. Amtrak's contractor will be required to provide Site Specific Work Plans for each activity to Conrail for review and approval.
13. Train traffic through the project site is 40 freight trains in a 24 hour period. There are no passenger trains. Timetable speed through the work area is 30 mph.

14. Amtrak will be required to provide an Excavated Material and Groundwater Management Plan for the construction of the center pier on Conrail property.
15. Conrail's minimum vertical clearance of 23' – 0" is to be taken from the top of rail elevation that existed prior to the Conrail track lowering project for improved clearance under the proposed Amtrak bridge. The point of minimum vertical clearance is to be taken at a point located 6'-0" horizontally from the centerline of track.
16. Technical Specifications are to include a section on the caissons that support the bridge over Conrail. The method of installation and depth of socket is to be provided.
17. Amtrak will need to coordinate with the NYS&W.
18. Settlement monitoring will be required on the existing bathtub structures during construction.



List of Conrail Documents Received January 2017

1. CE-4 Specifications of Wire, Conduit and Cable Occupations
2. CE-6 Specific Requirements for Work on Its Right of Way
3. CE-8 Specifications for Pipeline Occupancy
4. Sediment and Erosion Control Requirements
5. Operating Guidelines for Contractors
6. S-7 Safety Rules and General Responsibilities for All Employees
7. Record Drawings of Pump Station
8. Record Drawings of Bathtub Structure



ϕ''



59.5

60.0

63.0

64.0

From: Bill Galligan
To: [hudson tunnel](#)
Subject: Attachment that dropped off East of Hudson Rail Freight Task Force e-mail commenting on Hudson Tunnel project
Date: Tuesday, August 22, 2017 1:23:38 AM

From: Bill Galligan
To: [hudson tunnel](#)
Subject: HUDSON TUNNEL COMMENTS FROM EAST OF HUDSON RAIL FREIGHT TASK FORC
Date: Monday, August 21, 2017 11:53:54 PM

EAST OF HUDSON RAIL FREIGHT TASK FORCE, INC.

COMMENTS AND CONCERNS ON JUNE 30, 2017 HUDSON TUNNEL EIS

The National Environmental Act prohibits consideration of only the narrow interests the sponsor wishes to be considered even when it has been placed on the “Dash Board”, fast track.

The congressional purpose in promulgating NEPA was, in part, to “promote efforts which will prevent or *eliminate damage to the environment* *** and stimulate the health and welfare of man,” [42 U.S.C. § 4321](#). NEPA proclaims the “critical importance of restoring and maintaining environmental quality to the overall welfare and development of man,” [42 U.S.C. § 4331\(a\)](#). It decrees that “each person should enjoy a healthful environment and that each person has a responsibility to contribute to the preservation *and enhancement of the environment*,” [42 U.S.C. § 4331\(c\)](#). Those are the ultimate substantive goals to which NEPA, including its provisions for impact statements, is addressed. [Harlem Val. Transp. Ass'n v. Stafford](#) 360 F.Supp. 1057, 1064 (SDNY 1973)(emphasis added)

The East of Hudson Rail Freight Task Force, Inc. is a not for profit corporation established in 1999 to support efforts in the New York Metropolitan Area to improve the modal balance of goods. The Task Force as it is commonly known believes the Hudson Tunnel Draft EIS issued jointly on June 30, 2017 by the Federal Railroad Administration and NJ-Transit fails to evaluate without prejudice, in a professional manner and openly all the potential environmental improvements the proposed Hudson Tunnel Project could bring to residents of the New York Metropolitan area and Northeast if freight trains used the Hudson Tunnel at times of the day when excess capacity existed.

The Task Force believes the managers of the “Hudson Tunnel” Draft EIS ignored the catastrophic environmental impact caused by the region’s growing dependence on large trucks to move goods into, out of and through the region because it would lead to the Hudson Tunnel being used by freight trains.

The New York, New Jersey Port Authority, a sponsor of the Hudson Tunnel recently published Cross Harbor Railroad Study concluded that a railroad tunnel was required to reduce train operating costs and improve service to levels where rail would be truck competitive in the large East of Hudson freight transportation market. The report forecast that in 2035, 8.1 million tons of freight that would move across the Hudson River in the New York Metropolitan Area could be diverted from truck to rail if a railroad tunnel was constructed. 8.1 million tons of freight equates to 360,000 fully loaded 53’ containers or trailers per year or approximately 1000 loaded units per day.

Removing 1,000 loaded and 500 empty daily truck trips from the region’s highways and bridges would be a significant enhancement to the environment, Harlem Supra which cannot be ignored in this EIS. No real evidence was presented in the “Draft EIS” that would prevent the use of freight trains, even 20’2” Double Stack cars from operating in the tunnel. It was all conjecture. Many statements presented against the use of freight trains were often contradicted in another statement.

HERE ARE THE FACTS

<!--[if !supportLists]-->1. <!--[endif]--> All railroad cars whether passenger, freight or high speed are supported on round wheels which roll over steel rails.

2. <!--[endif]-->The proposed Hudson Tunnel is basically a tube with steel rails embedded on its floor. The round wheels roll over the steel wheels.

<!--[if !supportLists]-->3. <!--[endif]--> The inside diameter of a Hudson Tube as stated in the “Draft EIS” is 25 feet. (300”).

<!--[if !supportLists]-->4. <!--[endif]--> Task Force requested tube cross section in December, 2016 and again in January, 2017. No answer.

<!--[if !supportLists]-->5. Task Force Tech Team created likely Hudson Tube-Cross-Section using industry standards and public Published regulations.

<!--[if !supportLists]-->6. <!--[endif]-->TFFT pro forma Hudson Tube Cross-Section attached. Contradicts statements in “draft EIS” that proposed Hudson Tube is not larger enough for Plate H and therefore the Hudson Tunnel is unsuitable for freight use. Shows sufficient clearance for Plate B, C, F and H (double stack)*for comparison purposes, metro north style third rail on left side, LIRR on right side. No Plate H issue with MN third rail. LIRR third rail requires further investigation with car builder.

<!--[if !supportLists]-->7. <!--[endif]-->Statements in “draft EIS” and other Hudson Tunnel

Documents that freight trains would have to pass through Penn Station are not correct.

<!--[if !supportLists]-->8. <!--[endif]-->The establishment of a freight connection to the LIRR on Long Island will be required to establish freight service via the Hudson tunnel to connections in New Jersey. The two options are (they are not part of the Hudson Tunnel Project), (1) constructing a deep tunnel from the Hudson Tunnel at approximately 12th avenue and 29th Street eastward across Manhattan, under the East River to a connection with the LIRR Montauk Branch 2, connecting to Track 1 and continuing eastward across Manhattan and under the East River to a connection with the LIRR's Montauk Branch. Track 1 is not inside Penn Station and does not have the same station clearance constraints.

9. "Draft EIS" statements questioning the ability of freight trains to overcome a 2.0 grade are misleading. Freight trains regularly handle steeper grades in the Canadian Railroad's Sarnia Tunnel between Port Huron, Michigan and Sarnia, Ontario.

The East of Hudson Rail freight Task force, Inc. requests all analysis conducted evaluating the freight train use.

William B. Galligan

Executive Director,
917-817-5904

hudson tunnel

From: Anthony Borelli <AnthonyB@edprop.com>
Sent: Monday, August 21, 2017 11:33 AM
To: hudson tunnel
Subject: Comments on the Hudson Tunnel Project – DEIS

Ms. Amishi Castelli, Ph.D.
Environmental Protection Specialist
USDOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Mr. RJ Palladino, AICP, PP
Senior Program Manager
NJ TRANSIT Capital Planning
One Penn Plaza East - 8th Floor
Newark, NJ 07105

Subject: Comments on the Hudson Tunnel Project – Draft Environmental Impact Statement (DEIS)

Dear Ms. Castelli and Mr. Palladino:

Thank you for the opportunity to comment upon the Draft Environmental Impact Statement (DEIS) for the Hudson Tunnel Project.

Early in 2011, the City of New York convened a bi-state, multi-agency group to study the feasibility of extending the No. 7 Subway from New York City to the Frank R. Lautenberg Rail Station at Secaucus Junction, New Jersey (Secaucus Junction Station). The group consisted of representatives from the Offices of the Governors' of New York and New Jersey, the Mayor's Office of the City of New York, the Metropolitan Transportation Authority (MTA), the Port Authority of New York and New Jersey (PANYNJ), NJ TRANSIT and others. The resulting *No. 7 Secaucus Extension Feasibility Analysis*, published in April 2013, concluded that extending the No. 7 line to a multimodal bus/subway facility located adjacent to Secaucus Junction Station would:

- Improve trans-Hudson access between New York and New Jersey with direct connections to Hudson Yards, Times Square, East Midtown, Grand Central and major destinations in Queens;
- Allow for a ridership of approximately 128,000 riders per day based upon 30 trains per hour during peak periods with east and west-bound average running times between FRL Station and Grand Central of about 16 minutes;
- **Be compatible with the potential for Amtrak's proposed Gateway project or other potential solutions.**

Subsequently, the PANYNJ conducted the *Trans-Hudson Commuting Capacity Study*. The Study recognized that, "the transportation network that accommodates trans-Hudson commuter demand is an integrated system, as opposed to a series of stand-alone corridors, facilities, and services." The Study addressed the proposal to extend the No. 7 Line from West 34th Street and Eleventh Avenue in New York City to an expanded No. 7/Bus Multimodal Facility at Secaucus Junction Station and concluded, "This one project could reduce demand for buses to access PABT in 2040 by as much as 25 percent." The Study also concluded that the No. 7 Extension has the potential to divert an estimated 200 peak-hour buses from the PABT to an expanded No. 7/Bus Multi-modal Facility in Secaucus and would have the greatest potential effect in reducing future PABT demand.

Everyone recognizes that the Hudson Tunnel Project, and other elements of the Gateway Project, are critical to the economic wellbeing of the Region and the Nation and that the design considerations associated with those projects must be given the highest priority. However, given that the Hudson Tunnel and Gateway are part of “an integrated system” and that the capacity provided by the Hudson Tunnel and a rehabilitated North River Tunnel will not be adequate to meet all the projected Trans-Hudson transit demand, consideration must also be given to those other projects, such as the No. 7 Extension, that could play a critical role in meeting that demand. The No. 7 Extension could also be a part of a solution to the much-debated Port Authority Bus Terminal replacement dilemma, another of the Region’s critical capacity/infrastructure issues.

The conceptual design for the No. 7 Extension to Secaucus was based in large part on the work done for the Access to the Region’s Core (ARC) project, including the alignment in New Jersey. The Hudson Tunnel Project DEIS identifies alignments in New Jersey and in the vicinity of Hudson Yards that could potentially conflict with the conceptual alignment identified for the No. 7 Extension. We believe it would be short-sighted to make any irrevocable engineering decisions for the Hudson Tunnel Project that would preclude further consideration a No. 7 Subway Extension. Within that context, we request that in the finalization of the alignment, the preliminary engineering and the design phases of the Hudson River Tunnel, the following be considered:

- The possibility of a No. 7 Subway Extension from its current terminus at West 34th Street and Eleventh Avenue in New York City to an expanded No. 7/Bus Multimodal Facility directly south of and integrated with the Secaucus Junction Station, including No. 7 rail tracks, train storage, maintenance facility and crew quarters in Secaucus.
- Any opportunities for shared infrastructure between the Hudson River Tunnel and the No. 7 Extension.

Thank you again for the opportunity to provide comments on the Hudson Tunnel Project DEIS.

Sincerely,

Anthony Borelli

Anthony Borelli

Vice President, Planning & Development
Edison Properties
100 Washington Street
Newark, New Jersey 07102
(o) 973-849-2585
(m) 917-797-1855

From: comment@hudsontunnelproject.com
Subject: Comment from Hudson Tunnel Project
Date: Wednesday, July 12, 2017 10:27:18 AM

Hello!

The information below was received from the Hudson Tunnel Project website form:

E-Mail: richard.jones@jcehrlich.com
Title: Regional Account Executive
First name: Richard
Last name: Jones
Company:
Address 1: 249 Homestead Rd.
Address 2:
Town/city: Hillsborough
State: NJ
Zipcode: 08844
Comment or question: Good Morning,

My name is Richard Jones and I represent a company called Ehrlich Pest Control / Rentokil Steitech North America.

We supply various services for construction sites and infrastructure projects throughout the country including the following: As we are a full service company, providing services for all lines of business, such as pest control, bed bug control options, both heat and conventional treatments, k-9 inspections, fumigations, bio remediation services, wild animal control, termite control and Pre-Treatments, bird/bat control, exterior services, vegetation control, extra services at no charge for covered pest and on call emergency services 24-7 for covered pest at no charge and billing options to meet your needs.

I just wanted to give my information to whomever will be in charge of this project for future reference.

Can you please point me in the direction of whomever will be heading up this project?

Have a great rest of your day!

Best Regards,
Richard Jones
Regional Account Executive (New Jersey)
249 Homestead Rd,
Hillsborough Township, NJ 08844
Mobile: (732) 874-2509
Fax: (908) 431-0244
Email: Richard.Jones@jcehrlich.com
Comment Type: DEIS Comment - Project Purpose and Need

End of message

hudson tunnel

From: Harry Laub <harry.laub@ecsnj.org>
Sent: Saturday, August 19, 2017 5:03 PM
To: hudson tunnel
Cc: dzimmer@hobokennj.gov; eduardo.gonzalez@ecsnj.org; 'Diane Macon'; 'Bridget'; jengiattino6@gmail.com; rbhalla@hobokennj.gov; mdefusco@hobokennj.gov
Subject: Air quality near the vents of the proposed rail tunnel

Ms. Amishi Castelli, Ph.D.
Environmental Protection Specialist
USDOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Dear. Dr. Castelli

I am the Director of Elysian Charter School, located on 15th and Garden Streets in Hoboken, NJ. Some of our parents have brought the plans for the new rail tunnel construction to my attention. I have reviewed the plans, and would like to bring their concerns forward to you.

One of the proposed ventilation towers is just a few blocks away from our school, and even closer to the areas in which our children play at recess and after school. The air in our neighborhood is already impacted by the pollution from the Lincoln Tunnel. While the draft Environmental Impact Statement seems to address some of these concerns, there is absolutely no discussion of the impact upon our school and the surrounding playgrounds and fields. In New York City, several air quality monitoring sites are being established in various schools (see Table 13-5), P.S. 19, I.S. 52 and City College. These sites are further away from the tunnel than our school is.

Elysian has students from ages 5 to 14. These are formative years for their health and growth. It is imperative that these children and their families are guaranteed that there will be no air quality problems that may lead to health issues. The draft Environmental Impact Statement does not in any way address, or even acknowledge, the presence of a school so close to this proposed construction and vent tower. It is important that a study of the air quality and the projections of any short term or long term issues are shared with the community.

Thank you for your concern.

Harry Laub

Harry Laub, Ph.D.
Director
Elysian Charter School
201-876-0102

From: Scott Spencer

Sent: Wednesday, August 2, 2017 3:37:37 PM (UTC-05:00) Eastern Time (US & Canada)

To: hudson tunnel

Subject: Capacity, Costs and Funding Concerns for Hudson Tunnels

Dear Staff,

Please find attached I copy of the letter that I referred to during my testimony yesterday at the NY DEIS hearing and which has also been sent to USDOT Secretary Elaine Chao.

I would appreciate the courtesy of a response to the specific issues and concerns that I raised in the letter.

Sincerely,

Scott Spencer

August 1, 2017

Ms. Amishi Castelli, Ph.D.
Environmental Protection Specialist
Office of Program Delivery
USDOT - Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Mr. RJ Palladino, AICP, PP
Senior Program Manager
NJ TRANSIT Capital Planning
One Penn Plaza East – 8th Floor
Newark, NJ 07105

Dear Ms. Castelli and Mr. Palladino,

The need for safe and reliable Trans-Hudson mobility between New Jersey and New York is critical for the economic viability of the region. The once-in-a-lifetime opportunity to build a new Trans-Hudson link should choose the best alternative based on cost and capacity to serve the needs of New Jersey and New York for the next 100 - 200 years.

However, as I stated in a November 17, 2016 letter to your office, which was never answered, the Environmental Impact Statement (EIS) to evaluate the Hudson Tunnel Project is flawed because it failed to conduct a trade-off analysis to document and compare the cost, capacity and constructibility of each alternative. The preferred alternative of building two tracks in tunnels that connect to existing Penn Station New York is also fatally flawed because it will provide no increase in transportation capacity for the region. In the history of New York City, no tunnel or bridge project, for both rail and highways, has ever been completed without increasing transportation capacity.

The project's stated purpose and need that all alternatives must connect to the existing Penn Station New York is arbitrary and capricious. This requirement distorts the evaluation of all alternatives and the unbiased selection of an innovative, cost effective solution that provides increased Trans-Hudson transportation capacity for the next 100-200 years without the constraints of the 100 year-old platforms and tracks at Penn Station.

In fact, the Hudson Tunnel Project website states that "These platforms and tracks are fully utilized during peak travel times and no additional peak rail service can be operated between New Jersey and New York without additional station capacity in New York." Given the cost and complexity of expanding Penn Station and the limitations of the 100 year old East River Tunnels, it is unlikely that additional station capacity will ever be financed and built at Penn Station.

This is a mega-project with mega-flaws in cost, capacity and capability. At a time when infrastructure needs for the New York region are so critical, it is unacceptable to propose a multi-billion dollar transportation alternative that will provide no new improvements in capacity, service and congestion relief. For 0% capacity increase, taxpayers will face the 100% risk of the project's unknown costs. In fact, the project cost has increased billions of dollars since the preferred alternative was selected. In the competition for

limited federal dollars, why should the USDOT fund this project over other critical projects nationwide that actually provide increased capacity to reduce congestion?

Because of these flaws, I am requesting that the Preferred Alternative recommendation be retracted and that EIS Scoping Summary report be revised and reissued to consider the cost, capacity and constructibility advantages of the Empire State Gateway (ESG) alternative that was proposed during the alternatives process in May 2016.

As documented in the EIS record, the ESG provides a multi-modal transit solution for both buses and trains between New Jersey and New York with an innovative use of twin suspension bridges over the Hudson and East Rivers that utilize the air rights at least 120 feet above 38th and 39th Streets across Manhattan. More than half of the project cost can be privately financed and repaid from user fees that include buses, trains, pedestrians/bikes on the Skyline Trail, radio/TV/cellphone antennas and utility conduits. The Empire State Gateway more than doubles Trans-Hudson transit capacity to serve New York for the next 100 - 200 years. It also removes buses from the Lincoln Tunnel and eliminates the multi-billion cost of building a new Port Authority Bus Terminal.

Since prefabricated technology allows the bridge to be completed in less than 60 months, the Empire State Gateway meets the critical project need of providing a bypass route to allow rehabilitation of the existing Hudson Tunnels. A competitive, international RFP process would attract world-class solutions to maximize the use of private financing, minimize construction time and taxpayer costs and operate the Empire State Gateway as an iconic, international transportation landmark that will be a 21st Century symbol of Freedom of Mobility in New York.

Sincerely,



Scott R. Spencer
Founder, Empire State Gateway
empirestategateway.com
601 W. 19th Street
Wilmington, Delaware 19802
302-354-3577

cc: Secretary Elaine Chao, U.S. Department of Transportation



July 28, 2017

Amishi Castelli, Ph.D.
Environmental Protection Specialist
US Dept. of Transportation, Federal Railroad Administration
Office of Program Delivery, Environment and Corridor Planning Division (RPD-13)
One Bowling Green, #429
NY, NY 10004-1415

Re: Comments from the Friends of Hudson River Park on the Draft Environmental Impact Statement and Draft Section 4(f) Evaluation for the Hudson Tunnel Project

Dear Ms. Castelli:

Friends of Hudson River Park, a 501(c) (3) charitable organization, is the exclusive fundraising partner working on behalf of Hudson River Park to augment the resources that support its maintenance and operations including public programs, education and the environment, and landscaping and horticulture. Our mission is to provide financial and community opportunities for the local community to participate in the care, enhancement and growth of the Park. As such, we are very concerned about the potential negative impacts of the Hudson Tunnel project on the financial and physical health of the Park.

While the DEIS includes description of the impacts that would be caused by the future construction and operating requirements of this project, there are a number of areas that are not sufficiently analyzed or adequately addressed.

As outlined in the Hudson River Park Act:

- Hudson River Park is financially self-sufficient and operates without the support of the NYC or NYS Parks Departments.
- Its water area is a NYS designated estuarine sanctuary.
- A non-tourism heliport is a permitted use and generates significant revenue towards the Park's operations and maintenance.
- Air rights may be transferred/sold from the Park to the adjacent block on the opposite side of West Street and the proceeds become the property of the Trust as a matter of New York State and New York City policy.

All of the aspects of the Park listed above have the potential to be disrupted by various elements of the Hudson Tunnel project. Therefore the FEIS should more fully discuss these effects on the Park and their existence by law in the Hudson River Park Act.

An area of particular concern to Friends is related to the transfer and sale of development rights and any impact that will delay or disrupt the park's ability to realize the intended financial and physical benefits of this provision of the Hudson River Park Act and the Special Hudson River Park District as a result of tunnel construction both within the park and on Block 675. The inability of the park to reap the benefits

of these property rights transfers and sales in the near future will severely hamper the Trust's financial ability to construct the park in this area and to fund new park construction elsewhere in Community Board 4 where the tunnel will be located. These rights are established in the Special Hudson River Park District of the New York City Zoning Resolution and relate very specifically to Block 675, which is described in the DEIS. However, there is no mention of the financial consequences that will be caused by the delay in the Park's ability to transfer and sell air rights to property owners on Block 675. Friends, as the Park's official fundraising and advocacy entity, is extremely concerned about the potential loss of this irreplaceable revenue stream.

The Trust is already in discussions with the owners on Block 675 regarding the transfer of development rights, and would expect to receive revenue from two of the three affected properties as early as 2018, absent the Tunnel project. The work on the park to be undertaken with some of that revenue cannot proceed until the Tunnel construction in the park is finished. The delay in park construction will result in higher construction costs to the Trust. Therefore, the FEIS needs to identify funding or some other method that ensures that the park is made whole from this delay and the additional costs associated with it.

Not only will the value of the construction within the park be impacted, but on the portion of Block 675 where the proposed Twelfth Avenue Fan Plant would be located, the park's future air rights sale to portions of that block would almost certainly be delayed for as much as a decade or more during the duration of Tunnel construction. The opportunity cost to the Park is significant yet it is not addressed in the DEIS.

Similarly, the financial and physical impacts of the project on the Heliport, from which the Park collects occupancy fees, is not adequately addressed. The full amount of income to the park from the heliport must be maintained under any temporary scenario during implementation of the project, inclusive of any reductions in operational income stemming from physical or operational limitations on the heliport or in the nearby park areas. In addition, there should be a detailed description of any limitations that will physically prohibit future Park progress, including the creation of a new or relocated heliport, within or around the future Tunnel's realignment area, and the development of the open space itself.

In terms of park area restoration following the project construction that impacts the park, the length of time that the future finished park and heliport are delayed due to the project must be also be considered. The new park development and the heliport relocation are linked and cannot be divorced from the project's scheduled impacts or completion.

Another concern of Friends is the possible compromising of the historic bulkhead at the location of the Tunnel and the need for assurances that any undermining – whether short term or long – will be addressed by the Project. A responsible party should also be identified for this purpose in the event of even longer term stresses or failures that occur over the life of the Tunnel itself once it is completed. The Park should not become financially responsible for addressing bulkhead shifting or failures in the Tunnel area ever.

Regarding potential in-water impacts on the river and on the Park, Friends relies on the State's Department of Environmental Conservation and the Trust's assessments of whether the mitigation



proposed by the Tunnel is sufficient. However, the DEIS should clearly list all of the specific activities that will occur during construction of the Tunnel and how, and how long, they are anticipated to affect both the water and the Park's operations.

Finally, Hudson River Park, by virtue of its 'ownership' of the water as well as the land and piers, has tenants and other occupants whose operations take place over and in the river. The DEIS should identify those entities and facilities that are located in the project area, and it should specify any exclusion zones and other limitations that will affect recreation and boating, including commercial boating, human-powered boating, commuter ferry routes, etc. Impacts on these and other Park operations - including bikeway usage - both how and for how long, should be clearly and specifically addressed in the DEIS.

Thank you for the opportunity to comment on behalf of Friends of Hudson River Park.

Sincerely,

Connie Fishman
Executive Director

c: Friends Advocacy Committee; Friends Executive Committee



**Remarks of Felice Farber
Senior Director of Policy and External Affairs
The General Contractors Association of New York**

**Public Hearing on the DRAFT EIS for the
Gateway Hudson River Tunnel Project
August 1, 2017**

Good afternoon, I am Felice Farber, Senior Director of Policy and External Affairs for the General Contractors Association of New York (GCA), which represents the heavy civil and public works transportation and infrastructure contractors in the New York Metropolitan area.

Our 300+ member firms employ over 25,000 unionized craft and professional workers who have built – and continue to build – the very foundations of the New York metropolitan region....from its building foundations, to its roads, bridges, tunnels, rail, and water systems.

We are here today to heartily endorse and lend our support for the preferred alternative for the Hudson River Tunnels project as envisioned in the Draft EIS released last month.

The project is an undertaking that is not only a long time in coming, but one that could be argued is more than a century overdue.

We say this because at the very same time the two original “North River Tunnels” were being completed to access Penn Station from New Jersey and points south in 1910, four “East River Tunnels” were being completed to access Penn from Long Island and points north.

While the North River tunnels might have been able to handle the capacity needs of the day in the first decade of the 20th century, they never benefitted from the flexibility, redundancy and capacity that the four

eastbound tubes provided. The proposed Hudson River Tunnels project will finally address this inequity and will help address what has become the most troubling chokepoint in the busiest passenger rail corridor in the country – a corridor that generates 11% of the national GDP.

Beyond long-term redundancy, reliability and expanded capacity, in the short-term the Hudson River Tunnels will allow Amtrak and New Jersey Transit passenger rail service to continue unabated while critically important repair work is performed on the existing North River tunnels, which were severely damaged by Superstorm Sandy in late 2012.

Prior to that devastating event, the GCA was already a leading voice in making the case to advance new Hudson River Tunnels to allow the already deteriorating 108-year-old tunnels to be repaired. In fact, in early 2012, the GCA established a “Gateway Strategic Planning Group” to explore ways to finance and construct such tunnels.

Along with the Regional Plan Association we sponsored the “Crossing the Hudson” Session in June of that year which helped rekindle public interest in the project. We subsequently worked with our Congressional delegation, USDOT, as well as with Amtrak and Related Properties, to preserve the Right of Way for the construction of the Tunnel Box in Hudson Yards and to find the resources to advance the project.

Ironically, while Sandy damage exponentially increased the deterioration of the existing tunnels, it simultaneously underscored the urgency to construct new Hudson River tunnels before the existing infrastructure fails and cripples the center point of the NEC.

With over 450 trains a day using the existing tunnels, taking even one of the two existing tubes out of service for repairs would reduce total capacity under the Hudson by 75%. That would not only impact hundreds of thousands of daily Amtrak and NJ Transit rail customers, it would paralyze roads and bridges, and over-burden parallel transit lines and ferries throughout the northeast. It would cause massive negative impacts on not only the nearly 20 million people living in the metropolitan area, but on millions more who reside in states along the entire NEC from Boston to Washington, DC.

A failure or shutdown has been estimated to cost the regional economy as much as \$80-\$100 million a day and its impact would ripple through the national economy.

Accordingly, this project must move forward as quickly as possible. There is truly no time to procrastinate.

In that regard, we want to commend Amtrak and New Jersey Transit, as well as the more recently formed Gateway Program Development Corporation for their work in advancing the project Draft EIS thoroughly and deliberately – and in record time. All environmental work for such mega-projects should be undertaken with such alacrity. Interstate riders, local commuters, the general public, and the taxpayers deserve no less.

In closing, we reiterate our strong support of the Preferred Alternative proposed in the Draft EIS and we look forward to continuing to work with our partners in the public and private sectors to ensure that the document is finalized expeditiously and that the Hudson River Tunnels themselves are built as swiftly as possible.

Thank you again for the opportunity to comment.

#

From: geohaikalis@gmail.com on behalf of George Haikalis <geo@irum.org>
Sent: Tuesday, August 15, 2017 11:55 AM
To: hudson tunnel
Subject: IRUM comments on Hudson Tunnel DEIS
Attachments: IRUM comments on Hudson Tunnel DEIS, August 15, 2017.pdf

Please enter these comments into the Hudson Tunnel DEIS record.

Please let me know if you received them.

thanks

--

George Haikalis
President
Institute for Rational Urban Mobility, Inc
One Washington Square Village, Suite 5D
New York, NY 10012
(212) 475 3394
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INSTITUTE FOR RATIONAL URBAN MOBILITY, INC.

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August 15, 2017

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Dear Mr. Palladino and Ms. Castelli:

Re: IRUM Comments on Hudson Tunnel DEIS

The Institute for Rational Urban Mobility, Inc. (IRUM), is a NYC-based non-profit concerned with reducing motor vehicle congestion and improving the livability of dense urban places. The Hudson Tunnel project is an important element of such an effort, and IRUM has followed the development of this project with considerable interest.

In a November 30, 2016 letter to USDOT and NJ Transit, IRUM submitted comments on the Scoping Report for the DEIS for the Hudson Tunnel project. It asserted that the Scoping Report's responses to IRUM's May 17, 2016 scoping letter and IRUM report, The Hoboken Alternative, were "deeply flawed." Either through negligent carelessness or willful subversion of the truth, the errors IRUM had pointed out were not corrected. The DEIS instead repeated and expanded upon these errors in a variety of permutations, resulting in the Hoboken Alternative being eliminated from study. The DEIS treatment of the Hoboken Alternative was seriously flawed. IRUM's earlier documents are attached herein.

The DEIS recounts the "obstacles" facing the Hoboken Alternative, while making no mention of the substantial benefits that would result from this routing cited in IRUM's letter of November 30, 2016. The DEIS presents a very flawed, one-sided evaluation of the Hoboken Alternative. The DEIS' specific criticisms and IRUM's rebuttal of them are presented below.

Among the substantial benefits of the Hoboken Alternative is the routing of the new tunnels by way of the Hoboken-Jersey City waterfront business district, New Jersey's largest in terms of class "A" office space. This district is an important economic engine for Hudson County. It serves two cities with a combined population of nearly 300,000 persons, a far larger number than the 16,000 persons that are currently served by the route through Secaucus. The Hoboken Alternative would also connect with the Hudson-Bergen light rail line, linking other communities in Hudson County, extending from Bayonne to North Bergen. The improved connectedness to regional transit for this much larger area clearly conveys a substantial public benefit, making the Hoboken Alternative superior to the Proposed Project relative to this criterion. IRUM asserts that the Hoboken Alternative will have a lower net total public cost than the Preferred Alternative, thereby achieving this benefit at a negative cost.

The geographic boundary of the "study area" defined in the scoping for the DEIS excludes this alternative, thus denying the benefits of enhanced rail access to residents and businesses in the cities of

Hoboken and Jersey City. However, because that boundary artificially eliminates an otherwise feasible alternative, it is an invalid means of screening out the Hoboken Alternative.

Furthermore, the Preferred Alternative disproportionately advantages well-to-do communities while unfairly denying the sizeable minority and low-income populations of Jersey City and Hoboken the Project's improved access to Manhattan. These serious concerns are not addressed in Chapter 7, Socioeconomic Conditions nor in Chapter 22, Environmental Justice, of the DEIS. Quite the opposite, the DEIS identifies the temporary and permanent negative impacts of the Preferred Alternative on these populations, including noise, disruption and loss of neighborhood amenity (Section 22.5.1), which are to be endured without countervailing benefits.

The portion of the Preferred Alternative routing located in New Jersey requires the costly construction of new bridges and embankments in the Hackensack Meadowlands. Table 11-10 identifies the impacts as significant damage to 8.005 acres of delineated wetlands and permanent alteration of stormwater flow.

The DEIS discloses only a portion of the cumulative impacts of four-tracking the existing rail line that will occur in reasonably foreseeable subsequent phases of the Preferred Alternative. The Preferred Alternative is of limited utility without its related companion project - the Portal Bridge Capacity Enhancement Project, (FRA ROD Dec. 23, 2008). This \$3.0 billion to \$4.0 billion project has not moved forward because of limited funding. As described in the 2008 ROD, the project includes a new 3-track northern bridge and a new 2-track moveable southern bridge across the Hackensack River. As described in the 2008 ROD some 6.4 acres in the Hackensack Meadowlands would be disturbed. In the July 2017 ROD for the NEC FUTURE program the Portal Bridge is described somewhat differently and may be subjected to a more detailed analysis. The cumulative impacts of the Portal Bridge Capacity Enhancement Project, the Secaucus Loop and the four-tracking plan west of the Portal Bridge are not discussed in the Hudson Tunnel DEIS. This is a classic example of segmentation, and is a clear violation of NEPA.

The Hoboken Alternative makes use of existing NJ Transit-owned rail property and avoids these negative impacts on wetlands. It also eliminates the need to acquire additional properties in New Jersey. In contrast, the Preferred Alternative requires the costly acquisition of 117 parcels to accommodate the tunnel alignment (Chapter 6B, Appendix 6). These properties are located in North Bergen and Union City on top of the Palisades, and in Hoboken and an additional 11 temporary and 12 permanent surface property acquisitions are needed in Secaucus and North Bergen (6B.3.1.2).

The Hoboken Alternative routing allows the new Hudson River rail tunnels to connect directly to NJ Transit's existing 3-track Morristown Line movable bridge across the Hackensack River. When combined with the existing two-track Portal Bridge adequate mainline rail capacity becomes immediately available. With the redundancy of the two bridges, properly maintained and with marine traffic carefully managed, no additional crossings are needed in the immediate future.

Finally, because of its peculiar insistence on not increasing Trans-Hudson capacity, the DEIS fails to take advantage of an alternative that IRUM asserts will double that capacity -- to be achieved sooner and at a cost lower than that of the Preferred Alternative. The Cumulative Impacts analysis of Trans-Hudson Capacity Expansion, Section 20.6.4.1, makes it clear that the Gateway Project is intended to achieve that doubling. If the Project Purpose and Need can be achieved by a project that also achieves a prime objective of a future multibillion project, it is highly unethical--if not actually illegal--of a public agency to not consider it fully. Like the Preferred Alternative, the Hoboken Alternative can be operated without an increase in service. However, upon the completion of a comprehensive regional rail plan for the entire 22 million-person NY-NJ-CT metropolitan area, the nation's largest, that added capacity would be available to serve the region. This is obviously a far more appropriate approach to expending public resources.

IRUM's response to the eight bullet points identified on page 12 of Appendix 2 as “obstacles” of the Hoboken Alternative in the DEIS assessment:

1. "This alternative would require high-speed connecting tracks between the NEC and M&E lines, in a complex area where NJ TRANSIT has its Meadows Maintenance Complex and a major railroad electrification substation."

IRUM Response: The existing Eastbound Waterfront Connection, located in this “complex area”, has been in service for over two decades. A similar connection for westbound trains, proposed at the same time, but not funded, is currently identified as an element in NJ DOT’s State Rail Plan. Both connections can sustain speeds that are appropriate for this location which is only a short distance from the movable bridge across the Passaic River and platforms at Penn Station, Newark. Higher speeds are limited at this location by the design of existing turnouts at the interlocking, but space is available for more generous layouts if warranted.

2. "If all trains that currently terminate at Hoboken Terminal were instead routed to PSNY, this alternative would require substantial expansion at PSNY, which is not a part of the Proposed Action and does not meet the purpose and need for the Project."

IRUM Response: IRUM's proposal for the Hoboken Alternative does not require routing all trains that currently terminate at Hoboken Terminal to PSNY. That is not an operationally mandated consequence of the Hoboken Alternative. The decision on how many trains to send to PSNY is not a part of the Proposed Action, and therefore does not need to be decided now. Adding additional Trans-Hudson capacity does not mean it must be used.

However, IRUM notes that routing the two new tunnels by way of Hoboken allows all four tunnels to be used eventually, taking advantage of the substantial existing NJ Transit infrastructure across the Meadowlands. The initial use of the new tunnels via Hoboken could be identical to the use envisioned in the Preferred Alternative, allowing repairs on Amtrak tunnels to be completed. Once the Hoboken Alternative is in place and the tunnel repairs are completed, a four-track railroad becomes available to provide much-needed expansion of Trans-Hudson regional rail service.

This is in contrast to the Preferred Alternative, which would not produce any gain in train capacity for the expenditure of \$12.9 billion of public funds. The Preferred Alternative constrains the number of trains crossing the Hudson, since only the two existing tracks west of Secaucus Station would cross the Hackensack River. This is a serious shortcoming and disadvantage of that plan.

The Hoboken Alternative clearly meets the purpose and need of the Proposed Action. The first stage of this alternative, as described in the IRUM report, would be to construct two new Hudson River tunnels and an on-line “bathtub” station just south of Hoboken Terminal. This construction activity would be located on NJ Transit-owned property, serving as a launching location for tunnel boring machines for the cross Hudson tunnels. This location avoids the costly and disruptive property taking needed for the Preferred Alternative, described in the DEIS.

The DEIS claim that the Hoboken Alternative would require a substantial expansion at PSNY is simply not true. Operational changes, like thru-running from Long Island to New Jersey using the existing tracks and platforms at Penn Station, would permit a significant increase in peak hour service once the Hoboken Alternative becomes operational. These same operational changes would be possible with the Preferred Alternative, but would be of virtually no use since its capacity is limited at the Hackensack River.

The “substantial expansion” mentioned in this DEIS bullet point may refer to Amtrak’s Gateway Plan, which would be costly and disruptive. This expansion would be avoided, in any event, by running NJT trains thru Penn Station and continuing on to Grand Central and north to the Bronx Westchester and Connecticut. Critical information about the Penn Station-Grand Central link, such as details about its plan and profile, subsurface conditions and impacts on abutting property, which were studied in great detail in the Access to the Region’s Core (ARC) study in 1998 have been kept confidential, despite repeated requests from New York and New Jersey transit advocates and community organizations. While these concerns were expressed in IRUM’s November 30, 2016 letter, they remain unaddressed in the DEIS.

3. "This alternative’s river tunnel would be substantially longer than that of the Proposed Action, raising the possibility of additional impacts in the Hudson River from construction."

IRUM Response: While the portion of the alternative under the Hudson River is 1.65 miles compared to the Proposed Action’s under-river tunnel of 0.97 miles, the impacts in the Hudson River are largely dependent on the grade. Grades are most important near the shore, before additional depth can be achieved. A steeper grade can reduce or even eliminate impacts on the riverbed. IRUM’s 2009 Hoboken Alternative report proposed two grade options – a 2% grade and a 3% grade, comparable to the grades considered in the February 2007 DEIS for the ARC tunnel.

The Proposed Action described in the DEIS proposes only a single grade of 2.1% on the eastern approach to the river. In order to provide adequate clearance for tunnel boring machines a “ground improvement effort” is required to harden the river bottom, as described in the DEIS. This includes the construction of a coffer dam and the injection of cement into the river bottom. This soil improvement would occur for about 550 feet in length above the two bored tunnels.

The alternative profiles for the Hoboken Alternative are described in Figure Three in the IRUM report. A 2% grade would require a comparable ground improvement effort of 700 to 750 feet in length on the western shore of the river. The profile on the eastern shore would be identical to the Proposed Action. Little if any ground improvement effort would be needed near either shore if the 3% grade were chosen.

It should be noted that NJ Transit is advancing its Long Slip Fill and Rail Enhancement Project (FONSI October 20, 2016 FTA). NJ Transit would fill in 4.3 acres of Long Slip, a channel of the Hudson River immediately south of the Hoboken Terminal to add a 6-track, 3 high level platforms stub terminal adjacent to an underutilized waterfront terminal. This terminal would be abandoned and repurposed in the IRUM proposal. Clearly, a comprehensive regional rail plan that deals with Hudson River rail capacity, resiliency plans and redevelopment of rail properties is needed.

4. "This alternative’s longer tunnel would increase train travel time between Newark and PSNY, effectively reducing the capacity of the NEC to process trains."

IRUM Response: This misstatement, made in the project’s scoping report, is again repeated here. First off, the tunnel itself is actually shorter, not longer. The distance from the portal in Manhattan at 10th Avenue to the New Jersey portal in North Bergen, shown in Figure 2.3, is 2.53 miles. The distance from the same portal in Manhattan to the proposed portal in Hoboken, described in Figure Two of the IRUM report, is 2.24 miles. The distance between Penn Station, Newark and Penn Station, New York is very nearly the same, whether by the existing route via Secaucus or the proposed IRUM route via Hoboken. The route described in the Preferred Alternative, in fact adds 0.3 miles compared to the existing route, since it requires a bow to the south and then another bow back to the north.

The DEIS erroneously describes IRUM’s Hoboken Alternative in Figure 3 of Appendix 2 of the DEIS. IRUM’s route is adequately described in Figure One of its Hoboken Alternative report. The Hoboken

Alternative would be similar to the Preferred Alternative east of the Manhattan bulkhead, but then after crossing the main channel it would curve south parallel to the Hudson River shoreline. When heading west, it would skirt the Hoboken Terminal structure, avoiding costly underpinning of this historic structure. The differences, in any event, have little impact on likely travel time, assuming an on-line station at Secaucus or Hoboken. It is important to note that capacity is a function of headways, and is not necessarily related to elapsed travel time, as the DEIS also misstates.

5. "This alternative would require sharp curves exiting Hoboken station and approaching the Manhattan shoreline, which would reduce train speeds."

IRUM Response: In the IRUM paper, a 1,000 foot radius curve is proposed as the tunnels exit or approach the on-line Hoboken Station. This would have little effect on elapsed travel time for trains stopping at Hoboken, since trains are accelerating or decelerating in any event. Almost all trains using the Hoboken route would ordinarily stop at this station because this would be a busy transit hub, just as all trains presently stop at the existing on-line station in Newark. When both tunnel routes become available, Amtrak could route non-stop express trains by way of Secaucus. Curves at the Manhattan shoreline are similar to those in the Preferred Alternative.

6. "This alternative would require far more railroad infrastructure, and therefore would have a higher cost, than the Proposed Action presented in the Project's Scoping Document."

IRUM Response: The Hoboken Alternative would cost less, not more, than the Proposed Action alignment, which requires longer tunnels and the addition of a two-track line along the existing embankment through the Hackensack Meadowlands, extending to the eastern approach to Secaucus Station. Even with the "bathtub" station, described in the IRUM paper, the "net" cost of the Hoboken Alternative would be significantly less, than the cost of the Proposed Action. This is because NJ Transit's current plans for extensive land fill, and expansion to the south of Hoboken Terminal would be avoided. Furthermore, the waterfront land now occupied by NJ Transit's terminal and servicing facilities could be abandoned, and the land sold as "raw real estate". The sale of this valuable waterfront parcel would offset, to a significant degree, the capital cost of the IRUM alternative.

7. "This alternative would require larger ventilation structures for the longer tunnel, which may be difficult to site on the New Jersey and Manhattan shorelines."

IRUM Response: IRUM's Hoboken Alternative calls for shorter, portal-to-portal tunnels than the Preferred Alternative, invalidating the DEIS's contention that larger ventilation structures would be needed. A detailed comparison of ventilation requirements of both alternatives would be needed to back up this contention in the DEIS.

8. "Construction adjacent to Hoboken Terminal could result in adverse effects to that station, which is historic. In addition, if train service to Hoboken Terminal were terminated as suggested by the commenter, this would constitute an adverse effect to that historic structure by removing the train terminal from its original context."

IRUM Response: Quite the opposite! The Hoboken Alternative would have positive rather than adverse impacts on the historic Hoboken Terminal and train shed. Many railway terminals around the world have been "repurposed" to the benefit of surrounding communities. As noted in IRUM's earlier paper, it would be important to involve the cities of Hoboken and Jersey City early in the planning stage for this new use of a priceless heritage. Efforts for enhanced resilience of this waterfront property should be fully coordinated with the proposed on-line station described in the paper.

A detailed assessment of the environmental impacts of IRUM's proposed Alternative should be made and compared with the proposed NJ Transit rail facilities expansion south of Hoboken Terminal. The NJ Transit expansion to the south would not be needed if an online station were constructed as described in the Hoboken Alternatives paper. This would constitute an avoided cost, strongly affecting the public's total cost of rail infrastructure in the Hudson River vicinity.

Other IRUM comments made in its November 30, 2016 letter on the DEIS scoping were ignored.

By advancing the Hoboken Alternative, USDOT and NJ Transit would be able to complete a full four-track regional rail system across the Hudson River, linking Penn Station, Newark with Penn Station, New York, far more quickly and at substantially less cost than the current Hudson Tunnel proposal. The Preferred Alternative described in the DEIS only produces a temporary bypass to allow repairing the tunnels. The Hoboken Alternative offers a complete solution, avoiding the substantial disruption of treasured wetlands resulting from any construction in the Hackensack Meadowlands. This is a feasible alternative that must be thoroughly considered in accordance with the requirements of the Clean Water Act.

With the Hoboken Alternative in place, a four-track railroad becomes available between Penn Station, Newark and Penn Station, New York, avoiding the costly and environmentally disruptive four-tracking of the existing rail embankment through the Hackensack Meadowlands west of Secaucus. There would be no need for a second Hackensack River bridge in a subsequent phase.

IRUM's November 30, 2016 letter urged that current plans for the Portal Bridge replacement be reviewed and a detailed benefit-cost analysis conducted. Given the limited marine traffic that requires this movable bridge to be opened, IRUM called for consideration to be given to permanently fixing this bridge in the closed position. The DEIS did not address these suggestions.

The beneficial cumulative effects of linking Hoboken with Penn Station, and then linking Penn Station with Grand Central are substantial. These were described in the IRUM letter but ignored in the Chapter 20 – Indirect and Cumulative Effects, in the DEIS. Creating a high quality “regional rail trunk-line” that links these major business hubs makes the region better able to compete with growing business centers in Europe and Asia. During non-peak hours this trunk line would attract much of the cross-Hudson regional rail use, releasing track space through the existing Penn Station tunnels to accommodate high-performance container freight trains, and appropriately dimensioned conventional freight cars that met reliability requirements. This recommendation was not addressed in the DEIS.

The issue of choice of grade, discussed above in rebutting item 3, becomes another potential beneficial effect. It should be noted that the Lower Level of Grand Central Terminal is connected to the Park Avenue rail tunnel with four rail tracks, two with a 3% grade and the other two with a 2.7% grade. This would be the “ruling grade” for a Hoboken-Penn station-Grand Central “trunk-line” long favored by rail advocates and community interests. Electric multiple-unit (EMU) rail cars have been in use to reach the Lower Level of Grand Central for over a century. As was mentioned on page 5 of the Hoboken paper, the LIRR includes a 4,200 foot long section of 3% grade to reach the East River tunnels, which is under construction. Metro-North is currently completing a procurement of a large fleet of new EMU cars, that would also be suitable for use in the new Hudson Tunnel. NJ Transit is considering an expansion of its EMU fleet. Economies of scale in rail car equipment procurement should not be ignored in the preparation of a long-range regional rail plan for the metropolitan area. The choice of grade, whether 2% or 3% should be based on a careful analysis, which should include environmental impacts as well as rail operating factors.

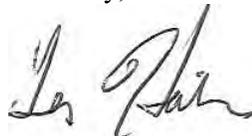
The Hudson Tunnel project is largely a **metropolitan** issue, not a **national** one. Only 5.2% of morning peak-hour, peak-direction rail passengers using the existing tunnels are on Amtrak trains. While Amtrak has developed plans for repairing its tunnels, which were damaged by Hurricane Sandy in 2014, Amtrak considers them safe and operational for years to come. Amtrak can handle its passengers using its existing tunnels, by repairing them one tunnel at a time. The predominant users of these tunnels are NJ Transit commuter trains, carrying New Jersey residents to high-paying jobs in the Manhattan Central Business District (CBD). New Jersey has the second highest per capita income in the nation. High-quality regional rail service is important to New Jersey and New York to maintain the economic and environmental well-being of both states. While the region clearly needs to move forward to repair the Amtrak tunnels, the fear-mongering associated with this project exaggerates the problem and diminishes the ability of public agencies to thoughtfully assess options and prepare a coherent plan.

The need for locating two additional tracks immediately adjacent to the two existing Amtrak NEC tracks via Secaucus, and not via Hoboken is not substantiated in the DEIS. To the extent that that alignment was driven by the hope that the tunnel rehabilitation would be identified as Amtrak's problem, resulting in a substantial portion of the cost coming from Federal sources, that outcome currently seems remote. Residents of West Virginia or South Carolina, two of nation's poorest states, are not likely to pay a substantial portion of the cost of providing capacity for high-end New Jersey commuters to Manhattan. With the Project's cost growing, it is critical for New York State to recognize the benefits of improved access from the West-of-Hudson labor market, which is about half of the total suburban labor work force in the region, and join forces with New Jersey to devise a more cost-effective solution, such as the Hoboken Alternative proposed by IRUM.

IRUM asserts that the Hoboken Alternative serves the Project goals of improving service reliability in a cost-effective manner (Goal 1); of ensuring that the North River Tunnel rehabilitation occurs as soon as possible (Goal 2); and of minimizing impacts on the natural and built environment (Goal 3)) far better than the Preferred Alternative. It was unprofessional and improper for the preparers of the DEIS to eliminate the Hoboken Alternative from study on the basis of factual inaccuracies in the Scoping Report that had previously been pointed out by IRUM but had not been corrected. IRUM requests those errors be corrected, the Hoboken Alternative be fully studied, and the DEIS be recirculated for another round of public comments.

IRUM welcomes an opportunity to discuss these comments with Project staff, and to clarify any questions that might remain. Please contact us at your earliest convenience.

Sincerely,



George Haikalis, President
Institute for Rational Urban Mobility, Inc. (IRUM)

Copies to:
Mayor Steven M. Fulop, Jersey City
Mayor Dawn Zimmer, Hoboken
Senator Bob Menendez
Senator Cory Booker
Jersey City Councilmember Candice Osborne
Other interested parties

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November 30, 2016

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Re: Hudson Tunnel Scoping Document

Dear Mr. Palladino and Ms. Castelli:

The Institute for Rational Urban Mobility, Inc. (IRUM), is a NYC-based non-profit concerned with reducing motor vehicle congestion and improving the livability of dense urban places. A key IRUM effort is to make the case for transforming the three commuter rail lines serving the NY-NJ-CT metropolitan area into a coordinated regional rail system with frequent service, integrated fares, and thru-running, first at Penn Station and then by linking Penn Station with Grand Central Terminal. The Hudson Tunnel project is a key element of such an effort, and IRUM has followed the development of this project with considerable interest.

IRUM submitted scoping comments on the Hudson Tunnel project in a May 17, 2016 letter to the project team, along with a lengthy attachment – The Hoboken Alternative (copies attached).

1. NJ Transit and USDOT responses to IRUM’s comments shown in the Hudson Tunnel Scoping Summary Report are deeply flawed.

On Page 31 of the Scoping Summary Report, the Hoboken Alternative is wrongly dismissed as follows:

“An alternative that passes near the Hoboken Terminal, would be substantially longer (with proportionally greater cost) than alternatives that go more directly between the NEC alignment near Secaucus and PSNY.”

This is simply wrong. The “Hoboken Alternative” paper, submitted as part of IRUM’s comments, points out that the length of this routing, as measured in distance between Penn Station, New York and Penn Station Newark would be the same whether by way of the existing Amtrak routing via Secaucus or by way of the proposed routing via Hoboken (and Jersey City).

Also, without any substantial analysis, is the claim that the cost of this alternative would be proportionately greater. As described in the IRUM paper, the likely cost of the Hoboken Alternative, would be considerably less than the “preferred alternative”, because new embankments and bridges through the Hackensack Meadowland would not be needed. The Hoboken Alternative would make use of the “Westbound Waterfront Connection” project described in the April 2015 New Jersey State Rail Plan. A true benefit-cost comparison of these two routings should be an element of the scoping for the alternatives section of the Hudson Tunnel Scoping.

Comments from Jersey City Mayor Steven M. Fulop and Hoboken Mayor Dawn Zimmer also indicated support of an on-line station near the Hoboken Terminal. The Summary Scoping Report response was that a station would add time and reduce capacity.

IRUM's plan for an on-line station near Hoboken calls for a four-track station, which will not reduce capacity. While a station stop will increase running time, it is well worth it if the station improves the utility of the Hudson Tunnel project. As Mayor Fulop pointed out, in his comment, the provision of a transfer with the Hudson-Bergen Light Rail network would "enhance operational flexibility".

Equally important, an on-line station at Hoboken would improve access to the Jersey City-Hoboken Waterfront business district, the states' largest concentration of Class A office space. While the existing tunnel route would continue to have an on-line station at Secaucus with its current population of 16,264 residents, an on-line station adjacent to the Hoboken Terminal would greatly benefit Jersey City's 247,597 residents and Hoboken's 50,005 residents, many with lower incomes. This should be considered within the economic impact and environmental justice scoping analysis of the Hudson Tunnel EIS.

An on-line station will also enhance access to the East and would be a major boost to economic activity in Jersey City and Hoboken, providing not only a much needed link to Manhattan's growing West Midtown development and to East Midtown, the nation's largest activity center, but also to The Bronx, Westchester and Connecticut.

As described in IRUM's paper, routing the new tunnels just south of the Hoboken Terminal train shed permits construction to commence immediately on railroad property already owned by NJ Transit. This will greatly speed completion of new tunnels, while avoiding the costly and time-consuming acquisition of additional parcels in the northern part of Hoboken, or adjacent to the existing Amtrak line through the Hackensack Meadowlands. IRUM again urges NJ Transit and USDOT to seriously consider this alternative.

IRUM's Hoboken Alternatives paper was prepared in 2009, five years before the area was struck by Hurricane Sandy. The plan and profile for the tunnel routing through the Hoboken Terminal area, described in the IRUM paper, could reinforce resilience measures currently being considered for rail facilities this area, which were substantially damaged by the storm. These measures should be productively integrated with the tunnel plan. Substantial cost savings could result if these initiatives were considered collectively. Furthermore, as part of a regional rail planning effort, the utility of retaining rail maintenance and midday car storage facilities on this valuable waterfront can be re-evaluated.

Clearly, the Hoboken Alternative should be carefully considered within the scoping for the EIS.

2. Regional impacts of doubling capacity of the Hudson River rail tunnels are ignored

Expediting completion of the Hudson Tunnel project by routing the two new tracks by way of the Hoboken Terminal area, and using NJ Transit tracks west of Hoboken as described in the IRUM paper, will speed the benefit to the region of having four mainline tracks between Penn Station, Newark and Penn Station, New York. The Scoping Summary Report fails to acknowledge comments by IRUM, and others, citing the urgent need for a more comprehensive improvement plan for regional rail facilities in the 22 million person NY-NJ-CT metropolitan area. In its comments on the scoping document, IRUM called for consideration of the Access to the Region's Core (ARC) Major Investment Study (MIS) Alternative G described in its 31- page Summary Report. This alternative called for extension of the new Hudson River tunnels east of Penn Station, under 31st Street and continuing north under Park Avenue, linking with platform tracks in the Lower Level of Grand Central Terminal. IRUM has long called for

full disclosure of all relevant analysis of the MIS, which was overseen by NJ Transit, MTA and the Port Authority of NY and NJ, and funded in part by USDOT. Again, this will expedite and reinforce public trust that will certainly be needed to make available the substantial resources to advance this important project.

Preparation of a comprehensive regional rail plan can begin immediately, well before repair work on the existing tunnels is completed. The metropolitan region's global competitors, especially in Asia and Europe are advancing new regional rail connections, while the NY region suffers from three moribund, disconnected regional railway systems, each pursuing its own destiny.

The Hoboken-Penn Station-Grand Central trunk line becomes the primary regional rail trunk line, not unlike London's ambitious Cross-Rail project. The existing Amtrak tunnels through Penn Station then become a secondary, but critical trunk line, used to help accommodate peak period rail traffic.

Furthermore, this trunk line link transforms the southern portion of Penn Station into a "thru-running" station, in contrast to Amtrak's Gateway Plan which would expand the existing station to the south, with a new seven track "stub" terminal. Several comments were raised in the scoping report about this expansion plan, with its substantial dislocation of current businesses with thousands of employees. The response to these scoping comments does little to placate these legitimate concerns, particularly since links to the Gateway Plan are included in the Hudson Tunnel's website. A thru-running station using existing tracks and platforms at Penn Station would have a far greater capacity than the Penn Station South stub-terminal plan while avoiding its cost and disruption.

Finally, the heightened community concerns about plans to move forward with the relocation of the Port Authority Bus Terminal to a new location to the West in Midtown would be best dealt with by preparing a comprehensive multimodal plan for accommodating Trans-Hudson passenger traffic.

In summary, IRUM's trunk line plan would avoid the need for Gateway South and the bus terminal expansion and relocation.

3. Lack of discussion of alternative repair strategies for the Amtrak tunnels

On a personal note, as a Life Member of the American Society of Civil Engineers (ASCE), I must raise a very serious concern about the unwarranted level of fear-mongering contained in the Scoping Report. This seems to have headed off a robust discussion of credible alternative repair strategies, as described in the HNTB September 2014 "Structural Assessment of the Amtrak Under River Tunnels in NYC Inundated by Super Storm Sandy". That report is marked "Confidential" and is not listed in the Hudson Tunnel Project library.

The HNTB study recommended a full replacement of the bench walls throughout Amtrak's Hudson River tunnels, even though only a small portion of the bench walls in each of the tunnels was actually damaged during the storm. The study pointed out that if bench walls are replaced at only those locations where they were damaged and current National Fire Protection Association (NFPA) standard were applied, the bench walls would have a discontinuity in height and would be difficult for passengers to use for emergency egress. Use of bench walls for emergency egress is problematic at best, since many persons with mobility limitations could not use them. Alternative evacuation techniques, like the deployment of "rescue trains" and a move toward articulated regional rail trains should be considered. Furthermore, advances in wireless communications could largely eliminate the need to locate wires in bench walls.

Several comments contained in the Scoping Report call for consideration of rail freight options within the Scope of the EIS. IRUM has long maintained that with the completion of a second pair of Hudson River

tunnels that would form a Hoboken-Penn Station-Grand Central “trunk line”, described above, the existing Penn Station route could accommodate a significant amount of rail freight - off-peak and weekends. Low-profile, high-performance container trains, similar to those operated on many European railways systems, could use the existing Penn Station route, without any changes in its dimensions. Similarly, many existing conventional rail freight cars could be operated through the tunnels, if they met clearance and reliability requirements. Many bulk movements in the NY region, that must use overcrowded highways, could be shifted to the original tunnel route, once major rail passenger flows are shifted to the proposed “trunk line”. IRUM urges analysis of these freight options within the tunnel EIS.

The HNTB study also called for replacement of ballasted track beds in the tunnels with direct fixation concrete roadbeds, the current industry standard in tunnels. IRUM urges that any consideration of full replacement of the existing ballasted tracks with a direct fixation system should include an examination of options to substantially increase the clearance dimensions of Amtrak’s Hudson River and East River tunnels to allow larger rail freight cars. These tunnels have an extra two feet of concrete lining installed by the Pennsylvania Rail Road a century ago, when the tunnels were a “pioneering” effort. In any event, NYC Transit’s fast-tracking technique to replacing track beds in short segments on weekends should be considered as an option to reduce the window of time track capacity is lost, even after the new tunnels are completed.

The appropriate repair strategies should be examined by an independent third-party entity, perhaps an overseas agency that is not beholden to the whims of the region’s rail institutions. It is important to note the absence of a technical university in the NY area that specialize in railway and rail transit engineering, despite the concentration of some 40% of the nation’s rail transit facilities in the region. Rail operating agencies are left to the mercy of large engineering firms in dealing with issues such as these. This is not to say that these firms are necessarily “over-engineering” rail projects, but if qualified, tenured academics were available, second opinions could be more readily sought.

4. Portal Bridge should be permanently fixed in the closed position immediately

The vast majority of railway bridges in the U.S. were constructed a century ago, during the peak of the industrial revolution. IRUM urges that fear mongering about the safety of the Portal Bridge in Hudson Tunnel EIS should be replaced with solid technical analysis. While a new, fixed high-level, fifty foot clearance bridge has received environmental approvals, funding for the \$1.5 billion replacement bridge as not been identified. The appropriate plan for this bridge should be included in the Hudson Tunnel EIS scoping. A thoughtful benefit-cost effort would reveal the extremely limited utility of maintaining navigation for high-masted vessels in the Hackensack River upstream from Portal Bridge. Funds expended thus far should be considered as “sunk cost” in the benefit-cost analysis.

When the opening mechanism of a nearby NJ Transit bridge over the Hackensack River in Secaucus malfunctioned on December 31, 2005, sludge from the Bergen County treatment facility was transported by tanker truck for a little over a month, at an average rate of twenty-five loads per day to the Passaic County treatment facility some ten miles away, in Newark using the NJ Turnpike. This added truck load was insignificant on this busy roadway, which carries some 200,000 vehicles per day.

A case could be made for permanently fixing the existing Portal Bridge in the “closed” position. The sludge movement is by far the highest volume of any commodity requiring a movable bridge at this location. While a movable bridge could continue to serve a limited function, given its occasional malfunction and the critical role that rail service crossing the bridge plays in the region’s economy, it would make sense to quickly consider the benefits and costs of closing this bridge permanently. The benefit-cost calculation should consider the engineering studies and environmental permitting expended

to date as “sunk cost” and should not enter this calculation. Once fixed in the closed position, the bridge can compete with other century-old bridges for funds available for infrastructure rehabilitation.

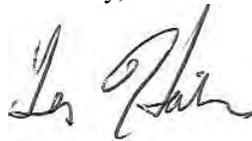
The Hoboken Alternative would not require any expansion of rail capacity across the Hackensack River. The existing three-track bridge on the Morristown Line will be adequate for many years to come.

Conclusion

IRUM urges USDOT and NJ transit to modify its scoping for the Hudson Tunnel EIS, as suggested in this letter. The current draft scoping document is seriously flawed.

IRUM welcomes an opportunity to discuss these comments with Project staff, and to clarify any questions that might remain. Please contact us at your earliest convenience.

Sincerely,



George Haikalis, President
Institute for Rational Urban Mobility, Inc. (IRUM)

Copies to:

Mayor Steven M. Fulop, Jersey City
Mayor Dawn Zimmer, Hoboken
Senator Bob Menendez
Senator Cory Booker
Jersey City Councilmember Candice Osborne
Other interested parties

INSTITUTE FOR RATIONAL URBAN MOBILITY, INC.

**George Haikalis
President**

**One Washington Square Village, Suite 5D
New York, NY 10012 212-475-3394
geo@irum.org www.irum.org**

Comments on USDOT Hudson Tunnel Project EIS Scoping Document, May 17, 2016

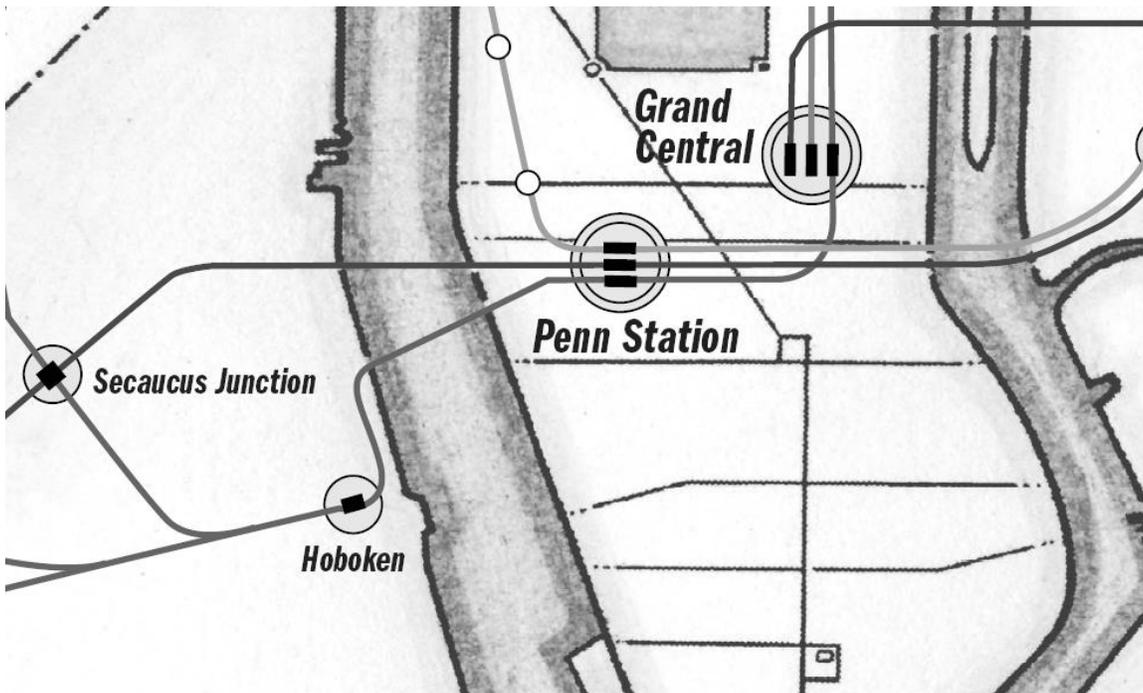
The Institute for Rational Urban Mobility, Inc. (IRUM) is a NYC-based non-profit concerned with reducing motor vehicular congestion and improving the livability of dense urban places.

IRUM fully supports initiatives to expand Hudson River passenger and freight rail tunnel capacity. However, IRUM finds the current USDOT scoping document “segmented” and seriously flawed and suggests that the following changes be made:

- 1. The geographic scope should be expanded to include the full range of options from the City of Newark to the City of New York, including consideration of options that would route new Hudson River tunnels by way of the Hoboken Terminal area.**
- 2. Full consideration should be given to all options, including the economic impact of postponing, or even eliminating the replacement of the Portal Bridge. Routing the new tunnels by way of the Hoboken Terminal area clearly should be included as one of the options included in the scope.**
- 3. Manhattan terminal options should be considered in this EIS Scoping process, including the direct Penn Station-Grand Central Terminal connection, studied in detail in the Access to the region’s Core (ARC) Major Investment Study (MIS). The full details of all option studied in the ARC project should be made available to the public as part of the scope of this EIS. The advantages of this option should be weighed against the serious adverse impacts of expanding Penn Station to the south, with its substantial displacement of thousands of employees in dozens of structures that would have to be demolished in the blocks south of Penn Station. Linking west of Hudson commuters employees with the concentration of office buildings in East Midtown would make the new tunnel much more useful.**

The attached thumbnail describes some of these advantages and should be considered as part of this comment.

George Haikalis, President, IRUM, May 17, 2016



Build new Hudson River Passenger Rail Tunnels via Hoboken/Jersey City/Penn Station and Grand Central

A simple and cost-effective way to remake the region's three commuter rail lines into a coordinated **Regional Rail System** is to route much-needed new Hudson River passenger rail tunnels by way of the Hoboken/Jersey City waterfront business district. A new on-line station would be constructed just south of the Hoboken Terminal and a new 2.3 mile two-track tunnel would connect with existing tracks and platforms at Penn Station, NY. A new 1.2 mile two-track tunnel would be constructed under 31st Street and Park Avenue to link with existing tracks and platforms in the Lower Level of Grand Central Terminal. New stairways and wider concourses are critical to rebuilding Penn Station into a suitable gateway to NYC. Thru-running increases capacity and connectivity while permitting removal of rail yards for new resilient waterfront development. It efficiently uses existing rail infrastructure, avoiding adverse environmental impacts of new rail trackage in the Hackensack Meadowlands.

The Penn Station-Grand Central connection allows west of Hudson residents to reach destinations in East Midtown, the largest concentration of office buildings in the nation and makes it easier for Bronx, Westchester and Connecticut residents to reach the growing West Midtown area as well as Hoboken/Jersey City, Newark and Newark Airport. An interconnected **Regional Rail System** -- with frequent service, integrated fares and through-running -- provides an attractive alternative to driving on crowded highways that cannot be expanded and increases the economic viability of the region in the face of growing global competition.

The New ARC Hudson River Passenger Rail Tunnels:

The Hoboken Alternative

December 1, 2009

Prepared by

George Haikalis
Chair, Regional Rail Working Group
One Washington Square Village, Suite 5D
New York, NY 10012
212-475-3394 geo@irum.org [www.rrwg](http://www.rrwg.org)

Why via Hoboken?

Routing the new Access to the Region's Core (ARC) Hudson River passenger rail tunnels by way of Hoboken Terminal – the Hoboken Alternative – allows existing rail infrastructure to be used more productively. When combined with "Penn Station First" -- a simpler and more direct Penn Station connection in Manhattan -- the Hoboken Alternative holds the promise of reducing construction cost of the new tunnels and its essential related component -- the Portal Bridge Capacity Expansion project -- by more than \$8 billion or 70% of the total \$11.4 billion cost.

Even in good times this option merits serious consideration, but in light of the growing economic difficulties facing New Jersey and New York it is extremely important to give fair and impartial consideration to credible options.

The simpler construction also results in speeding completion of an operational "first phase", saving four years or more off the projected eight year time frame in the current plan, before any additional trains can be handled across the Hudson.

Other Important benefits of the Hoboken Alternative

Significant environmental gains would be realized as well. Since the Hoboken Alternative routes trains over existing underutilized tracks and bridges through the Hackensack Meadowlands, no wetlands would be destroyed. A less costly construction scheme will greatly reduce the project's carbon footprint as well. The route better serves the waterfront, providing motorists with a more attractive alternative and reducing congestion which is at critical levels.

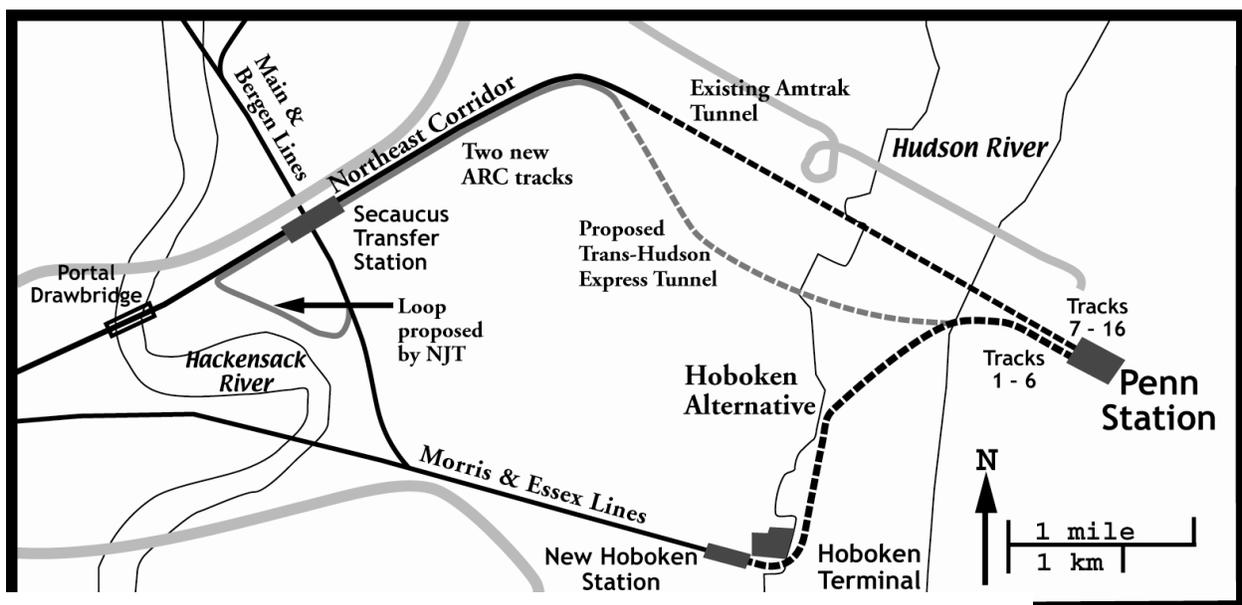


Figure One - The Hoboken Alternative

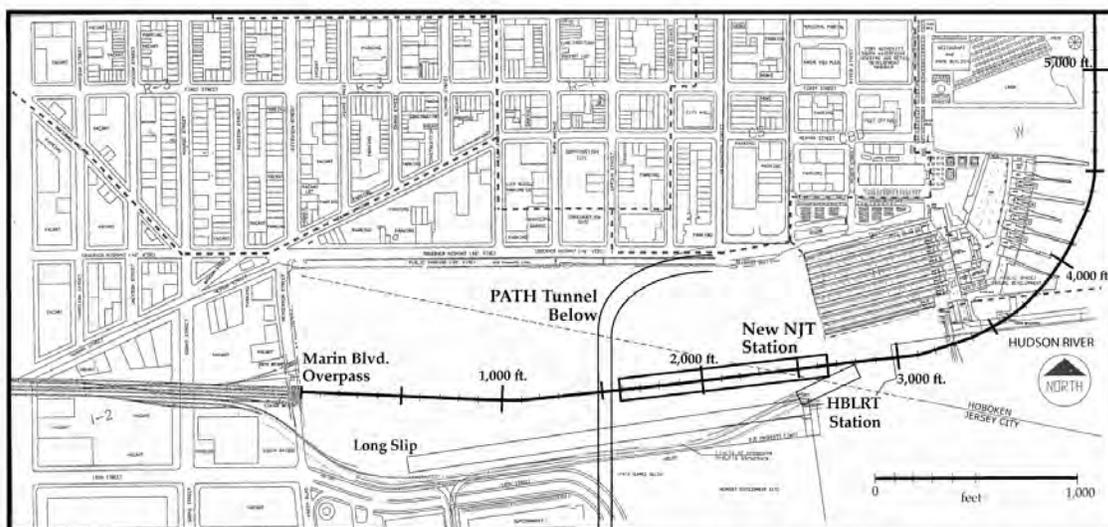
Routing the new tunnels by way of Hoboken offers significant savings in operating cost, while providing a much higher level of rail service to New Jersey's economic engine – the massive concentration of commercial and residential development on the Jersey City and Hoboken waterfront.

The state would gain a much higher return on its valuable waterfront properties. By converting Hoboken Terminal into a "way" station, a simple four-track through station could readily handle projected traffic needs for passengers boarding or alighting at Hoboken. Should more detailed studies indicate that greater capacity is needed, the station could be expanded to six or even eight tracks.

As a through station, no trains would terminate at this location. All of the existing tracks and servicing

facilities at Hoboken Terminal would be eliminated. Other existing NJ Transit facilities, located inland would be used, and expanded if needed. Except for the new station itself, the entire Hoboken waterfront terminal could be sold and re-used as a valuable development site. However, the historic train shed and terminal building should be preserved and incorporated into new development at this site.

While a change of direction will require additional environmental and procedural filings, all of the impacts on the New Jersey side of the tunnel will be experienced on NJ Transit-owned property, eliminating objections from nearby property-owners. Environmental stakeholders who are concerned about the Meadowlands wetlands can be expected to become strong supporters of the change in route.



New Hudson River Passenger Rail Tunnels - Plan at Hoboken

Figure Two – Detailed Plan at Hoboken

Background

The Hoboken Alternative was offered by rail advocates in early 2005 after NJ Transit proposed a revised alignment for its tunnels in the summer of 2004. In order to gain additional depth under the riverbed, NJ Transit proposed that instead of building its new tunnels parallel to the existing century-old PRR tunnels, they would curve southwest under Manhattan's West Side before turning west, reaching the New Jersey shoreline in the northern portion of Hoboken. The tunnels would then curve northwest reaching a portal in the vicinity of the existing tunnel portals in North Bergen. The bow in the tunnel adds approximately 0.3 miles to the tunnel's length, compared to a straight-line alignment of the current tunnels.

Since NJ Transit's new alignment was heading toward the Hoboken Terminal before turning north it occurred to rail advocates that an alternative of continuing southwest and then turning west at Hoboken terminal was feasible, as shown in Figure One.

For the Hoboken Alternative the distance between Penn Station, New York and Penn Station, Newark is the same as the current route via Secaucus. The Hoboken route saves about 0.4 mile over the Secaucus loop route for Bergen and Rockland County destinations and avoids the sharp curves,

offering the potential for travel time savings.

During the EIS proceedings, the Mayors of Jersey City and Hoboken and the owner of the largest development site adjacent to the Hoboken Terminal -- the Lefrak Organization -- all endorsed the routing through Hoboken. In its submittal Jersey City outlined a more ambitious alignment than the one contained in this report. In the EIS, NJ Transit criticized Jersey City's suggested alignment but made no comment on the alignment offered by rail advocates, which was also entered into the record.

Two concerns, other than questions about alignment details, were raised by NJ Transit in the EIS process. The first was that in the longer term, capacity limitations would occur. Waterfront-bound and Lower Manhattan-bound passengers from points further west in the state would pre-empt space on trains from Manhattan-bound passengers, limiting the full use of the Hudson River tunnels. This is a longer term concern. The optimistic forecasts of ridership are unlikely to be realized for many years, because of the downturn in the economy. Should ridership reach projected levels there are other options for accommodating West of Hudson passengers heading to the Exchange Place area or Lower Manhattan. These passengers would be better served if they could transfer to PATH

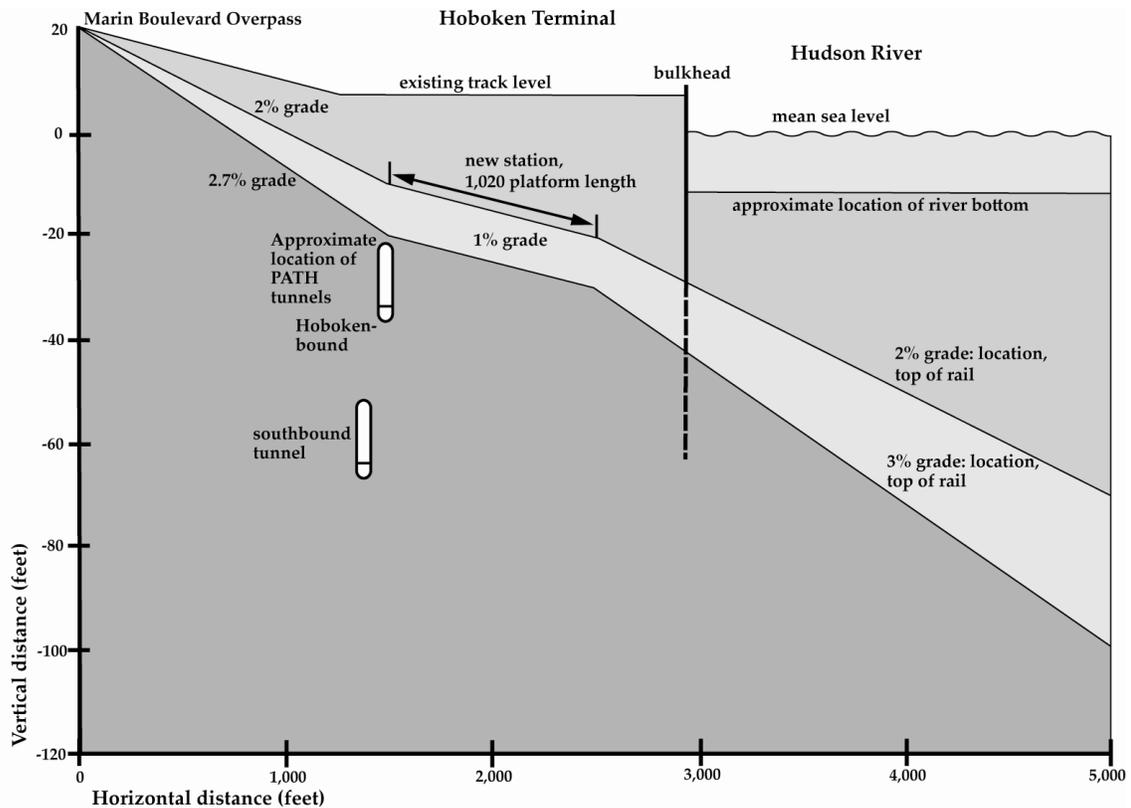
further west, and avoid the Hoboken Terminal entirely. Plans for a transfer from the Morristown Line to PATH at Harrison, and for an extension of PATH to Secaucus were developed in 1962 as part of the agreement with the Port Authority to acquire the Hudson Tubes. These plans could be re-examined as part of a future capacity enhancement analysis.

The second concern was the greater length of the underwater segment of the tunnels, and whether adequate ventilation facilities could be constructed. While clearly this issue must be addressed during the detailed design effort, it can hardly be called a fatal flaw, since many

subaqueous rail tunnels of much greater length have been constructed around the world.

Engineering Feasibility

While a number of options for connecting existing NJ Transit tracks at Hoboken with the new Hudson River rail tunnels are possible, and should be carefully analyzed by NJ Transit's engineering team, this report focuses on what seems to be the most promising scheme -- ramping down from the embankment east of the Palisade tunnels, beginning with the last highway underpass at Marin Boulevard, before reaching the Hoboken Terminal complex. The overall plan is shown in Figure



New Hudson River Passenger Rail Tunnels - Profile

Figure Three – Detailed Profile at Hoboken

Two and the accompanying profile is shown in Figure Three.

Two grade options – 2% and 3% -- were considered in this analysis, as they were in the track connection plan to Penn Station in Manhattan described in the February 2007 DEIS. A 3% grade has less impact on the riverbed, but is more challenging in terms of train performance and capacity. Modern high-powered electric trains can easily negotiate a 3% grade. MTA's LIRR East Side Access Project, now under construction, includes a 4,200 foot long segment of 3% grade in Long Island City where the tracks rise from the 63rd Street tunnels to meet existing LIRR tracks on an elevated embankment

in Sunnyside. For the Hudson River Hoboken routing both grade options are feasible.

Relatively straightforward cut-and-cover construction is envisioned in Hoboken. The challenge is to descend from the Marin Boulevard overpass, pass over the Hoboken-bound PATH tunnel and still clear the river bottom with sufficient cover to permit soft-soil tunnel boring machine construction. The extent to which fill must be placed in the river bed in Hoboken depends on the degree that silting has already occurred around the Hoboken ferry slips and pilings. NJ Transit's plans to restore some of the ferry slips for cross-Hudson service must be coordinated with

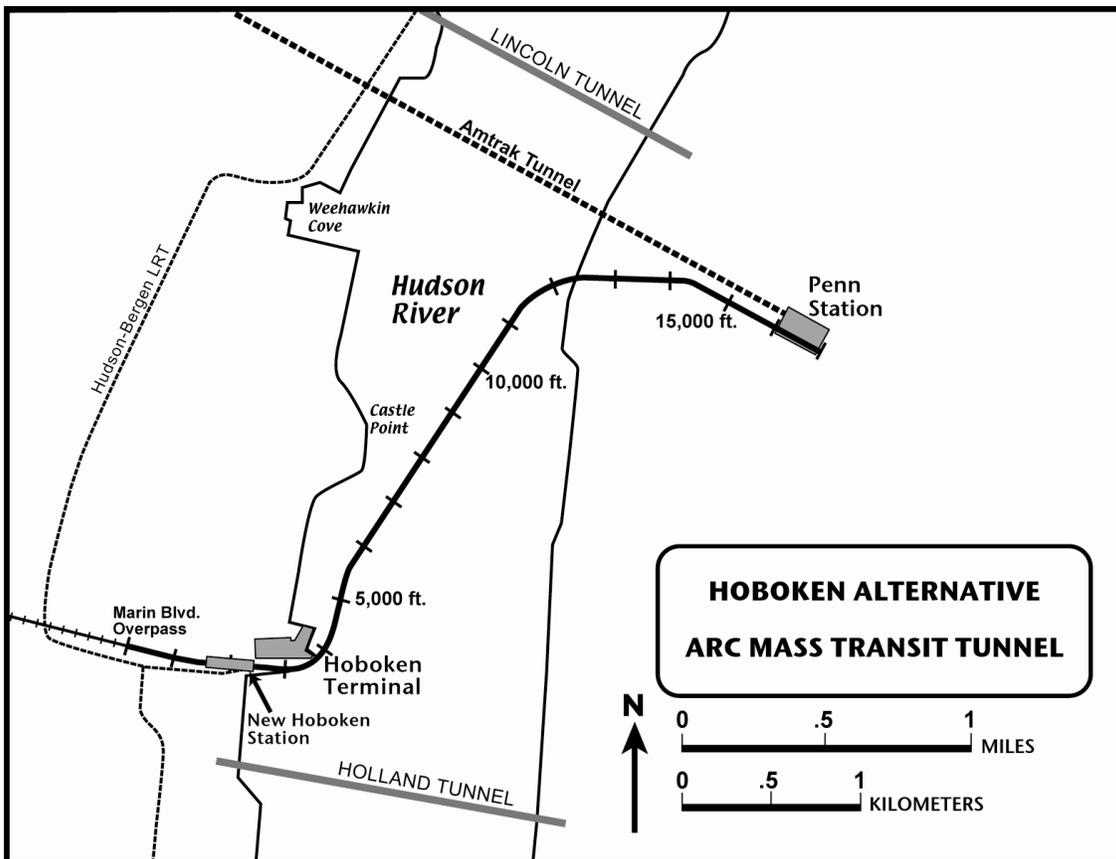


Figure Four – Full Plan – Hoboken-Penn Station

the new tunnel construction.

The existing yards and platforms at Hoboken Terminal are less than ten feet above river level. The new alignment will begin its descent at the Marin Boulevard overpass, the beginning of the numbering of 1,000 foot intervals shown in the figures. After reaching grade, the lines will continue to descend in an open cut to be built in a "bath-tub" design with adequate drainage. A new four track thru station will be constructed just south of the existing platforms and tracks at Hoboken Terminal. For both grade options, the station could be open to daylight with natural ventilation, with canopies over the platforms. Within the 12-car, 1,000 foot long

station a 1% grade would be maintained. East of the station the tunnels would begin, with a construction shaft for launching the soft soil TBMs toward Manhattan. Depending on a more detailed design analysis and construction scheduling plan, the existing Hudson-Bergen light rail station might be temporarily relocated.

With the new thru station in place all of the tracks and train servicing facilities would be removed. A new site plan for redeveloping this valuable NJ Transit-owned parcel would be developed. The historic train shed and terminal building would be preserved and appropriate new uses considered. A covered pedestrian path from the

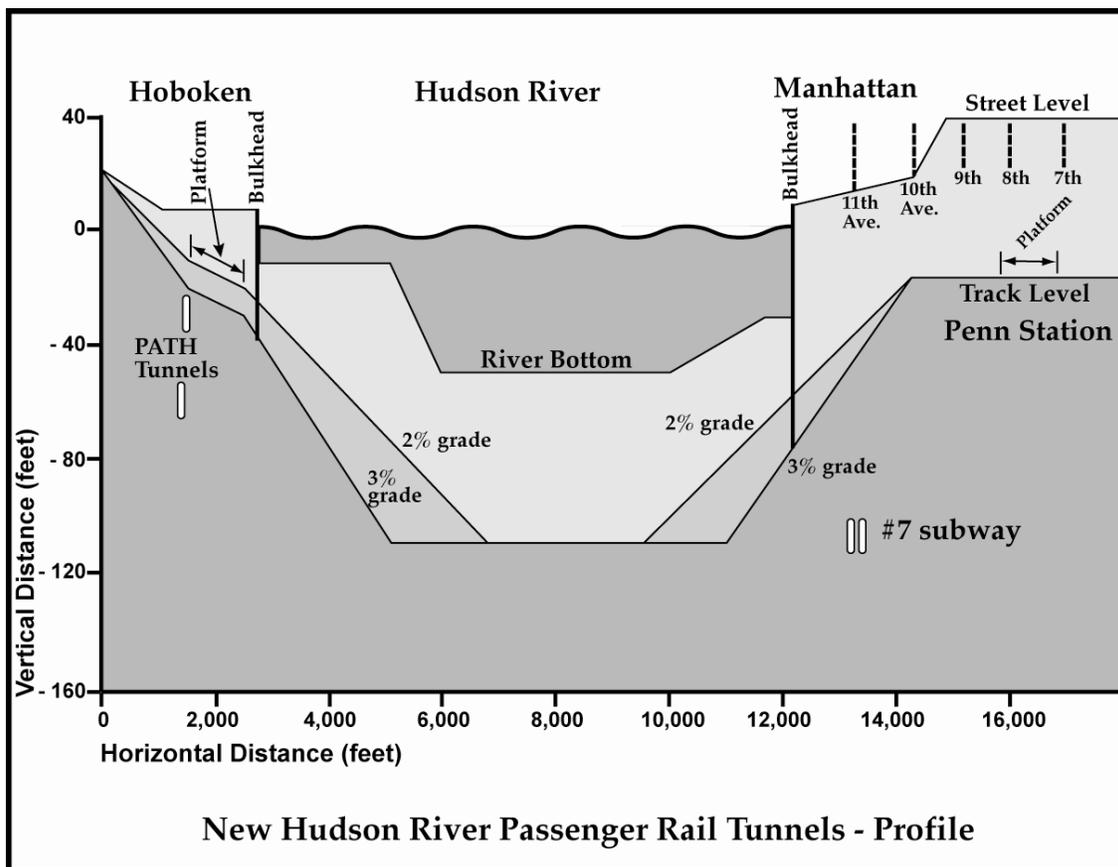


Figure Five – Full Profile – Hoboken-Penn Station

new station to the existing PATH Hoboken Station would be included in the new development and a new alignment for the light rail line through the site should be considered that would bring the line closer to the center of Hoboken. It is important that new development plans for the Hoboken Terminal be prepared in consultation with elected officials in Hoboken and Jersey City.

The existing four track rail line between the Marin Boulevard overpass and the Palisade tunnels provides double the capacity of the two-track Hudson River crossing. A short segment of fifth main track is in place and could be used to enhance capacity in the near term. In the longer term, it might make sense to operate the Palisade tunnels as two separate two-track lines, with the northern pair of tracks linking only to the Bergen lines and the southern pair only to the Morristown and Northeast Corridor lines. The layout just west of the Bergen tunnels could be simplified, permitting much higher operating speeds. In this case consideration should be given to adding a flyover to permit separation of inbound and outbound movements.

Several additional systems issues should be addressed. At Harrison a new flyover is needed to separate the westbound PATH trains from westbound Northeast Corridor trains that come via Hoboken. An additional westbound rail track is

needed thru the Harrison Station. Space is available for this track, but an expansion of the embankment will be needed. At the Manhattan end, the cut-and-cover Penn Station direct track connection described in the February 2007 Draft Environmental Impact Study (DEIS) report would be advanced and the deep cavern station 175 feet below 34th Street would be eliminated from the plan. As described in the DEIS, the link would extend from the bulkhead at 12th Avenue and 28th Street to the western retaining wall of the Penn Station complex, just east of 10th Avenue. Only a two-track cut-and-cover connection is needed, reducing the width of the sub-surface easement. This easement would be beneath properties slated for future development. Plans for new residential and commercial structures have been postponed because of the economic downturn, and can be modified to allow construction over the easement.

The alignment and the profile between Hoboken Terminal and Penn Station are shown in Figures Four and Five. The station to station distance (midpoint to midpoint of stations) is 2.8 miles. The soft soil tunnel, from bulkhead to bulkhead, is 1.8 miles in total for each tube. Cut and cover two-track approach links are about 0.5 miles each, on either side of the river.

The detailed route in Manhattan is shown in Figure Six. East of 10th

Avenue the new tunnels connect into existing tracks west of Penn Station. With the existing track configuration already in place full interconnectivity from the new tunnels to most existing platform tracks is possible. A more careful analysis would be needed to justify higher speed turnouts or new switches. Clearly, within the station itself additional stairways and widened concourses will be needed. Even without the new track connection, these passenger flow enhancements would be needed over the next eight years as part of an expansion of Moynihan/Penn Station.

Based on this preliminary analysis the Hoboken Alternative connection seems doable, and has the potential of saving as much as 80% of the cost of the Hudson River tunnel project.

Next Steps

With new leadership in Trenton there is a critical opportunity to change direction and conduct a fair and impartial review of a more cost-effective and passenger-friendly plan for the new Hudson River tunnels. All construction contracts for the current plan should be put on hold until the engineering feasibility and constructability of the Hoboken Alternative is assessed. The expertise of the existing consultant team, currently under contract to

NJ Transit, is already available and can be put to use immediately. Concurrently, NJ Transit, in cooperation with MTA, should devise a full service implementation plan for thru-running at Penn Station, building on the successful "football specials" pilot program begun this fall. Thru-running has the potential to increase peak hour train capacity at Penn Station in the near term by 25% or more. To handle this increased ridership, additional stairways and widened concourse are needed as part of a plan to remake Moynihan/Penn station into a more fitting gateway to NYC.

The Hoboken Alternative and the "Penn Station First" direct track connection plan are part of a longer range plan for an interconnected Regional Rail system. A subsequent step is the connection between Penn Station and Grand Central Terminal. Critical information about this connection is contained in the full 1,600 page 2003 ARC Major Investment Study, which must be released.

By moving forward on the Hoboken Alternative, the new Christie administration can show its commitment to advancing bold, yet cost-effective strategies in the face of New Jersey's unprecedented fiscal crisis.

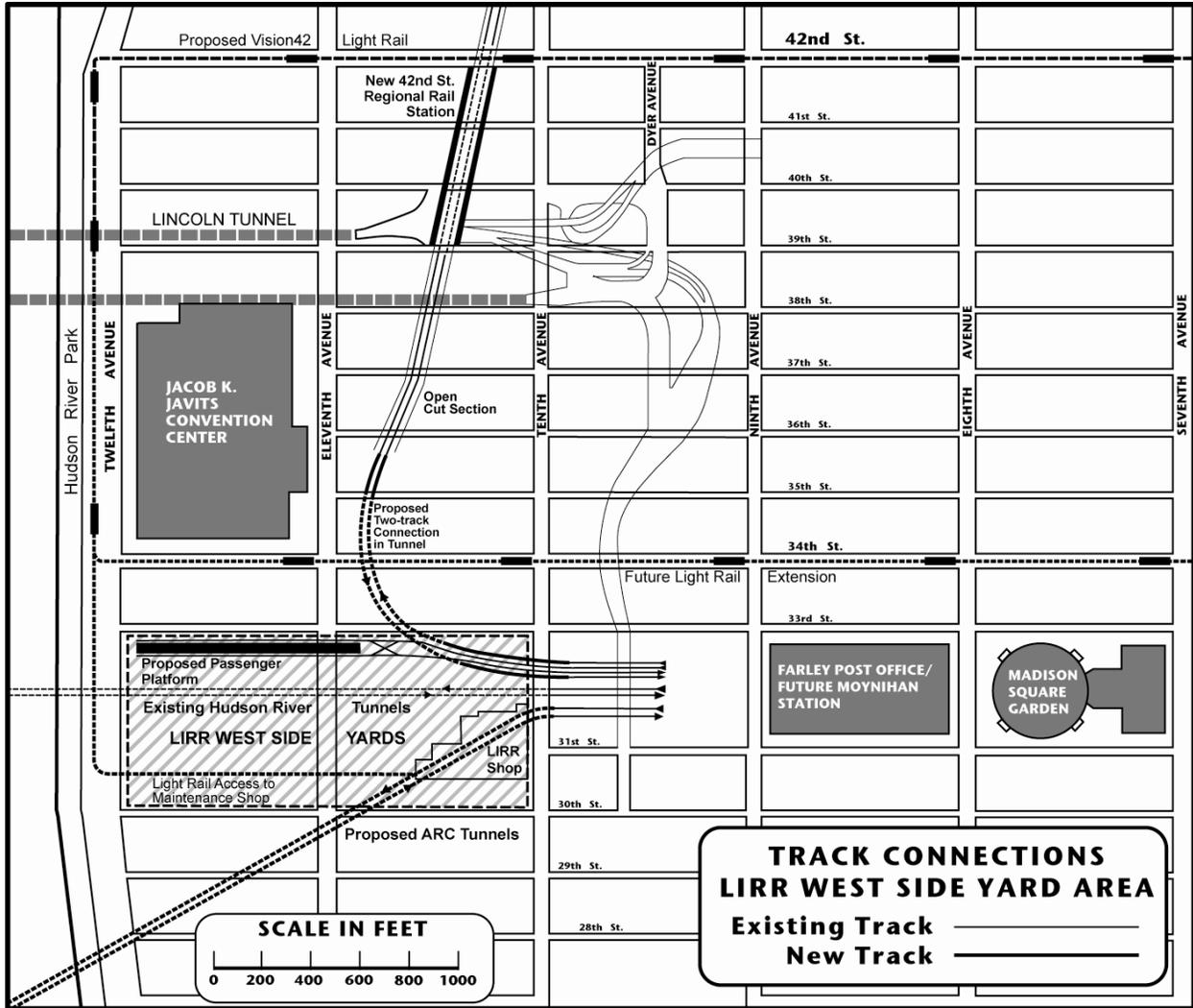


Figure Six – Plan at West Side Yard



Hudson Tunnel Project

DEIS Public Hearing

August 10, 2017
Union City High School
2500 Kennedy Boulevard, Union City, NJ 07087

Please use this comment form to let us know your thoughts.

Name (required): Angela Hill - Quindrel
Organization/Affiliation: Little Colombia Restaurant / catering services
Street Address: 626 NEWARK AVENUE
City: Jersey city State: NJ Zip Code: 07306
Email: hillangel808@gmail.com

Comments: I want to become a food
vendor for the personnel that will
work with the project. I would like to
hear feedback ~~me~~ about the process
of what is the contact information of
the logistic department.

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by August 21, 2017:

Email: comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsontunnelproject.com

For more information, please visit the project website at: www.hudsontunnelproject.com.

**STATEMENT OF THE
LABORERS' INTERNATIONAL UNION OF AMERICA (LIUNA) - Eastern Region
on behalf the NJ Laborers' Heavy and General Construction District Council
at the Federal Railroad Administration DRAFT EIS Meeting**

**August 10, 2017
Union City, New Jersey**

LIUNA's Eastern Region represents 45,000 members in New Jersey, New York City, Long Island and Delaware and which includes 11,000 New Jersey Laborers' Locals 472 and 172 members who build and maintain our roads, bridges and tunnels. We work statewide in New Jersey and regionally with numerous stakeholders to promote investment in economic development, transportation and utility infrastructure.

As we indicated at the May 2016 Scoping Meeting, we support the construction of the Hudson Tunnel and Portal Bridge projects as part of the Gateway Program, which will bring vital capacity expansion to the Northeast Corridor thru two new Hudson River tunnels and allow for continued major regional economic development. There is a crisis facing our region and it's economic security if the existing rail tunnels and interconnecting infrastructure are not replaced – and replaced as expeditiously as possible. Whether the focus is on the need, the economy, jobs creation and retention, safety or environmental benefits, the data is irrefutable that the Gateway Program must be undertaken and completed as soon as possible.

WE COMMEND ALL THE STAKEHOLDERS WHO HAVE TO DATE WORKED IN A COORDINATED MANNER TO HAVE EXPEDITED ENVIRONMENTAL REVIEWS

- There had been extensive environmental assessments in the past decade on a prior Tunnel project and we supported utilizing and updating this already completed work. We believe that the current plan to complete environmental reviews in 24 months or less are feasible and require support.

FAILURE TO EXPEDITE ENVIRONMENTAL REVIEWS AND OTHER KEY PROJECT COMPONENTS WILL HAVE SEVERAL SERIOUS CONSEQUENCES FOR OUR REGION.

- Inspections of the existing tunnels document that each one will need to be repaired in the next several years. Closing one without an alternative would dramatically reduce system capacity and damage our regional economy.
- Delaying this project will add \$billions to construction costs.

THE ENVIRONMENTAL BENEFITS OF EXPEDITING APPROVALS FOR CONSTRUCTION SOONER THAN LATER ARE SIGNIFICANT.

- Completion of the Gateway Program will greatly increase train ridership and significantly reduce daily car trips and emissions.

We urge you to continue the present course of an expedited process for this critical project.

From: Thomas Devaney
To: [hudson tunnel](#)
Subject: The Municipal Art Society of New York Hudson Tunnel Project DEIS Comments
Date: Monday, August 21, 2017 7:55:25 PM
Attachments: [2017-08-21 MAS Comments on Hudson Tunnel Project DEIS FINAL.pdf](#)

Hello,

Please find the attached comments on the Hudson Tunnel Project Draft Environmental Impact Statement from the Municipal Art Society of New York,

Regards,

Tom

Thomas E. Devaney, AICP, LEED-AP
Senior Director of Land Use and Planning
The Municipal Art Society of New York
488 Madison Avenue, Suite 1900
New York, NY 10022
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Stand with MAS, your voice for a more livable New York. [Become a member today!](#)

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MAS Comments on the Hudson Tunnel Project Draft Environmental Impact Statement and Draft Section 4(f) Evaluation, Hudson County, NJ and New York County, NY

August 21, 2017

The Municipal Art Society of New York (MAS) has the following comments on the June 2017 Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation for the Hudson Tunnel Project (HTP).

General Project Comments

Given the complexity, regional significance, and cost of the HTP, we are puzzled as to why the Federal Railroad Administration (FRA) and New Jersey Transit Corporation (NJ TRANSIT) did not select a project sponsor prior to initiating the environmental review process. The selection of a project sponsor is critical to a project of this magnitude. MAS requests that one is chosen as quickly as possible.

MAS is disappointed to learn that critical transportation infrastructure needs like capacity expansion at New York Penn Station and Secaucus Junction Station, and through-running capability to Midtown Manhattan remain unaddressed in the analysis of the DEIS. Furthermore, we find the DEIS is deficient in only evaluating two alternatives, the No Build and the Preferred Alternative. Passenger capacity measures identified in the Access to the Region's Core (ARC) EIS or ARC Major Investment Study (MIS) alternatives, referenced in Chapter 2 of the HTP DEIS should have been considered and evaluated in the DEIS alternatives for this project as well.

We find this deficiency to be a missed opportunity in light of the long-term transit needs of the region.

Environmental Evaluation

Traffic and Pedestrians

According to Table 5A-38 in Chapter 5, *Proposed Mitigation Measures During Construction of the Preferred Alternative*, the number of intersections (twenty-three) with unmitigated adverse construction traffic impacts near the Tonelle Avenue Staging Area in New Jersey is alarming. This is magnified by the fact that these impacts would occur over a period of eight years and would disproportionately affect an environmental justice area. Please see our comments regarding these impacts, mitigation, and community outreach in the environmental justice section.

Socioeconomic Conditions

The installation of tracks and associated infrastructure in the project's surface alignment through the Meadowlands would require partial acquisitions of nearby industrial properties. According to the DEIS Socioeconomic Conditions analysis in Chapter 7, the Project Sponsor would fully restore the property once construction is complete. The DEIS should include information regarding the scope and timing of the proposed restoration.

Open Space and Recreational Resources

Impacts to open space and recreational resources are underestimated in the DEIS:

High Line (New York) – During pile driving activities that are expected to last twelve months, the portion of the High Line that runs along West 30th Street would incur noise levels that exceed Federal Transit Administration (FTA) noise impact criteria. The noise is expected to disrupt passive recreation on the West 30th Street segment of the High Line, which includes public seating areas. We find the conclusion that this would affect only an 800-linear-foot-area of the High Line leaving the rest of the High Line “available for recreation without increased noise” to lack rigor and expect the FEIS to include mitigation measures for these impacts.

Hudson River Park (New York) – According to the DEIS, a 1,500-foot portion of the Hudson River Walkway adjacent to the West 30th Street Heliport would be closed for nine months for ground freezing operations during tunnel construction. However, the DEIS does not provide any descriptions or drawings showing how public access would be provided during the closing of the portion of the walkway. We expect these to be included in the FEIS.

19th Street Basketball Court (New Jersey) – The DEIS states that construction truck traffic (up to 24 trucks per hour for approximately four years) would increase noise levels at 19th Street Basketball Court beyond FTA thresholds, constituting an adverse noise impact. The evaluation concludes that “the 19th Street Basketball Courts have active recreational uses which are normally not noise-sensitive” and cites the park’s proximity to a heavily trafficked intersection as a reason to determine that noise would not disrupt the ability to use the park.

Given the amount and duration of the construction traffic, we find this conclusion to be substantially flawed. Irrespective of noise impacts, it ignores the serious public health risks that adverse air quality from prolonged construction traffic would have on an open space resource that is used for active recreation. As such, we request that FRA and NJ Transit arrive at demonstrable mitigation measures to attenuate noise and reduce air quality impacts on this resource and include them in the FEIS. Furthermore, we advise FRA and NJ Transit to hold meetings to discuss these impacts and potential mitigation measures with the community and include correspondence of such in the FEIS.

1600 Park (New Jersey) – Construction activities, including heavy trucking, installation of piles, would occur approximately 150 feet from 1600 Park for a period of four months. The FEIS should include documented correspondence between the FRA and NJ TRANSIT and the City of Hoboken to support that construction activities will be coordinated to avoid noise impacts at the park to the extent practicable.

Historic and Archaeological Resources

According to the DEIS, FRA has determined that the project will have an adverse effect on the National Register of Historic Places-eligible resources: North River Tunnel (removal of character-defining features), the Pennsylvania Railroad New York to Philadelphia Historic District (new surface tracks, industrial alterations); the New York Improvements and Tunnel Extension of the Pennsylvania Railroad (same as above); and the Hudson River Bulkhead (new grouting to fill in voids/removal of original components) in New York. We recognize the extensive coordination needed with the New Jersey Historic Preservation Officer, the New York State Historic Preservation Officer and other agencies. We expect the FEIS to include all agency coordination correspondence regarding the monitoring of these resources during construction.

In addition, the FEIS must include the approved Construction Protection Plan (CPP), developed with NYSHPO, that details the methods for protecting the High Line from vibration and other potential impacts associated with the construction of the Twelfth Avenue ventilation shaft.

MAS recognizes the potential for archaeological resources within the Area of Potential Effects (APE) identified in the DEIS and expects the Project Sponsor to make all correspondence and archaeological monitoring information publicly available.

We urge NJ TRANSIT to become a signatory in the Programmatic Agreement between FRA, NJHPO, NYSHPO, the Advisory Council on Historic Preservation, the Federal Transit Administration, and the National Railroad Passenger Corporation.

Natural Resources

MAS recognizes that the HTP would result in the loss of approximately eight acres of tidal wetlands due to the construction of expanded embankments, permanent access roads, culverts, retaining walls and bridge abutments. In light of these serious impacts, MAS strongly requests that the mitigation measures, to be determined with consultation with NJDEP and USACE, are made publicly available through the project website.

According to the Essential Fish Habitat (EFH) Study included in Appendix 11 of the DEIS, ground stabilization activities during construction will affect a 1.5-acre area under the Hudson River, which may serve as prey habitat for EFH species. The area consists of fine-grained silt/clay sediments and serves as a foraging habitat for soft bottom feeding species (e.g., windowpane, skates, and summer and winter flounder).

We understand the area will be replaced with a mixture of cement grout and native soil, or soilcrete to support the new tunnel. According to the DEIS, these activities are considered an unavoidable, adverse effect. The EFH study concludes that over time, sediments will be deposited over the soilcrete and **could** provide soft bottom nursery habitat for these species. Based on this information, the FEIS must include additional information, specifically case studies, in which soilcrete was used in a similar fashion, and through which soft bottom nursery habitat was successfully reestablished for these species.

Furthermore, we understand that the yet-to-be-determined Project Sponsor will monitor this area in consultation with the US Army Corps of Engineers, National Marine Fisheries Service (NMFS), and New York State Department of Environmental Conservation (DEC) for five years after project completion to assess the area's recovery as a fish forging habitat. Therefore, MAS requests that the FEIS include specific details on how information and updates will be provided to the public during the monitoring period.

Noise and Vibration

According to the DEIS noise evaluation, construction trucks, including concrete mixer trucks, materials delivery trucks, and dump trucks for spoils removal would pass residences on Tonnelle Avenue between 10th Street and Secaucus Road at a rate of up to 24 trucks per hour from 7 AM to 10 PM over the course of the approximately four years for the construction at the Tonnelle Avenue tunnel portal and staging area. Based on FTA Noise Impact Criteria for Transit Projects (Chapter 12, Figure 12-1), these trucking activities would produce noise levels that would have severe impacts on nearby residents.

In addition, according to the DEIS, construction activities at the Hoboken staging area would produce moderate and severe noise impacts on area residents for a period of five months. With this information in mind, we question the basis of the conclusion that the use of a 25-foot-tall noise barrier, an approach that was included in the ARC project EIS, would provide adequate shielding.

We also question the basis behind the conclusion that while construction noise may be audible and intrusive to area residents, especially during nighttime hours, it would not constitute an adverse impact because the consultants conducted field observations which led them to assume that affected buildings' façade construction techniques, including insulated glass windows and window air conditions units, would provide ample noise attenuation. To strengthen the analysis, we recommend that the DEIS should include a quantitative analysis of the potential noise impacts on these residences.

We request that the FEIS include detailed design drawings of the proposed fan plants at Twelfth Avenue in New York.

The DEIS does not provide sufficient details about how construction noise affecting two new residential buildings planned at the east end of Block 675 in Manhattan will be mitigated.

Please find our comments regarding noise impacts on parks and open space in the Open Space section.

Air Quality

We recognize that the project has been determined to be exempt from the transportation conformity requirements under the Clean Air Act because it has been classified as a project needed for the “repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, location or capacity changes.” However, we remain extremely concerned about the project’s construction and construction traffic air quality impacts, particularly at the Tonnelle Avenue site in North Bergen, New Jersey, which is an environmental justice area.

Although Chapter 13 lists measures to avoid, minimize, or mitigate impacts during construction, there is nothing in the DEIS that indicates how these measures will be implemented and more importantly, how they will be tested to ensure that the public is protected from adverse air quality impacts.

As such, MAS requests that the FEIS include specific information on how mitigation will be implemented and how air quality testing will be done throughout the entire construction process and the results of which made publicly available through the project website.

Environmental Justice

MAS is very concerned about the disproportionate long-term adverse effects the project construction and operational activities will have on environmental justice communities in the project area. Given that significant and disruptive construction activities will occur at the Tonnelle Avenue site in North Bergen, New Jersey over an 11-year period, we are very concerned about the lack of mitigation of traffic, air quality, and noise impacts. We also believe there has been a lack of effective community outreach regarding these impacts.

Based on the traffic analysis, adverse impacts at twenty-three intersections near Tonnelle Avenue will remain unmitigated under the proposed plan. And as mentioned in the Noise and Vibration section, project construction would result in as many as twenty-four construction vehicles per hour on Tonnelle Avenue between 10th Street and Secaucus Road for four years.

We urge FRA and NJ TRANSIT to find ways to effectively mitigate construction traffic, air quality, and noise impacts near Tonnelle Avenue. As mentioned in our air quality comments, the DEIS lists measures to avoid, minimize, or mitigate impacts during construction, including dust control, utilization of clean fuel in construction equipment, idling restrictions, tailpipe particulate matter reduction technologies, utilization of new equipment, and diesel equipment reduction. However, the DEIS does not indicate how these measures will be implemented and more importantly, how they will be tested to ensure that the public is protected.

Furthermore, given these long-term adverse impacts, the FEIS should include a Maintenance and Projection of Traffic Plan developed in consultation with the local municipality and area residents.

In terms of public outreach, according to the DEIS Chapter 25 “Agency Coordination”, the November 10, 2016 public information open house meeting was attended by sixty-one individuals. The DEIS does not provide any details or records of the targeted outreach efforts mentioned on page 25-13. As such, given the extent of the adverse impacts, we find the DEIS to be inadequate in providing evidence of effective and rigorous outreach with the affected environmental justice communities.

In the very least, MAS strongly urges the FRA and NJ TRANSIT to provide minutes of the meetings with stakeholders, elected officials and property owners and establish a protocol for meeting with the affected communities throughout the construction process.

Conclusion

MAS recognizes the critical need for a new rail tunnel under the Hudson River to maintain existing railroad infrastructure for the Northeast Corridor and Penn Station and rehabilitate the damaged North River Tunnel. However, as the nation’s most pressing transportation infrastructure project, MAS believes that the HTP and the associated DEIS should not be limited to only two alternatives, and that to the greatest extent practicable, additional regional passenger and infrastructure capacity measures should be addressed and evaluated.

We are also extremely concerned about the disproportionate adverse traffic, noise, and air quality impacts that project construction would have on environmental justice communities, and urge the FRA, NJ TRANSIT, and the project sponsor to work with the effected communities and come up with a proposal to mitigate these impacts.

Thank you for granting the opportunity to provide comments for this critical project.

From: comment@hudsontunnelproject.com
Sent: Sunday, August 13, 2017 5:20 PMT
Subject: Comment from Hudson Tunnel Project

The information below was received from the Hudson Tunnel Project website form:

E-Mail: challock@newarkrbp.org
Title: Hudson Tunnel Project Support
First name: Chip
Last name: Hallock
Company: Newark Regional Business Partnership Address 1: 60 Park Place, Suite 1800 Address 2:
Town/city: Newark
State: NJ
Zipcode: 07102
Comment or question: Hudson River Tunnel Project Draft Environmental Impact Statement (DEIS)
Statement of Chip Hallock, President & CEO Newark Regional Business Partnership August 10, 2017

On behalf of 435 members employing more than 150,000 people in the Newark region, Newark Regional Business Partnership (NRBP) has been a consistent advocate for investments in the Northeast Corridor (NEC). While the NEC is of enormous importance to the continuing revitalization of Newark and the ongoing economic vitality of the entire New York metropolitan area, the Gateway Program is the most meaningful and pressing infrastructure program in the United States.

The release of the DEIS for the Hudson Tunnel project /Phase 1 of Gateway (including the Portal Bridge) is welcome news and the accelerated timetable underscores the urgency of this project. The preferred alternative strikes the right balance of transportation, economic, environmental and social benefits not just for our region but for the entire country. There is no other project that will address a single point of failure for 10% of America's Gross Domestic Product.

To date, the federal government has demonstrated that it understands the significance of this project by coordinating and expediting the actions of multiple agencies. That leadership must continue unabated together with bipartisan support of federal legislators, state government leaders and the collaboration of Port Authority of NY & NJ, NJ Transit and Amtrak.

We urge all parties to continue to move this essential project forward without delay.
Comment Type: DEIS Comment - General

End of message



New Jersey Business & Industry Association

Michele N. Siekerka, Esq.
President & CEO

August 11, 2017

Ms. Amishi Castelli, Ph.D.
Environmental Protection Specialist
USDOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Mr. RJ Palladino, AICP, PP
Senior Program Manager
NJ TRANSIT Capital Planning
One Penn Plaza East - 8th Floor
Newark, NJ 07105

Dear Ms. Castelli and Mr. Palladino:

As the leading business organization in New Jersey representing nearly 20,000 companies that collectively employ more than 1 million people, the New Jersey Business & Industry Association supports the Hudson Tunnel Project. In fact, we believe that swift action to expand the transportation capacity between New Jersey and New York City is critical to the economic stability of our state.

The 100-year-old tunnels that are servicing us in the 21st century are already operating at capacity and are in desperate need of repairs and replacement. Without additional access, the work needed for those tunnels would cause a transportation shortage that would be nothing short of a crisis.

No area of the country is as dependent on mass transportation as the North Jersey-New York region. In 2015, commuters took more than 4.3 billion unlinked trips in Newark and New York City, the most of any region in the nation. The second highest region, Los Angeles, had one-seventh of that volume.

But this goes well beyond the ability to move people from one place to another. The future of mass transit between us and New York will broadly impact our economic development, job creation and the quality of life.

In an article on North Jersey's economy, our affiliate, New Jersey Business magazine, summed it up this way: "*Widespread transportation connectivity in many of the state's northern counties has helped spur new residential and commercial development...with downtown revitalization efforts linked to transit-oriented development creating new residential units, businesses, jobs and ratables...*"

The Hudson Tunnel is part of the \$24 billion Gateway Project, which is estimated to generate \$9 billion in economic activity and create hundreds of thousands of jobs.

The train tunnels underneath the Hudson River are fundamental to that transportation connectivity we rely on. Approximately 450 trains per day carrying 200,000 passengers cross between Newark, N.J. and New York City. The demands on this transportation system can only be expected to grow. Hudson County is one of New Jersey's fastest growing counties, followed by Bergen County and Union County.

Closure of even one tube along the existing 10-mile tunnel would reduce capacity by up to 75 percent. In other words, instead of 24 trains per hour going between New York and New Jersey, we would have only six.

The larger Gateway Project is also necessary to maintain resiliency. The North River Tunnel under the Hudson River, which has deteriorated due to age, intensive use, and damage sustained from saltwater exposure during Superstorm Sandy in 2012.

New Jersey needs the Hudson Tunnel Project to move forward quickly. The current tunnels have a life expectancy of only 10 more years. New Jersey and New York simply do not have the means to carry out this project on our own. It is critical that we secure substantial federal funding for the Hudson Tunnel Project. That means we need to expedite the planning and permitting necessary to make the project a reality.

Sincerely,



Michele N. Siekerka, Esq.
President and CEO

From: Michael Egenton
Sent: Monday, July 31, 2017 4:31:02 PM (UTC-05:00) Eastern Time (US & Canada)
To: hudson tunnel
Subject: Hudson Tunnel Project and the Gateway Program

See attached ...



Michael A. Egenton

Executive Vice President
Government Relations
609-989-7888 x119

New Jersey Chamber of Commerce

216 West State Street, Trenton, NJ 08608

njchamber.com



#NJchamberNow



New Jersey Chamber of Commerce
216 West State Street, Trenton, NJ 08608
njchamber.com | (609) 989-7888
#NJChamberNow

July 31, 2017

Mr. RJ Palladino, AICP, PP
Senior Program Manager
NJ TRANSIT Capital Planning
One Penn Plaza East – 8th Floor
Newark, NJ 07105

Ms. Amishi Castelli, Ph.D.
Environmental Protection Specialist
Office of Railroad Policy & Development
USDOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004

Re: New Jersey Chamber of Commerce Supports the Hudson Tunnel Project

Dear Mr. Palladino & Ms. Castelli:

The New Jersey State Chamber of Commerce (State Chamber) supports the proposed Hudson Tunnel Project. Upon completion, the Hudson Tunnel Project will strengthen the vital Northeast Corridor rail line by providing commuters with a more reliable service from Amtrak and the NJ Transit Northeast Corridor Trains between New Jersey and New York Penn Station. Highlighted by the reconstruction of the damaged North River Tunnel, this project will improve the Northeast Corridor's efficiency and safety.

The Hudson Tunnel Project will have a positive impact on the New Jersey's business community and overall economic competitiveness. First, the project's construction will create new jobs that are vital to New Jersey's growth. Further, an improved rail system will improve the efficiency of NJ Transit and Amtrak Services, allowing workers to commute to and from work with greater ease. A more modern, efficient, and effective transportation system will give the region an edge in attracting talent, creating jobs, bringing in new businesses, and overall economic growth.

Together, these factors make New Jersey and the region as a whole a better place to do business.

Additionally, by building two new rail tubes to accommodate for the North River Tunnel's closure, the existing level of service will be maintained, relieving Amtrak and NJ Transit riders from being inconvenienced further during construction.



The State Chamber recognizes the need for this project and the value to come with its completion. The region's economic growth depends on a viable mass transit system and its ability to effectively transport commuters to their place of work.

For these reasons, the State Chamber strongly supports the construction of the Hudson Tunnel Project.

Thank you for considering our views regarding this important project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'T. Bracken', is positioned above the typed name.

Thomas Bracken
President and Chief Executive Officer
New Jersey Chamber of Commerce



NYC & Company
810 Seventh Avenue
New York, NY 10019

Hudson Tunnel Project: Public Hearings

Statement from Fred Dixon, President and CEO (NYC & Company)

August 1, 2017

The tourism industry is the sixth largest industry in New York City, employing more than 375,000 people. Visitors spend more than \$43 billion at New York City businesses every year, generating a total economic impact of over \$63.2 billion annually. That money helps fund vital public services by generating an estimated \$5.7 billion in New York City and New York State taxes every year.

The City's strong tourism economy is the result of the extraordinary experiences available in all five boroughs, including dining, culture, unique attractions, and world-class shopping. The experience of getting to and from New York City, however, also plays a significant role in a destination's appeal. Therefore, regional infrastructure improvements like the Hudson Tunnel Project are important contributors to the industry's vitality.

In 2016, more than 1.2 million leisure travelers from New Jersey used the train as their main mode of transportation when visiting New York City. The Hudson Tunnel Project promises to increase the ease of travel to New York City as well as the line's overall passenger capacity. These improvements will support visitation to New York City, our five-borough tourism economy, and visitors' ability to access one of the most popular, stimulating destinations in the world.

As President and CEO of NYC & Company, the official destination marketing organization for New York City, I wholeheartedly support the Hudson Tunnel Project and its potential impact on New York City's tourism industry.

Fred Dixon
President and CEO
NYC & Company

THE NEW YORK, SUSQUEHANNA AND WESTERN RAILWAY CORPORATION

**1 Railroad Avenue
Cooperstown, NY 13326
607-547-2555 ph.
607-547-5658 fax
www.nysw.com**

Nathan R. Fenno
President
nfenno@nysw.com

August 18, 2017

Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

RE: Draft Environmental Impact Statement ("DEIS")

Dear Sirs:

This letter is submitted as a comment to the DEIS for the Hudson Tunnel Project pursuant to the recently published notice.

As noted in the DEIS, The New York, Susquehanna and Western Railway Corporation ("NYS&W") operates a freight railroad in North Bergen, NJ immediately adjacent to and westerly of the freight railroad operated by Consolidated Rail Corporation ("Conrail"). It is our understanding that the Preferred Alternative includes construction of a new two-track railroad bridge spanning the NYS&W and Conrail tracks, including construction of a new bridge abutment between the existing NYS&W and Conrail tracks. It is also proposed that during construction of approximately 4.5 years, an undefined portion of NYS&W's North Bergen Facility would be used for a truck access route.

In regard to the proposed new two-track railroad bridge, NYS&W believes, as stated in the DEIS, that close coordination of construction activities will be required to minimize disruptions to freight rail operations, with the caveat that freight rail operations must retain priority. A significant portion of NYS&W's revenues are derived from customers served at NYS&W's North Bergen Facility; any disruption in service for those customers would have a severe negative impact on NYS&W.

In addition, the proposed new two-track railroad bridge is located less than a mile from NYS&W's busy interchange with Norfolk Southern Railway; service disruptions would have negative impacts on NYS&W and its customers throughout NYS&W's rail system.

From a long-term standpoint, placement of a new bridge abutment will necessarily reduce the capacity of the freight rail system by eliminating the possibility of construction of an additional track in the area occupied by the abutment.

Finally, NYS&W finds the suggestion that the proposed 4.5 year use of a portion of NYS&W's Facility for construction access would have no impact "based on the large amount of parking available in the vicinity" is ludicrous. To begin with, NYS&W is not aware of any parking available in the vicinity, and regularly receives requests from third parties seeking parking locations. More importantly, the statement shows a total lack of knowledge regarding railroad facility operations. Parking capacity down the street, or located a distance from existing tracks, is of little utility when a facility receives railcars of, say, lumber to unload and stage for loading onto trucks. The proposed use of NYS&W's property will significantly reduce NYS&W's capacity to handle commodities at the site, and the unspecified volume of construction truck traffic will likely significantly negatively impact NYS&W's operations within its facility.

Respectfully,

A handwritten signature in black ink, appearing to read 'NRF', with a long horizontal flourish extending to the right.

Nathan R. Fenno
President

NRF:ksp

hudson tunnel

From: Mica Hernandez <mhernandez@pantheonproperties.com>
Sent: Wednesday, August 16, 2017 12:58 PM
To: hudson tunnel
Cc: Mark Sheeran
Subject: Hudson Tunnel Project | 401 Penhorn Avenue | Comments
Attachments: 401_2017.08.16_Hudson Tunnel_Comment.pdf

Good Afternoon,

Please see attached for our comments with regard to the Hudson Tunnel Project.

Kindly confirm receipt, and let us know if you have any questions.

Best,

Mica Hernandez | PANTHEON PROPERTIES

119 West 57th Street | Penthouse | New York, NY 10019

D - 212-277-7512 | F - 212-265-8158

MHernandez@pantheonproperties.com | www.pantheonproperties.com

hudson tunnel

From: Mica Hernandez <mhernandez@pantheonproperties.com>
Sent: Monday, August 21, 2017 8:56 AM
To: hudson tunnel
Cc: Mark Sheeran
Subject: Hudson Tunnel Project | 201 Penhorn Avenue | Comments
Attachments: 201_2017.08.21_Hudson Tunnel_Public Hearing Comment.pdf

Good Morning,

Please see attached for our comments with regard to the Hudson Tunnel Project.

Kindly confirm receipt.

Best,

Mica Hernandez | PANTHEON PROPERTIES

119 West 57th Street | Penthouse | New York, NY 10019
D - 212-277-7512 | F - 212-265-8158

MHernandez@pantheonproperties.com | www.pantheonproperties.com



Hudson Tunnel Project

DEIS Public Hearing

August 1, 2017
Hotel Pennsylvania, Skytop Ballroom, 18th floor
401 7th Avenue at W. 33rd Street, New York, NY

Please use this comment form to let us know your thoughts.

Name (required): Mark J. Sheeran

Organization/Affiliation: Pantheon Properties/401 Penhorn Avenue, Secaucus, NJ

Street Address: 119 W 57th Street

City: New York State: NY Zip Code: 10019

Email: msheeran@pantheonproperties.com

Comments:

Thank you for the opportunity to submit our comments. We spoke with the Hudson Tunnel Project team on February 16, 2017. The attached plan appeared in that presentation. Following that presentation, we communicated with RJ Palladino from NJ Transit Capital Planning to request that the "bump out" of the easement be moved to the south, so it minimizes the impact to our parking lot, moving the "bump out" to the lawn. RJ indicated that design was still early, and that they were open to discussing options that minimized impact (although no guarantee could be provided). We would like to capture that request here as well. See marked up plan attached.

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by August 21, 2017:

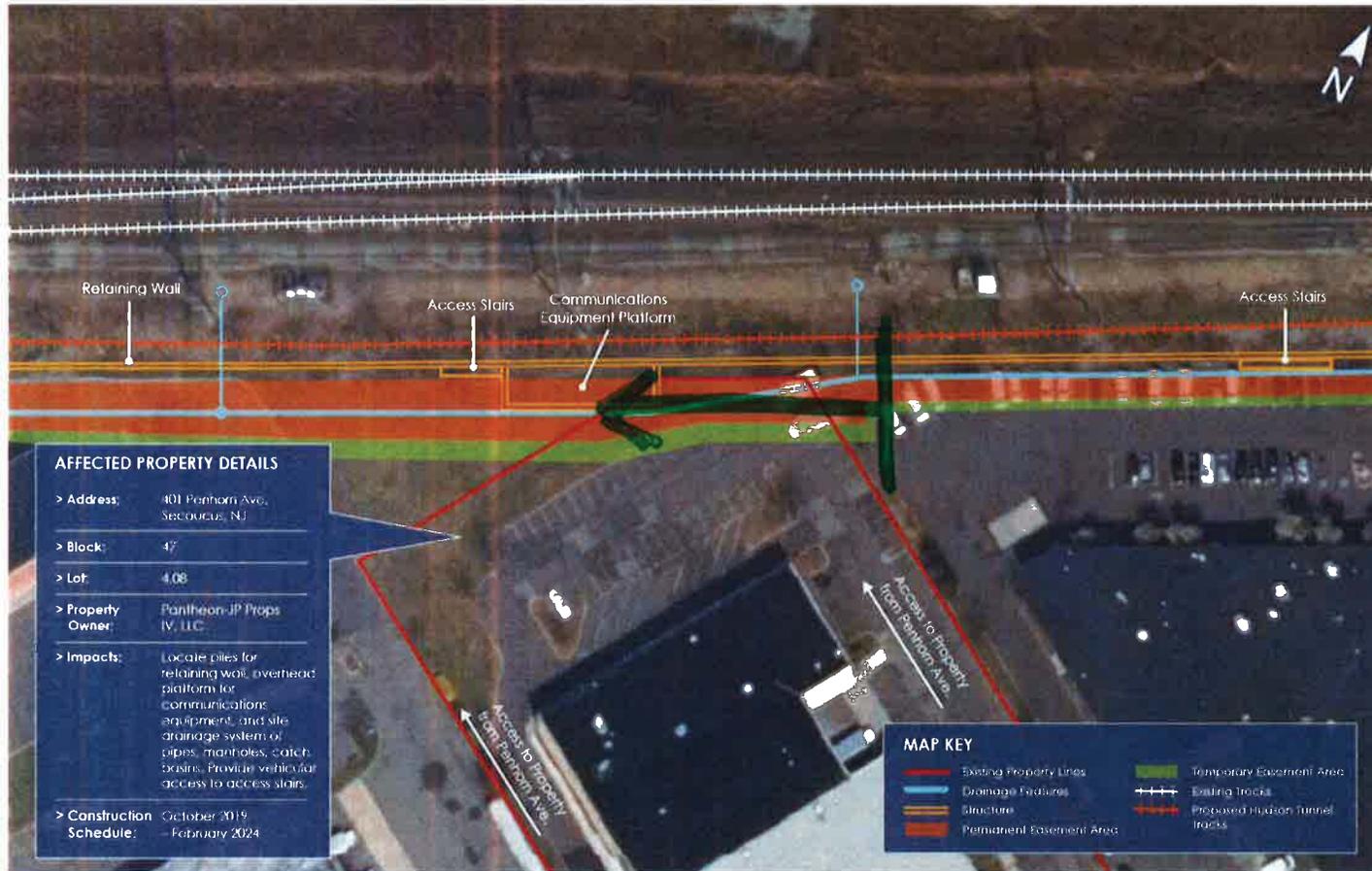
Email: comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsontunnelproject.com

For more information, please visit the project website at: www.hudsontunnelproject.com.

Plan View-Block 47, Lot 4.08 (401 Penhorn Avenue) Locations of Anticipated Construction Activities



Move "bump out" South to minimize impact to parking

DRAFT – FOR INTERNAL DISCUSSION ONLY



THE PORT AUTHORITY OF NY & NJ





Hudson Tunnel Project

DEIS Public Hearing

August 1, 2017
Hotel Pennsylvania, Skytop Ballroom, 18th floor
401 7th Avenue at W. 33rd Street, New York, NY

Please use this comment form to let us know your thoughts.

Name (required): Mark J. Sheeran
Organization/Affiliation: Pantheon Properties/201 Penhorn Avenue, Secaucus, NJ
Street Address: 119 W 57th Street
City: New York State: NY Zip Code: 10019
Email: msheeran@pantheonproperties.com

Comments:

Thank you for the opportunity to submit our comments. For reference, 201 Penhorn Avenue is a multi-tenant warehouse property; therefore, truck access to the loading docks is essential for the building's utility. Any taking, either temporary or permanent, of the paved truck swing areas along the western property line would eliminate truck access to the loading docks used by the four (4) warehousing tenants in the building. Furthermore, eliminating the ability for trucks to access these warehouses would destroy the utility of the property. We understand that the design is still in an early stage, therefore we request that alternate routes be prepared, minimizing the impact to our business, and saving taxpayer dollars.

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by August 21, 2017:

Email: comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsontunnelproject.com

For more information, please visit the project website at: www.hudsontunnelproject.com.

Plan View–Block 47, Lot 2.01 (201 Penhorn Avenue) Locations of Anticipated Construction Activities



DRAFT – FOR INTERNAL DISCUSSION ONLY

201 Penhorn - Hudson Tunnel Project

No-go areas

Legend



Google earth

© 2017 Google

100 ft

Testimony of the Partnership for New York City

Hudson Tunnel Project Draft Environmental Impact Statement Hearing

August 1, 2017

Thank you for the opportunity to testify today in support of phase 1 of the Gateway project. The Partnership for New York City represents the city's business leaders and largest private sector employers. We work together with government, labor and the nonprofit sector to promote economic growth and job creation in New York.

Each day, the 100 year-old deteriorating tunnels connecting New York's Penn Station and New Jersey move more than 200,000 daily commuters into the busiest train station in the western hemisphere. But the infrastructure in place is already strained and we're experiencing how an expanding population and economy can be stifled by inadequate infrastructure.

The urgent improvements needed to maintain cross-Hudson access are evidence that we need the Gateway project and that the North River Tunnels cannot handle the 100% ridership increase we expect to see by 2040 without major investment. Neglect has proven costly and disruptive for the region's economy. For each hour of delay on New Jersey Transit, employers in New York City incur \$5.9 million in losses.

The New York business community considers Gateway our top priority infrastructure project. It will provide essential connectivity between the global financial and commercial center in New York City with the rest of America. Thank you for the opportunity to testify today.

From: Matthew Handler
Sent: Saturday, July 29, 2017 5:18:35 PM (UTC-05:00) Eastern Time (US & Canada)
To: hudson tunnel
Subject: Comment re Hudson Tunnel Project DEIS

Dear Hudson Tunnel Project Comments,

My name is Matthew Handler and I am the president of Real Transit (www.realtransit.org), a grassroots transit-based advocacy group. I would like to comment on the Hudson Tunnel Project DEIS. Considering the goals of the Hudson Tunnel Project, I would like to know why the focus of the Hudson Tunnel Project has been working exclusively within the Secaucus--Penn Station infrastructure as opposed to incorporating new Manhattan-based transit sites for future expansion. Specifically, while I agree that there needs to be at the very least, a third cross-Hudson tube built between Secaucus and Penn Station to allow for the shutdown and repair of the original North River Tunnels, I do not think 100% of the resources of this project should be limited to the existing Secaucus--Penn Station infrastructure considering the relative costs and benefits of the preferred alternative.

With the goals identified by the DEIS, my organization has proposed The Hudson Terminal Plan—an overview can be found at <http://realtransit.org/htp.php>. The Hudson Terminal Plan seeks to extend existing rail infrastructure from Hoboken Terminal to a new intermodal transit hub on the west side of Manhattan at 14th street. By allocating the bulk of resources towards the existing Hoboken division of NJ Transit, it would truly expand cross-Hudson capacity and reduce demand for passengers traveling to Penn Station, whereas the addition of new tracks to Penn Station under the preferred alternative would increase demand without adding station-based track capacity. The preferred alternative would create additional redundancies in rail choices, whereas the Hoboken Terminal Plan would create a true expansion of cross-Hudson transit.

In sum, I would like to know whether and to what extent the Hudson Tunnel Project team considered the option of using project resources to construct a new cross-Hudson tunnel and Manhattan transit hub that does not rely upon the existing Secaucus—Penn Station infrastructure. The cost-benefits of this alternative appear not to have been sufficiently assessed considering the goals stated in DEIS.

Feel free to contact me with any questions or follow-up, if needed.

Thank you,

Matthew Handler
matthewhandler@mac.com
845-304-8812



August 1, 2017

ReThinkNYC Testimony on New Hudson Tunnels and Regional Transit Opportunities

Good afternoon. Thank you for the opportunity to provide testimony today on this crucial issue. My name is Barry Caro and I am here representing ReThink NYC, a transportation planning firm and think tank. I am here today on behalf of our founder Jim Venturi to convey our absolute support for building two new tunnels under the Hudson River and rehabilitating the existing North River Tunnels. Phase 1 of the Gateway Program is economically essential to the New York Metropolitan Region, and to the broader Northeast Corridor.

Right now, though, the uncertainty surrounding funding for Gateway is making it extremely difficult to make rational long-term plans for the future of rail transit along the Northeast Corridor. Without Gateway, Penn Station faces the certainty – not a chance, but a certainty – of crippling closures when one or both of the North River Tunnels need to be taken out of service to repair the damage done by Hurricane Sandy.

That would be a devastating blow to our regional economy and the long-term economic competitiveness of New York City, and it would be an entirely preventable, self-inflicted wound.

Once we know for certain that these tunnels will be built, we look forward to having a robust and respectful conversation with our regional partners about the best way to maximize the potential of those tunnels.

Part of that conversation includes some of our own big ideas. We at ReThinkNYC believe that all of Gateway west of 10th Avenue – including the portions not mentioned in this DEIS – are necessary, and are pre-requisites for our own RUN proposal to bring regional rail through-running to Penn Station, as exists in our peer cities around the world.

We strongly believe that through running at Penn Station is the answer to our long-term transportation needs. We believe that, at a fundamental level, what New York City needs is not just better “Access to the Region’s Core” but to build infrastructure that allows us to “Expand the Region’s Core” in the same way that Grand Central and Penn Station did a century ago.

We’re grateful to Amtrak and to the regional rail operators in the New York City region for engaging with us in a constructive dialogue about our proposal, and about the right way to gain the most out of Gateway. We’re certain that, if Phase 1 of Gateway is assured funding, we can continue to have a measured, productive exchange of ideas.

When Robert Moses set his vision of New York in concrete, he locked us in to an inadequate regional transportation network that has persisted for generations. Gateway can be the key that unlocks our regions potential, and begins to right those wrongs. To do that, we must take the hardest step: this first one. Build the new tunnels, or watch our region miss out on the opportunity of the century.

Thank you.

ReThink Studio, Inc.
310 Riverside Drive, #1906
New York, NY 10025
212 420 9075 Office

From: Kate Slevin
To: [hudson tunnel](#)
Cc: [Tom Wright](#); [Chris Jones](#); [Richard Barone](#); [Mark Lohbauer](#); steven.morrison@siemens.com
Subject: DEIS comments on Hudson Tunnel project
Date: Monday, August 21, 2017 4:25:26 PM
Attachments: [RPA-Tunnel DEIS Comments 082117 final.pdf](#)

Please see attached Regional Plan Association's supportive comments on the Hudson Tunnel DEIS.

Thank you.

Kate

Kate Slevin
Vice President, State Programs and Advocacy
Regional Plan Association
W: 917-546-4323
C: 917-833-9259
www.rpa.org



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203.356.0390

www.rpa.org

August 21, 2017

Acting Administrator Heath Hall
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Steven H. Santoro, Executive Director
NJ Transit
One Penn Plaza East
Newark, NJ 07105

Re: Draft Section 4(f) Evaluation and Draft Environmental Impact Statement (DEIS) for the Hudson Tunnel Project

Dear Mr. Hall and Mr. Santoro:

Regional Plan Association would like to express our emphatic support for the Hudson Tunnel Project that is the subject of the Draft Section 4(f) Evaluation and Draft Environmental Impact Statement (DEIS) that has been prepared by your agencies. Please accept this letter not only as our comment on those studies, but also our strong endorsement of the immediate initiation of tunnel construction work, so that reconstruction of the existing North River Tunnel may follow promptly. RPA strongly supports not only the Hudson Tunnel Project, but also the entire Gateway program, including the replacement of the Portal Bridge.

Every day we wait to construct the Hudson Tunnel we are hurting our region’s economic productivity, our national security, our environmental sustainability, and the health of our residents.

In our view, there is no infrastructure project anywhere in the country that would exceed the importance of this one. Consider these statistics:

- The Northeast Corridor rail connection that links New Jersey to New York City carries a critical share—one fifth--of the workforce of 1.6 million people that commute into the City each day.
- The New York metropolitan area produces 10% of the national gross domestic product and this relies on safe, functioning infrastructure.
- The number of daily commuters traveling from New Jersey grew by 70,000, from 250,000 to 320,000 over the past 25 years.
- The number of daily commuters from the Garden State has been growing much faster than that of Connecticut, Long Island, or the Hudson Valley.

- Rail trips in and out of Penn Station have nearly tripled in the last 25 years, bus trips have grown by 83%, and PATH ridership is up by 27%.
- Our research projects that this trend will continue over the next two decades, requiring far more capacity than the existing facilities can provide.
- The tunnel is already at capacity with existing traffic, and will not be able to handle the anticipated 38% growth (148,000 daily trips) over the coming 20 years:

	<i><u>NJ Commuter trips</u></i>	
	<i>to Manhattan: to all five Boroughs of NYC</i>	
1992:	250,000/day	--
2017:	320,000/day	389,500/day
2040 (RPA projection):	392,000/day	537,500/day

Neither is there an infrastructure project with this degree of potential crisis if left undone. The existing tunnel is 114 years old, and was flooded and badly damaged in Superstorm Sandy.

The economic and environmental consequences of a potential failure of existing tunnels are paramount. Should just one of the two rail tubes of the existing North River Tunnel fail or require extended closure for repairs, the impact on commuting would be swift and severe: rail traffic using the tunnel would decrease by 75%, as only 6 trains could be handled per hour, rather than the current 24. Alternate means of Hudson crossing would not have sufficient capacity to absorb this demand, resulting in a failure for tens of thousands of workers to access their employment in New York City.

RPA agrees with the analysis of the four track alignment options presented in the DEIS, and concurs that of those, Option 4 is the preferred track alignment that would best serve to meet the stated project goals of:

1. Improving service reliability and upgrading existing infrastructure in a cost-effective way;
2. Maintaining uninterrupted NEC service;
3. Strengthening NEC’s resiliency, facilitating long-term maintenance, and enhancing operational flexibility;
4. Not precluding future trans-Hudson rail capacity expansion projects; and
5. Minimizing impacts on the natural and built environment.

We note that although Section 7.1 indicate that “... Operation of the Preferred Alternative would not increase rail service on the Northeast Corridor and... [t]herefore... has no potential to influence real estate trends or employment in the region or cause demographic shifts,” is a correct statement; however, it is also true that selection instead of the No-Build Alternative would ultimately allow the North River Tunnel to fail. That would bring about devastating

impacts to employment, and likely result in negative real estate trends: New Jersey would become an impractical residential option for workers in New York City, and the City might become over-burdened as a residential option, inflating real estate values even higher within the City in relation to surrounding suburbs. Of course, the most significant impact to the No Action Alternative and failure of the North River Tunnel would be disruption to commerce, which has been valued at a loss of \$100 million per day should North River Tunnel close.

We urge the lead agencies to consider the following as they proceed in revising the environmental impact statement:

- The agencies should consider width and grade requirements necessary to allow for the future operation of freight rail, double-stack containers (20'2" clearance, with buffer likely closer to 22') through the tunnels during off-peak/overnight periods, and whether they can be accommodated.
- The tunnel should be designed to improve rail to local transit (subway/bus) connections and accommodate future through-running service- providing direct commuter rail connections between New Jersey, New York City, Long Island, the Hudson Valley and Connecticut.
- The agencies should plan the tunnel in a way that does not preclude a future connection to Sunnyside, Queens.
- The lead agencies should explore project delivery options with cheaper capital costs such as design build.
- The lead agencies should plan for sea level rise, as future projections show areas of northern New Jersey (e.g. parts of Secaucus) under water with one foot sea level rise, possible occurring as soon as mid-century.

Finally, we would like to support and emphasize the conclusions drawn in Section 20.5.3 of the DEIS, below, on permanent impacts of the Preferred Alternative. There are broad and abiding benefits that will derive from the construction of the Preferred Alternative tunnel, that directly address the objectives that Regional Plan Association considers to be foremost among our perpetual planning goals for the metropolitan region:

Enhance transportation functionality across the region:

“The Preferred Alternative would preserve the current functionality of the existing NEC Hudson River rail crossing and strengthen the resilience of the NEC. This would be a direct benefit and would also result in indirect benefits related to maintenance of the transportation system on which the region’s economy depends.”

Foster social equity:

“By improving the resiliency of the NEC, the Preferred Alternative would avoid indirect adverse social, economic, and environmental

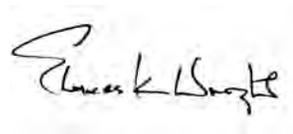
effects associated with the loss of this critical passenger rail connection.”

Protect and enhance the environment:

“In the long term, the Preferred Alternative would effectively reduce energy consumption and air pollutant emissions in comparison to the No Action Alternative by reducing traffic congestion that would certainly occur were there a forced closure of the rail crossing.”

RPA therefore endorses the Draft Section 4(f) Evaluation and Draft Environmental Impact Statement (DEIS), and urges immediate progress to advance the construction of the Hudson River Tunnel project, for the benefit not only of all in our region, but for the greater good of the national economy.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas Wright". The signature is written in a cursive style with a large initial "T".

Thomas Wright
President



Hudson Tunnel Project

DEIS Public Hearing

August 10, 2017
Union City High School
2500 Kennedy Boulevard, Union City, NJ 07087

Please use this comment form to let us know your thoughts.

Name (required): Dave "Ace" Case
Organization/Affiliation: Sierra Club Hudson Group
Street Address: 479 Liberty Ave
City: Jersey City State: NJ Zip Code: 07307
Email: ~acecase88@gmail.com

Comments: The Hudson Group of the Sierra Club strongly supports the Hudson Tunnel "Gateway" project. There are currently 830 Sierra Club members in Hudson County. If one of the existing tunnels were to close, the affects on Hudson County would be catastrophic: economic, traffic, safety, et. al.

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by August 21, 2017:

Email: comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsontunnelproject.com

For more information, please visit the project website at: www.hudsontunnelproject.com.

From: Hugh Evans On Behalf Of HLEvans.Sierra@gmail.com
Sent: Friday, August 11, 2017 9:17:52 AM (UTC-05:00) Eastern Time (US & Canada)
To: hudson tunnel
Subject: comment on DEIS

My name is Hugh Evans. I reside in Hoboken, NJ. My comment reflects the opinions of the Hudson County Group of the Sierra Club.

1. Your web site, the posters and presentations at the meeting in Union City were very informative and helpful.
2. We support the project because it will increase opportunities for use of public transportation and thus reduce reliance on cars and buses. Exhaust from vehicles is the major source of air pollution which harms health, including pulmonary functions.
3. This improvement in public transit will benefit a wide range of demographics, including commuters who work in the NY Metro area, and persons seeking affordable transportation between cities along the Northeast Rail Corridor.
4. The new tunnels will increase confidence in the safety and security of transit riders.
5. The inconvenience of construction noise, dust and construction vehicles will last for a short time compared to the benefit of the new tunnel, which can be expected to last for 100 years, judging from the experience with the old tunnels.

Hugh L. Evans
apt. 1211
2 Constitution Court
Hoboken, NJ 07030
201-386-9979

From: comment@hudsontunnelproject.com
Sent: Tuesday, August 15, 2017 4:24 PM
Subject: Comment from Hudson Tunnel Project

The information below was received from the Hudson Tunnel Project website form:

E-Mail: hanti@sstrentals.com

Title: Mr.

First name: John

Last name: Hanti

Company: SST Inc

Address 1: 1806 Park Avenue

Address 2:

Town/city: Weehawken

State: NJ

Zipcode: 07086

Comment or question: I want to make you aware of the fact that this project will have a distinct and devastating affect on my business. We own and operate several recording studios and no amount of acoustical construction or studio design can eliminate the power of sub-base and base waves that travel through the firmament. This project has a very high potential of putting us out of business.

Comment Type: DEIS Comment - Noise and Vibration

End of message

From: comment@hudsontunnelproject.com
Subject: Comment from Hudson Tunnel Project
Date: Monday, July 10, 2017 1:19:49 PM

Hello!

The information below was received from the Hudson Tunnel Project website form:

E-Mail: tvengarick@tbmsupply.com
Title: Manager, Tunnel Projects
First name: Tony
Last name: Vengarick
Company: TBM Supply
Address 1: 9731 SE Linwood Avenue
Address 2:
Town/city: Milwaukie
State: OR
Zipcode: 97222
Comment or question: Interested, when RFP's for tunnel contractors will be issued.

Thank you,

Tony
Comment Type: DEIS Comment - Project Purpose and Need

End of message

hudson tunnel

From: Zoe Baldwin <zoe@utcanj.org>
Sent: Monday, August 21, 2017 9:06 AM
To: hudson tunnel
Subject: DEIS comments
Attachments: 08-18-17 _Gateway_DEIS_comments_UTCA.pdf

Please find the attached comments in support of the Gateway Tunnel DEIS from the Utility and Transportation Contractors Association of NJ.

Thank you for your consideration,

Zoe Baldwin
Director of Government Affairs & Communications
Utility & Transportation Contractors Association of NJ
732.292.4300 www.utcanj.org [@UTCANJ](https://twitter.com/UTCANJ)



UTILITY and TRANSPORTATION CONTRACTORS ASSOCIATION OF NEW JERSEY

Street Address: 1670 Highway 34 North; Farmingdale, NJ 07727
Mailing Address: P.O. Box 728; Allenwood, NJ 08720-0728
732-292-4300 FAX: 732-292-4310 www.utcanj.org

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August 18, 2017

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Heath Hall
Acting Administrator
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Steven Santoro
Executive Director
NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105

Dear Acting Administrator Hall and Executive Director Santoro:

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The Utility and Transportation Contractors Association of New Jersey expresses its full support of the Draft Environmental Impact Statement (DEIS) and Draft Section 4(f) Evaluation prepared by the Federal Railroad Administration (FRA) and NJ TRANSIT for the Hudson Tunnel Project. Trans-Hudson transit is a major economic driver for our region, and the stability and redundancy created by the project as outlined in the DEIS is critical to our continued prosperity. This project has been decades in the making, and we applaud your efforts to expedite the permitting and review process.

The Northeast Corridor (NEC) is the busiest rail corridor in the nation, moving hundreds of thousands of local and regional travelers each day, yet the Hudson River crossing remains a bottleneck for the entire line. Without proper maintenance and critical post-Superstorm Sandy repairs, delays and service interruptions along the NEC will increase in severity, duration, and cost. The addition of a second tunnel as proposed by the DEIS would double commuter railroad capacity between New Jersey and Manhattan, and allow Amtrak the redundancy to make much-needed repairs to the two existing tubes before they suffer a major failure.

The economic stability of our region is inextricably intertwined with our ability to efficiently move people, goods, and services across the Hudson River. As designed, the Hudson Tunnel Project addresses the heart of these issues by creating jobs, adding capacity, and improving on-time performance, while increasing resilience, and reducing traffic and greenhouse gas emissions. Again, thank you for your efforts to advance this vital project.

Sincerely,

Robert A. Briant, Jr.
Chief Executive Officer

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TINO GARCIA
Ferreira Construction

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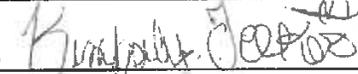
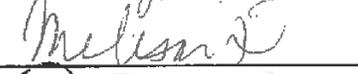
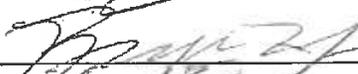
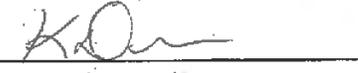
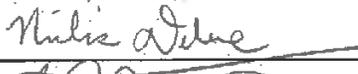
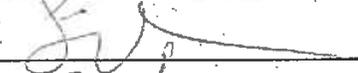
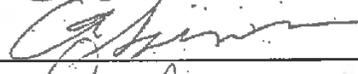
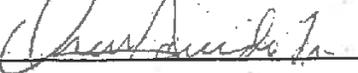
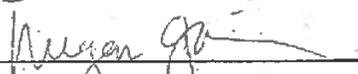
American Road & Transportation Builders Association
Clean Water Construction Coalition

Individuals

**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

NAME	ADDRESS	SIGNATURE
1	JOSEPH ROVITO	Joseph Rovito
2	Karen Rovito	Karen Rovito
3	Joey Rovito	Joseph Rovito
4	Michael Rovito	Michael Rovito
5	EDWARD MULHURAN	Edward Mulhuran
6	Michael Rausch	[Signature]
7	Natashia Kedimik	Natashia [Signature]
8	Alexandra Loupas	[Signature]
9	Robert McLaughlin	Robert [Signature]
10	Aaron Schellinck	Aaron [Signature]
11	Lara Schlachter	Lara [Signature]
12	Ivan Schlachter	Ivan [Signature]
13	Kim Eder	Kim [Signature]
14	Kyle Harrigan	Kyle Harrigan
15	Ciro da Mello	[Signature]
16	Erica Garcia	Erica [Signature]
17	Adriana Morales	Adriana [Signature]
18	J M Ortiz	[Signature]
19	Adapa Saenz	[Signature]
20	Willoughberrick	[Signature]
21	Cole Gallagher	Cole Gallagher

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	NAME	ADDRESS	SIGNATURE
22	Mike Burke		
23	Frank R. Talano		
24	Frank Foxall		
25	AMPARO RUIZ		
26	Kimberly Tepper		
27	Battany Ford		
28	Rebekah Quasim		
29	Peter Sportello		
30	Melissa Danise		
31	Stacy Savick		
32	Brian Zaccaya		
33	RAYMOND KINGSTON		
34	ALAN DEMBROE		
35	KAREN DEMBROE		
36	Nicholas Dembroe		
37	Tim Battrell		
38	Doug Battrell		
39	Sara Coblantz		
40	Ophelia Schellack		
41	Oscar Acevedo Jr		
42	Megan Garvin		

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43	Jocelyn Kemper	Jocelyn Kemper
44	Terry Haynes	Terry Haynes
45	Patrick Higgins	Patrick Higgins
46	Justin Cheng	Justin Cheng
47	Brenda Li	Brenda Li
48	Harrison Haynes	Harrison Haynes
49	Victor Minoan	Victor Minoan
50	Dusan Ortiz	Dusan Ortiz
51	Kyle Gravel	Kyle Gravel
52	Amy Maturana	Amy Maturana
53	Maurice McLaughlin	Maurice McLaughlin
54	Christina Glackin	Christina Glackin
55	Destiny Glackin	Destiny Glackin
56	HELEN GLACKIN	Helen Glackin
57	Kari Vetter	Kari Vetter
58	Ayesha Anwar	Ayesha Anwar
59	David Vetter	David Vetter
60	Darlene Vetter	Darlene Vetter
61	Martha Minoan	Martha Minoan
62	Danny Minoan	Danny Minoan
63	Kenneth DeJesus	Kenneth DeJesus

**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

	NAME	ADDRESS	SIGNATURE
64	John HOSFORD		<i>[Signature]</i>
65	Lizza HOSFORD		<i>[Signature]</i>
66	Eileen Vitter		<i>[Signature]</i>
67	Paul Vitter		<i>[Signature]</i>
68	Michaëim		<i>[Signature]</i>
69	Cois		<i>[Signature]</i>
70	Thomas Rovito		<i>[Signature]</i>
71	James McCall		<i>[Signature]</i>
72	Juan Pineda		<i>[Signature]</i>
73	Omar Hernandez		<i>[Signature]</i>
74	Jack Montanile		<i>[Signature]</i>
75	JEREMY HANN		<i>[Signature]</i>
76	Byron Miller		<i>[Signature]</i>
77	<i>[Signature]</i>		<i>[Signature]</i>
78	Mine Martinez		<i>[Signature]</i>
79	Johan Trigu		<i>[Signature]</i>
80	MARK <i>[Signature]</i>		<i>[Signature]</i>
81	ROBERT BARSA		<i>[Signature]</i>
82	Alice Barsa		<i>[Signature]</i>
83	DAVID FLOOD		<i>[Signature]</i>
84	Michelle J. McLELLAN		<i>[Signature]</i>

**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

NAME	ADDRESS	SIGNATURE
127	Nina Ashka Rodriguez	<i>Nina Ashka Rodriguez</i>
128	Jose Mario Ortiz	<i>Jose Mario Ortiz</i>
129	Sam Torres Ortiz	<i>Sam Torres Ortiz</i>
130	Maureen Kovito	<i>Maureen Kovito</i>
131	Jordan Horowitz	<i>Jordan Horowitz</i>
132	Rachel Horowitz	<i>Rachel Horowitz</i>
133	Janelle Gross	<i>Janelle Gross</i>
134	MATT LEONARD	<i>Matt Leonard</i>
135	Rose Bartkus	<i>Rose Bartkus</i>
136	John Bartus	<i>John Bartus</i>
137	Chris Devario	<i>Chris Devario</i>
138	Sharon Avdella	<i>Sharon Avdella</i>
139	Michael Avdella	<i>Michael Avdella</i>
140	Amanda Bartkus	<i>Amanda Bartkus</i>
141	Walter Bartkus	<i>Walter Bartkus</i>
142	TINA SHARMA	<i>Tina Sharma</i>
143	Sudeshan Sharm	<i>Sudeshan Sharm</i>
144	MICHAEL SEBRA	<i>Michael Sebra</i>
145	Madleen Sebra	<i>Madleen Sebra</i>
146	Jonathan Hodgeson	<i>Jonathan Hodgeson</i>
147	Charmaine Opimura	<i>Charmaine Opimura</i>

**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

NAME	ADDRESS	SIGNATURE
148	Blake Solomon	<i>Blake Solomon</i>
149	Keith Hobbitz	<i>Keith Hobbitz</i>
150	Michael Stepouch	<i>Michael Stepouch</i>
151	Chris Mender	<i>Chris Mender</i>
152	Luca McLaughlin	<i>Luca McLaughlin</i>
153	Clorissa Bochman	<i>Clorissa Bochman</i>
154	SANIGITA AHLAWAT	<i>Sanigita Ahlawat</i>
155	MICHAEL RUSSELL	<i>Michael Russell</i>
156	John Vely	<i>John Vely</i>
157	NIDDIE VASKIS	<i>Niddie Vaskis</i>
158	<i>[Handwritten Name]</i>	<i>Minda He Rosa</i>
159	<i>[Handwritten Name]</i>	<i>Shellen Dutton</i>
160	Sela Sivalel	<i>Sela Sivalel</i>
161	Brittany Immordino	<i>Brittany Immordino</i>
162	Paul Brilli	<i>Paul Brilli</i>
163	Gilbert Parkam	<i>Gilbert Parkam</i>
164	Mysiambracos	<i>Mysiambracos</i>
165	DARIS MALUANEY	<i>Daris Maluaney</i>
166	Jessica Kewsch	<i>Jessica Kewsch</i>
167	Jennie London	<i>Jennie London</i>
168	KEVIN ICEMERE	<i>Kevin Icemere</i>

**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

	NAME	ADDRESS	SIGNATURE
169	ELLEN FITZGERALD		Ellen Fitzgerald
170	Stephen Bolcar		SWL
171	Sally Mueh		[Signature]
172	Melissa Lombardi		Melissa Lombardi
173	Paul Vetter		[Signature]
174	Jimmy Lopez		Jimmy Lopez
175	Patricia Varrean		Patricia Varrean
176	Carlos Sandoval		[Signature]
177	Aurelia R. Mancano		Aurelia R. Mancano
178	Lina Biancamano		Lina B.
179	Paige Fitzgerald		Paige Fitzgerald
180	Nicole Biancamano		Nicole B.
181	NATALIE B. INETTI		Natalie B. Inetti
182	Peter DeLapaz		Peter DeLapaz
183	DOLORES DE LA PLAZA		D. DeLapaz
184	Caryn Mordale		[Signature]
185	Beth Salonia		Beth
186	Cris Sitnoff		Cris
187	Jim Breen		Jim Breen
188	Heather Breen		Heather Breen
189	VERNON BARKER		[Signature]

**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

NAME	ADDRESS	SIGNATURE
200	Jordan DeJesus	Jordan DeJesus
201	Bibi Mohamed	Bibi Mohamed
202	Svetlana Paichert	Svetlana Paichert
203	Jimmy Chasey	Jimmy Chasey
204	TAMAS Teibolt	Tamas Teibolt
205	FELIPE PANTOJA	Felipe Pantoja
206	CHARLES Fishkin	Charles Fishkin
207	SARA Fishkin	Sara Fishkin
208	Aaron Brombaki	Aaron Brombaki
209	Kerrin McLaughlin	Kerrin McLaughlin
210	John Rovito	John Rovito
211	margherita Cirio	Margherita Cirio
212	John Aronow	John Aronow
213	Ken Radetich	Ken Radetich
214	Mary Ann Radetich	MARY ANN RADETICH
215	Anthony DeGennaro	Anthony DeGennaro
216	Frank Veltos	Frank Veltos
217	Angelo Canonico	Angelo Canonico
218	Joshua A. Hablitz	Joshua A. Hablitz
219	ANTHONY JAMES	Anthony James
220	Joan D'Agostino	Joan D'Agostino

**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

	NAME	ADDRESS	SIGNATURE
221	Sage Martin		Sage Martin
222	Sabrina Lui		Sabrina Lui
223	Thomas Gambardella		Thomas Gambardella
224	Marie Hablitz		Marie Hablitz
225	Samantha Nicholson		Samantha Nicholson
226	Michael Nicholson		Michael Nicholson
227	Bryan Covey		Bryan Covey
228	Anthony Edler	Anthony Edler	Anthony Edler
229	Anthony Miller		Anthony Miller
230	Anthony Miller		Anthony Miller
231	Anthony Miller		Anthony Miller
232	Doris Miller		Doris Miller
233	DORIS MILLER		Doris Miller
234	Anthony Miller		Anthony Miller
235	Thomas Chepli	Thomas Chepli	Thomas Chepli
236	RAM FELICIANO		Ram Feliciano
237	Elba Feliciano		Elba Feliciano
238	Gloria Ponce		Gloria Ponce
239	Shamapia Rafi		Shamapia Rafi
240	Francesco Mezzina		Francesco Mezzina
241	Margorie Woodwell		Margorie Woodwell

**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

MM

	NAME	ADDRESS	SIGNATURE
242	Christopher Deary		Christopher Deary
243	Danielle Devaney		D. M.
244	Steve Murza		Steve Murza
245	Anthony Stratten		Anthony Stratten
246	John Mear		John Mear
247	Raymond Chepler		Raymond Chepler
248	Robert Chepler		Robert Chepler
249	Jan Gunn		Jan Gunn
250	Kelly Sway		Kelly Sway
251	Leis Cata		Leis Cata
252	Walter Mitolo		Walter Mitolo
253	Marcia Mitolo		Marcia Mitolo
254	Emanuela Chong		Emanuela Chong
255	Karla Resantes		Karla Resantes
256	Erin Purcell		Erin Purcell
257	Karen Purcell		Karen Purcell
258	Jeremy Purcell		Jeremy Purcell
259	Ashley Gonzalez		Ashley Gonzalez
260	Alice Liao		Alice Liao
261	Matthew Garcia		Matthew Garcia
262	Mang Tambora		Mang Tambora
263	William		William

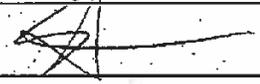
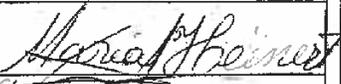
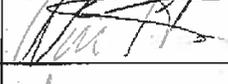
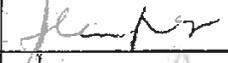
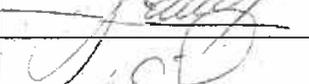
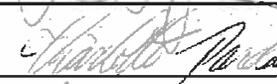
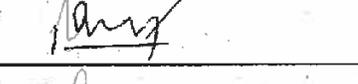
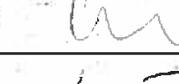
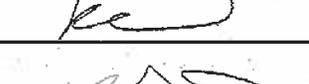
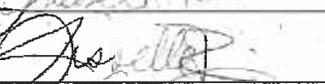
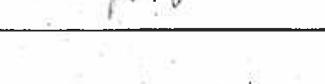
**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

NAME	ADDRESS	SIGNATURE
264	Guadalupe Adams	<i>[Signature]</i>
265	Meg Carson	<i>[Signature]</i>
266	America Hernandez	<i>[Signature]</i>
267	Nascizas Espinoza	<i>[Signature]</i>
268	Carmen Carrillo	<i>[Signature]</i>
269	Katrynska P. Carrillo	<i>[Signature]</i>
270	Angel Carrillo	<i>[Signature]</i>
271	Matalie Carrillo	<i>[Signature]</i>
272	Verde Carrillo	<i>[Signature]</i>
273	ARIANA VALENKIA	<i>[Signature]</i>
274	DAVID TREJOS	<i>[Signature]</i>
275	Valerie Carro	<i>[Signature]</i>
276	Melissa Valencia	<i>[Signature]</i>
277	Dulce Zamora	<i>[Signature]</i>
278	Megann Gore	<i>[Signature]</i>
279	Kenny D. DeWitt	<i>[Signature]</i>
280	Willie GAMBLE	<i>[Signature]</i>
281	LISA DESTEF	<i>[Signature]</i>
282	Tramara Walker	<i>[Signature]</i>
283	Ashley Carrigid	<i>[Signature]</i>
284	Lorraine Romeo	<i>[Signature]</i>

**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

285	NAME	ADDRESS	SIGNATURE
	Paul Charles		Pearl Chambers
	Terry Thamp		Terry Thompson
	Bianca Thakur		Bianca Thakur
	Terence Thompson		Terry Thompson
	Naim Yilmaz		Naim
	Carmen Padrone		Carmen Padrone
	Catherine Padrone		Catherine Padrone
	Greg Farrow		Greg Farrow
	Muneer Amin		Muneer Amin
	Munazza Rafiq		Munazza Rafiq
	Saba Rafiq		Saba Rafiq
	Lynn Earle		Lynn Earle
	Michelle Weber		Michelle Weber
	Alison Jacobs		Alison Jacobs
	Kathleen		Kathleen
	Grace		Grace
	Gabrielle		Gabrielle
	Patricia		Patricia Emerick
	Nick		Nick
	Wally Martinez		Wally Martinez
	Nicholas Pomykala		Nicholas Pomykala

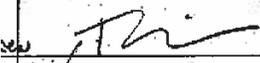
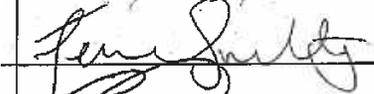
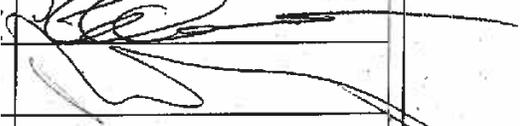
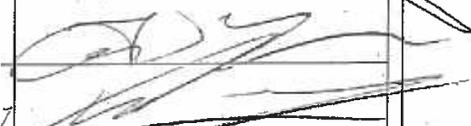
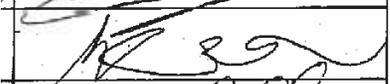
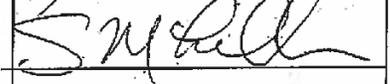
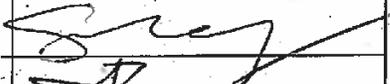
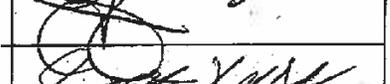
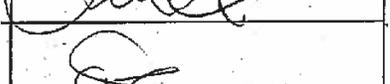
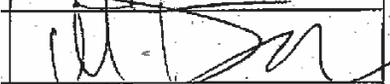
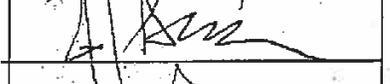
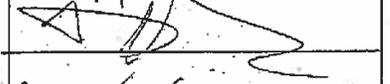
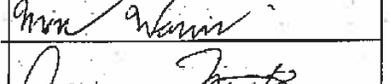
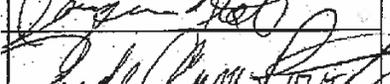
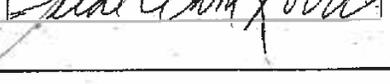
**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

NAME	ADDRESS	SIGNATURE
306	Stella Hayes	
307	Maria Aleman	MA
308	Maria Heimerl	
309	Wanda Romero	
310	Gene Bay	
311	Tiana Delacruz	
312	Scott Demin	
313	USIAVO ARVAZI	
314	Nonno Daley	
315	Bill Solan	
316	Liliana Alvarez	
317	Charlotte Parrella	
318	Rosy Thakur	
319	Amy Babic	
320	Rose Bengtsson	
321	Fleur Berthelot	
322	Caroline Padgett	
323	Lizeth Borrero	
324	Lissette Rodriguez	
325	Juliette Balzare	
326	Olena Zakharova	

**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

NAME	ADDRESS	SIGNATURE
327	Alvin R. P.	[Signature]
328	Isobora Perez	[Signature]
329	Chen Lu	[Signature]
330	Jaimie Lee	[Signature]
331	Benny Lee	[Signature]
332	Jinlai Lu	[Signature]
333	Yunm Chen	[Signature]
334	Luis Lopez	[Signature]
335	Ryan Earl	[Signature]
336	Joe Ranaro	[Signature]
337	Lisa Mulvaney	[Signature]
338	RAYmond A KINGSBURY JR	[Signature]
339	KIMBERLEY KINGSBURY	[Signature]
340	CHARLENE KINGSBURY	[Signature]
341	Thomas DePascale	[Signature]
342	Geordina DePascale	[Signature]
343	Andree Eberhard	[Signature]
344	Kolud Eberhard	[Signature]
345	Lia Eberhard	[Signature]
346	Michelle McLaughlin	[Signature]
347	Carol McLaughlin	[Signature]

**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

NAME	ADDRESS	SIGNATURE
348 Terence Shewlin		
349 Kevin Gasiorowski		
350 Terence Smalley		
351 CHRISTOPHER DELPADO		
352 PAUL LOPEZ		
353 FRANK LEACRAFT		
354 MIKHAIL CONKO		
355 Michael [unclear]		
356 SEAN McLellan		
357 Stephen Hegerly		
358 JERRY ZAPATA		
359 Scott DellaSilla		
360 Leo Cahio		
361 Chris Lockin		
362 M. DONNARUMMA		
363 A. PEREZ		
364 JOHN PALOMBINI		
365 Nasser Warrad		
366 Nur Warrad		
367 Joaquin Nieto		
368 Jude Ann Kovito		



Hudson Tunnel Project

Community Meeting

July 27, 2017

St. Lawrence Catholic Church, St. Lawrence Community Center
22 Hackensack Avenue, Weehawken, NJ 07086

Please use this comment form to let us know your thoughts.

Name (required): Oscar Acevedo Jr.

Organization/Affiliation: _____

Street Address: _____

City: Weehawken State: NJ Zip Code: 07086

Email: _____

Comments: _____

#1 - Property Value will devalue

#2 - STANDARD of living will decimate

#3 - We Get NOTHING !!

#4 - GO WEST !!!

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by August 21, 2017:

Email: comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsontunnelproject.com

For more information, please visit the project website at: www.hudsontunnelproject.com.

hudson tunnel

From: chris Adamczyk
Sent: Tuesday, August 15, 2017 8:20 PM
To: hudson tunnel
Cc: gahmad@tow-nj.net
Subject: 2017 Hudson Tunnel Project - lack of alternative plans

From A Concerned Citizen:

There isn't a single alternative plan to the Hudson Tunnel Project. This is a disgrace that a public agency would put forward a \$13 billion dollar plan without a single viable alternative plan. You have a statutory obligation to provide numerous alternative plans. I consider your mailer a joke - please send the "real" infrastructure notices immediately!

I hope you didn't pay any company or person to certify what was enclosed as the alternative plan, because that didn't even come close to meeting the requirements. If you did, I have an alternative plan you can purchase from me...it involve some "white gloves" and "Popsicle"!!!!!!!!!!!!!!

Please let me know if you are interested in my proposed alternative plan. I will be happy to provide you with the details.

I respectfully ask that you stop sending "comedy mailers" to my house. This is a serious matter for all NJ and lower NY citizens. The involved government agencies should take the matter seriously - after all its only a \$13 billion project, the environment, regional transportation, one of the oldest communities in NJ, and much more at stake!

Sincerely,

Chris Adamczyk

weehawken nj 07086
(resident and property owner)

hudson tunnel

From: chris Adamczyk
Sent: Wednesday, August 16, 2017 7:33 PM
To: hudson tunnel
Cc: gahmad@tow-nj.net
Subject: Hudson Tunnel Project - inadequate time to respond to EIS

From A Concerned Citizen:

The time allowed for comments to the construction plan and the EIS is unacceptable. The project is schedule to take almost 7 years to complete - and frankly everyone knows it will take longer than that.

Many people are on vacation during this time and would not even be around to receive these notices much less have the time to respond to the questions being asked - or even formed for that matter.

The project notifications received by local residences and municipal agencies can only be interpreted as, the sponsoring agencies and companies (Port Authority, PATH, NJ Transit, AMTRAK) are trying to circumvent the rights and responsibilities of local citizenry, business, and local municipalities because of dubious and inadequate planning intentions.

The involved government agencies should take the matter seriously - after all its only a \$13 billion project, the environment, regional transportation, one of the oldest communities in NJ, and much more at stake!

Sincerely,

Chris Adamczyk

weehawken nj 07086
(resident and property owner)

hudson tunnel

From: chris Adamczyk
Sent: Thursday, August 17, 2017 8:28 PM
To: hudson tunnel
Cc: gahmad@tow-nj.net
Subject: Hudson Tunnel Project - DEIS scope and ripeness

From A Concerned Citizen:

The ripeness and scope of the DEIS support provided in the project/construction notices are unacceptable. What did you do? take the studies from 10 years ago?

Give me a break - what a joke!!!!

Who would invest \$13 billions based on a 10 year old study? If you were a investment management firm you would be sued by every owner and investor.

You have an obligation to the NJ, NY and USA taxpayers to perform adequate planning on a project - especially of this scope and complexity. And you are bordering - if not already over the edge - on criminal misfeasance and civil malpractice.

The involved government agencies should take the matter seriously - after all its only a \$13 billion project, the environment, regional transportation, one of the oldest communities in NJ, and much more at stake!

Sincerely,

Chris Adamczyk

weehawken nj 07086
(resident and property owner)

FW: Comment from Hudson Tunnel Project

Team at Hudson Tunnel Project <team@hudsontunnelproject.com>

Fri, Apr 16, 2021 at 9:23 AM

---Original Message---

From: team@hudsontunnelproject.com <team@hudsontunnelproject.com>

Sent: Thursday, December 21, 2017 4:35 PM

Subject: Comment from Hudson Tunnel Project

Hello!

The information below was received from the Hudson Tunnel Project website form:

E-Mail: richardaandre@yahoo.com

Title:

First name: Richard

Last name: Andre

Company:

Address 1:

Address 2:

Town/city:

State:

Zipcode: 02445

Comment or question: What is height of the new tunnel? Will it be "future-proofed" for higher double-decker cars such as Superliners?

End of message

From: Andrew
To: [hudson tunnel](#)
Date: Tuesday, August 22, 2017 12:15:49 PM

Dear Hudson Tunnel Project,

I'm a resident of northern Hoboken. The northern part of Hoboken and Union City is disconnected from the rest of the region via rail. Since the tunnel is going to pass under us, and rarely do we get a new tunnel, I would love to see us make the tunnel a little wider to accommodate a future PATH extension or a northern Hoboken/Union City rail station.

Thank you,
Andrew

hudson tunnel

From: Luis Argueta
Sent: Friday, August 18, 2017 3:53 PM
To: hudson tunnel
Subject: Planned construction in Shades area of Weehawken

Hello,

We own our home in the Shades section of Weehawken. Hurricane Sandy destroyed our place and we were out of our home for close to 10 months.

Our major concern with this project is that we know that Sandy caused structural damage to many places, including our neighbors home and we're wondering what additional vibrations and whatever methods are used to build tunnels so close to our home will cause. We foresee more issues to structures because a study hasn't been done to analyze the full effect of Hurricane Sandy on the area.

Also, will this new construction make our area even more prone to flooding by lowering current natural land barriers?

Sandy devastated us and we hope that this construction won't make it easier for our homes to be destroyed again.

Please study this further and don't rush. It's not right to play with people's lives and health.

Sincerely,
Vanessa and Luis Argueta

Sent from my iPhone

From: Erin Babcock
To: [hudson tunnel](#)
Cc: Gahmad@tow-nj.net
Subject: Major Hudson Tunnel Project Concerns
Date: Monday, August 21, 2017 4:07:44 PM

To Whom It May Concern,

My name is Erin Babcock and I am a resident of the Shades. I live on West 18th Street directly across from where the tunnel project is proposed to take place. My husband and I purchased our property in 2015 with the hopes putting down roots and raising a family here (currently pregnant). We chose the Shades because it has a hometown, almost suburban feel in an extremely convenient location next to Manhattan, where we both work.

The fact that there will be a ventilation system so close to our house (again, directly across the street) is extremely alarming and disheartening. Not only will that empty plot of land, which is currently full of trash because NJ Transit does not clean it up, become much more of an eyesore, it will be full of noise and poisonous pollutants. We already cannot sleep with our windows open at night due to the smell from the sewage treatment plant located across the tracks in Hoboken. This ventilation system, placed above an area that housed industrial waste, will be a constant source of worry for myself and my family as to what we are actually breathing in on a daily basis. I do not want to be forced to keep my windows closed during the day and never be able to open them. I had hoped that area would turn into some sort of park, instead of a trash collection and giant vent building. Now, I'd almost rather it as is than put a massive structure to vent NJ Transit fumes up into my community where everyone is always outside.

The construction is supposed to last for up to ten years, and is supposed to run 100 large trucks per day through the neighborhood. And the construction and trucks will be kicking up dust, creating tons of noise, and putting who knows what dangerous chemicals and toxins into the air. Our houses will be covered in potentially dangerous dust after even a few weeks, let alone a few years.

This project will consistently hurt our property values, as well, and will be ongoing for so long we cannot sell and move if the construction and havoc become too unbearable.

Our streets are small, which has been made more evident the past week with Suez working on the water pipes. On more than one occasion, I have not been able to leave my house and drive down the street because construction trucks taking up the entire road. We get essentially trapped, but at least the Suez project is only for a few weeks and only during work hours. It's barely tolerable for a short term project, but the Hudson Tunnel project will be going on for years.

We are a working community with places to go and people to see. This constant construction will not only slow down traffic in our community, especially on W 18th Street (the only point of egress to the community), but it will put traffic at a near standstill with thousands upon thousands of people entering and exiting the Lincoln Tunnel every day.

Thank you,

Erin Babcock

"The Shades" Weehawken Resident

hudson tunnel

From: Amy Babic
Sent: Sunday, August 20, 2017 9:03 PM
To: hudson tunnel
Subject: Weehawken resident feedback

FROM AMY BABIC

Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square
New York, NY 10005

AUGUST 20, 2017

To whom this concerns:

I am a current resident of Weehawken concerned about how construction of the proposed new Amtrak tunnel (called the Hudson Tunnel Project) will impact the Shades neighborhood of Weehawken as detailed in your Draft Environmental Impact Statement (DEIS).

It is abundantly clear that little work has been done to thoroughly assess, analyze, and understand the impact and feasibility of the proposed project based on the current dynamics of the neighborhood, which have changed considerably over the past nine years.

It is apparent that alternatives to the proposed Hudson Tunnel Project and the DEIS have not yet been explored. In a meeting with NJ Transit and Hudson Tunnel Project representatives on August 10th, Weehawken Township officials gave preliminary detailed information on alternatives that would greatly limit and even eliminate any construction activity in the Shades. This proposal would have the bulk of construction moved westward to New Jersey transit property on Routes 1&9, near where the new tunnel entrance is located. This is also an ideal spot for the Hudson Tunnel Project construction, given that construction material and debris need to be hauled in that direction anyway, and the site is large, uninhabited, and near freight rail lines.

Further exploration and assessment of alternatives such as this *must* be made.

hudson tunnel

From: Capizzi, Lorraine
Sent: Monday, August 21, 2017 2:02 PM
To: hudson tunnel;
Cc: Chagaris, Arthur N.
Subject: Hudson Tunnel Project Draft Environmental Impact Statement
Attachments: letter re Hudson Tunnel Project 8-21-17.pdf

Please see correspondence of Arthur N. Chagaris, Esq. dated August 21, 2017 attached, together with the enclosure referred to therein.



Lorraine Capizzi, Assistant to
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Arthur M. Neiss, Esq.
Beattie Padovano, LLC
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RALPH J. PADOVANO (1935-2016)

August 21, 2017

OUR FILE NO. 170601

**By E-Mail Comment@hudsontunnelproject.com
and Certified Mail, RRR 7017 0660 0000 9810 8805**

Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, New York 10005

**DEMAND FOR
ADDITIONAL TIME**

**By E-Mail amishi.castelli@dot.gov
and Certified Mail**
Amishi Castelli, Ph.D.
Environmental Protection Specialist
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New York, NY 10004

**By E-Mail rpalladino@njtransit.com
and Certified Mail**
R.J. Palladino, AICP, PP
Senior Program Manager
NJ TRANSIT Capital Planning
One Penn Plaza East - 8th Floor
Newark, NJ 07105

Re: Hudson Tunnel Project Draft Environmental Impact Statement

Dear Dr. Castelli and Mr. Palladino:

This Firm represents Chris von der Lieth, a resident of Weehawken, New Jersey. Mr. von der Lieth is the owner of a parcel identified on the Weehawken Tax Map as Lot 1.21, Block 5 (the "Subject Property"). The Subject Property is commonly known as 21 Hackensack Plank Road. The Subject Property lies in what is known as the Shades Street Neighborhood of Weehawken ("Shades Neighborhood"). The Shades Neighborhood is directly adjacent to the proposed ventilation and staging area that will be part of the Hudson Tunnel Project.

Forty-Seven Years of Service

We understand that the Hudson Tunnel Project (“Hudson Tunnel Project”) is a joint venture between the Federal Railroad Administration (“FAR”) and New Jersey Transit (“NJT”). Obviously, the Hudson Tunnel Project is monumental, seeking to create an additional tunnel route between New Jersey and New York for train traffic across the Hudson River.

It appears that a critical and disruptive piece of the Hudson Tunnel Project will substantially impact the Shades Neighborhood for many years. Specifically, the ventilation and staging area (“Staging Area”), which is immediately adjacent to the Shades Neighborhood, will serve as a major chokepoint throughout the construction. This Staging Area will be a site of major activities that will cause severe environmental impacts over the course of the development project. Those activities include, but are not limited to, pile driving, truck traffic and ventilation fan operations. What is more, some of the most intense environmental issues – pile driving, truck traffic, and air pollution – may last for four (4) years or more. Needless to say, these serious environmental burdens will substantially impact the quality of life for nearby residents, including Mr. von der Lieth and his family.

It has come to our attention that the FAR and NJT, along with Amtrak and the Port Authority of New York and New Jersey, are in the process of preparing an Environmental Impact Statement (“EIS”) in accordance with the National Environmental Policy Act of 1969, 42 U.S.C. §4321, *et seq.* (“NEPA”). It appears that the Draft EIS has been published for notice and comment. The Draft EIS measures 927 pages, with another 869 pages of appendices. It further appears that the notice-and-comment period is 45 days long, the statutory minimum under NEPA. This notice-and-comment period is set to expire on August 21, 2017.

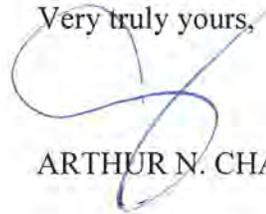
The Draft EIS indicates that there may be serious impacts on air quality, noise and vibrations, land use. However, the Draft EIS does not thoroughly cover these serious issues. Given the volume of the Draft EIS and the appendices, as well as the scope and intensity Hudson Tunnel Project generally, 45 days is far too short a time period for the public to properly consider, analyze and comment on the Draft EIS. The Draft EIS considers many technical issues that require investigations by experts, such as engineers, retained by the public. Moreover, it is our understanding that this project has been in process for over a decade. For any expert representing a member of the public, it will take far longer than 45 days to review the substantial record that has been created over the course of many years. Also, given that the project is expected to take over a decade to complete, the impact of this project on the residents cannot be understated.

The public has statutory and constitutional rights to a full and fair notice-and-comment period. The 45-day period for commenting on the Hudson Tunnel Project’s Draft EIS is woefully deficient, and deprives members of the commenting public of their due process rights. We submit that the notice-and-comment period should be extended by a minimum of 90 days – until November 20, 2017 – so that the public has sufficient opportunity to review and comment on the Draft EIS and engage experts for advice.

Amishi Castelli, Ph.D.
R.J. Palladino, AICP, PP
August 21, 2017
Page 3

I am attaching to this letter the comment of our client, Chris von der Lieth, which comment was read into the record at the August 10, 2017 public hearing held at Union City High School, 2500 Kennedy Blvd, Union City, New Jersey. Please do not hesitate to contact this office if you have any further questions or concerns.

Very truly yours,



ARTHUR N. CHAGARIS

ANC:mrk
Enclosure
CC: Amtrak
Port Authority of New York and New Jersey
Client

August 10, 2017

HUDSON RIVER TUNNEL PROJECT

C/O Fitzgerald and Halliday

11 Hanover Square, New York, NY 10005

My name is Chris von der Lieth. My wife, my young son, and I reside in the Shades Neighborhood also known as Downtown Weehawken. I am dismayed by the hurried public review and comment process, especially given the massive size of this project and the obvious detrimental impact it will have on the many families in our community. Our neighborhood is receiving absolutely NO benefit from this project, and will be subjected to significant financial, structural, and health losses as a result.

These are realities we need to independently study in far greater detail, and are omitted in relation to our specific community and population in the DEIS. In short, the Hudson Tunnel Project's notice and review period is far too short enough time to make appropriate formal comments.

It is clear to me that the Draft Environmental Impact Study (DEIS) was written with the preconceived conclusion that the proposed preferred alternative was the only option. I reject this conclusion.

With regard to the timing of notice, I received the 1st notice in my mailbox less than 30 business days ago. It stated public comments would be closed by August 21st. This is not enough time for our community to grasp, study and review the project. In reality, it was not FAIR NOTICE with adequate time to respond given this size of this project.

This is highly unusual given that the *Hudson Tunnel Project* is the largest construction project in the State of New Jersey in over 50 years at over \$20 Billion dollar cost. The hurried process indicates the proposed preferred alternative was dusted off from the prior ARC tunnel plan from 2009. The Study appears to be a retread of *ARC* with little if any additional improvement a decade later.

The most concerning to me was that there were no other serious alternatives presented in the STUDY. This, again, strongly indicates a preconceived decision to write the report to justify the preferred alternative.

Based on this, I took the time to review the *Draft Environmental impact Study* (DEIS) in its entirety, and was taken back by the numerous omissions and outright holes in the document.

There is a litany of issues and flaws with the study. I will try to narrow the list of issues to the most important here to summarize.

- 1) Although technically within the Hoboken border, the Weehawken Shades community will be most impacted by the work done in the Hoboken **Construction Staging Area. THIS IS A RESIDENTIAL neighborhood full of families, children, and senior citizens.** According to the The impact of the Air Quality and Pollution alone is enough to give this project location pause, as our residents will be subjected to the harsh breathing conditions due to the construction of and related trucks carrying soil and other output away from the site. The routes suggested in the study pass our homes and playgrounds, and will force many residents indoors in fear for their own and their children's health.
- 2) Appendix 13 indicates that the project has been granted an Air Quality Conformity Exemption. Given the make-up of this residential population (children, seniors, families), this site is in no way an option when considering the risk to public health. According to the American Lung Association, Ozone and Particle Pollution are the most widespread and dangerous. Children, pregnant women and the elderly are the most impacted by these pollutants.

ALA also notes that children are especially impacted by particle pollution because their lungs are growing and they are so active. They typically spend more time outside than adults, and end up breathing in more pollutants than adults.

The Particle Pollution given the industrial and environmental history of the site is of great concern. This site has had a history of dumping going back to the 1880's. My greatest concern is a complete lack of care with regard to the handling, transportation, and excavation of the soil and output of this project. Our children and elderly will be greatly affected by this and that will be the responsibility of the Hudson Tunnel Project.

Given our residential population, the Project should reconsider this site as an option. Although I respectfully understand the great need for this project regionally, I object to it being done at a risk to my family and community. The Shades should not be asked to give up their health for the greater good of the region.

- 3) The Construction site in the Shades has a very low water table. The site is in a flood zone that has flooded in Hurricane Sandy. In Hurricane Sandy, the entire area was submerged by at least 5 feet of water. There appeared to be little if no consideration of this in the STUDY. NJ Transit has a long history of issues with flooding of its sites especially during peak floods such as SANDY. There was little if any written concern on the flooding impact to the site.
- 4) In the traffic section, there was no pedestrian traffic study done, and assumptions appear to not take into any consideration the tremendous growth in traffic since the time of the ARC project. Rest assured this will impact construction time schedules and elongate the project. The fairy tale that 100 trucks are going to make it to the site daily with the extremely narrow streets of the Shades is a ridiculously poor premise.

- 5) The path of the tunnel is circuitous – runs south easterly from Meadowlands to the Shades neighborhood and then north easterly under the Hudson River to New York. It was surprising to me why our forefathers between 1904 and 1908 with markedly less technology than we have today, had the common sense to build the 2 existing tunnels in a straight line across the Palisades. Now, the preferred alternative with over 100 years of advances in technology is taking a longer circuitous route just to ensure the route goes to the lot that NJ Transit owns. Why not build this proposed 3rd tunnel next to the other existing tunnel in a straight line that may reduce construction costs? There was no explanation of this in the STUDY at all.

- 6) Another issue is the necessity of the construction staging area in the Shades. Many tunnels of this magnitude run for miles with no shafts or fans. One can think of the tunnel that runs from the UK to France which has vehicles and trains under the English Channel for example. Why not just run the tunnel directly from the Meadowlands to New York without all of the construction and shaft in the SHADES? IE move the construction staging area to North Bergen which is industrial and easier to access for the construction trucks?

- 7) There was extremely little forethought about the SHADES residents including my family that will be impacted if the timelines go as planned which we all know they never do for at least 7 years, and 5 months of pile driving, a water treatment plant, warehouse, shop, and an air compressor as well. In all likelihood, as is the case with most construction projects, there will be timeline overruns, and this will drag out to a decade of impact for the SHADES residents.

- 8) There is no compensation for the EXTREME proposed disruption to our family's lives and reduction of value of our real estate assets – our homes. Again, it is outrageous. In my view, this is inverse condemnation as this public project will take significant value from our home values for a prolonged period with no compensation.

- 9) Most importantly, Our voices – RESIDENTS of the SHADES, and OUR TOWNSHIP OF WEEHAWKEN have not been given due process and true consideration given the magnitude of this project. Based on my preliminary conversations with legal, construction, and engineering experts, there are SERIOUS flaws in this project's assumptions and design. We need time to respond with facts to counter the flaws in the study. I would like to come back and submit a counter study from our own experts based on irrefutable scientific facts to counter the poorly drafted design and study that we are commenting on now.

- 10) the project seems to have zeroed in on one preferred alternative, without fully examining other potentially viable alternatives. The current preferred alternative will lead to serious cost overruns and serious issues given the lack of planning for air quality, traffic, flood control, among many other issues.

In closing, I ask that public comments be extended by at least 180 days so that there can be further detailed comment and analysis.

Sincerely,

Chris von der Lieth

Weehawken, NJ 07086

From: comment@hudsontunnelproject.com
Sent: Wednesday, August 2, 2017 9:53 AM
Subject: Comment from Hudson Tunnel Project

The information below was received from the Hudson Tunnel Project website form:

E-Mail:
Title:
First name: Rebecca
Last name: Benedetto
Company:
Address 1:
Address 2:
Town/city:
State:
Zipcode: 20036
Comment or question: Who would I contact to provide my firm's services regarding legal consulting, construction management, etc.? The firm's Partner Attorney was selected by Port Authority of New York and New Jersey and New Jersey TRANSIT as Chairperson of a Disputes Review Board for the Trans-Hudson Express Tunnel project in 2009/2010.
Comment Type: DEIS Comment - Project Purpose and Need

End of message

From: Jennifer Bolcar
To: [hudson tunnel](#)
Subject: Formal Concerns: Draft Environmental Study
Date: Monday, August 21, 2017 10:32:44 PM

To Whom it May concern:

I am writing to formally register my concerns with the recently published "Draft Environmental Study" supporting the development and ongoing operation of the proposed Hudson Tunnel Project.

As a resident of the Weehawken "Shades" neighborhood, I have a number of concerns that focus on both the quality of life and the health of my family and neighbors. Overall, I am supportive of the tunnel project and agree it is needed to support the rail traffic in to and out of NYC on the NE corridor. The project was necessary years ago. There have been many delays and roadblocks over the last decade while the existing infrastructure continues to deteriorate. This has created a transportation crisis for the region, and elected officials and transportation executives are being pressed by constituents and the federal government to solve the problem quickly. Unfortunately, I think this has resulted in an environmental assessment that was poorly executed and frankly incomplete. While I agree we may need to sacrifice for the greater good (and my neighborhood will be the epicenter of this sacrifice), I will not allow the health and well-being of my family to be compromised because of the inefficiency of our elected officials and government organizations.

Concern 1: Air Quality

The fact that the EPA waived any type of study for air quality is criminal. The land on which this construction is to take place is contaminated. Any other construction site facing this challenge is required to safely remediate and remove the soil first before moving forward with any development and/or construction. There are young children living just yards from this site. We will not allow them to be exposed to this threat. Above all other concerns, this one will not be dropped by our residents. We will do everything in our power to disrupt the Project until this issue is addressed.

Concern 2: Construction Noise

The quoted decibels exceed acceptable standards published by both the county and the federal government. I understand some excessive noise may be necessary, but a 7am to 11pm schedule is not acceptable. Again, homes are literally yards from the site. With a 7+ year schedule, the neighborhood and the Project need to come together to agree to a schedule that allows residents a decent reprieve from this excessive noise, and the opportunity for a good nights sleep.

Concern 3: Pedestrian Impact / Traffic Impact

The Project site in The Shades was chosen many years ago; much has changed since NJ Transit purchased this land. Notably, the population within a half mile radius has increased dramatically. Without the exact statistics I can safely estimate the population has tripled in the neighboring Weehawken and Hoboken streets. Traffic in and out of downtown Weehawken and northern Hoboken is heavy at all hours of the day. Only one entry to 495 supports this area and much of Union City, Edgewater, West New York, and North Bergen. Add in several other federal projects including the program to ease flooding and the helix rebuild, and we will face nothing short of a traffic crisis on a daily basis. If the resolution to this problem is public transportation, I'd like to point out that there was no pedestrian safety study done as part of the report, despite the fact that many in the area walk to bus stops, the light rail, or the local ferry. With all of this heavy machinery in and out of the area, a pedestrian safety study is needed to ensure residents have a clear and safe path to move freely throughout the neighborhood.

For those of us who live here, these issues are so obvious that it is hard to believe the professionals who drafted the study have spent any time in the impacted areas. More likely, I think they studied maps, dusted off decade-old assessments and plans, and did not do us the courtesy of ensuring this current “study” represents the best solution for our neighbors. This is unacceptable, we deserve to be heard.

Sincerely,

Jennifer Bolcar

hudson tunnel

From: Stephen Bolcar
Sent: Sunday, August 20, 2017 10:33 PM
To: hudson tunnel
Subject: Hudson Tunnel Project

To Whom It May Concern,

My name is Stephen Bolcar, and I am a resident of the Shades area of Weehawken. I was able to attend the Union City public hearing and spoke at it. I want to make one thing clear since it seems that others there spoke about certain people opposing the Tunnel Project. I am not opposed to the Tunnel Project as it is clear that is well overdue. I am opposed to digging in the Shades Area on many fronts and feel that there is a better alternative that was presented by Township of Weehawken and its Mayor and Councilwoman.

First, I find the timing and length of the notice/response period interesting. This period (mid-July to mid-August) is during the time that most families take vacation. Why was this time chosen? I feel that it needs to be extended so more review can be done. I personally have not been able to get through all sections of DEIS.

Second, I find it unethical and immoral that the Quality Air study was waived. Since the Shades as well as surrounding area have many children and seniors, this is a necessity and I will do everything humanly possible to make this happen. I personally have children as well as a lot of my neighbors whose kids' ride bikes in the neighborhood as well play in the park and outside of their residences. This land is definitely contaminated; testing and possible remediation needs to be addressed. When will this study be scheduled?

Third, according to the DEIS report, the noise level on 18th, Grand and Chestnut streets is above the Federal Regulated level. How is this being addressed? As I work at 1200 Harbor Blvd., I have first-hand experience on noise as iron I-beams are being pounded into the ground and how loud and disruptive the noise can be. In addition, the time that work is being suggested from 7 AM to 10 PM is not fair to the community especially based on the noise level.

Finally, the traffic congestion also has not been properly addressed. From my understanding, there will also be other roadwork projects scheduled during this time. The route of these trucks is only going to cause more congestion and angst among residents as well as commuters. I could go further into this subject but it is not necessary as we know that there is constant congestion for several hours in the morning and late afternoon through evening. By the way, this is on a good day without bad weather, emergency roadwork, accidents, etc.

All of these points lead me to the "alternative" that was presented by Weehawken. Based on my limited reading and understanding, there were really no other "real" alternatives until this one was presented. This alternative makes the most sense as there is no residential area near the land owned by NJ Transit near Tonnelle Avenue where trucks could easily ride underground and would not affect traffic (these trucks would be traveling the same or less distance to get to the main roadways). In addition, the trucks could either connect to major roadways quicker or debris could be put on trains to be move without affecting the roadways (probably the best solution).

I am asking all people involved in this project to take a long and hard look at this alternative as it makes more sense than the preferred option and will have less resistance meaning no delays to starting this project.

Regards,

Stephen Bolcar

From: comment@hudsontunnelproject.com
Sent: Saturday, August 19, 2017 1:00 PM
Subject: Comment from Hudson Tunnel Project

The information below was received from the Hudson Tunnel Project website form:

E-Mail:

Title: Ms

First name: Joyce

Last name: Boll

Company:

Address 1:

Address 2:

Town/city: Weehawken

State: NJ

Zipcode: 07086

Comment or question: This project should be moved farther north away from heavily-populated Weehawken which is a flood zone.

The debris will pose dangerous air quality to which my child should never be exposed.

While we are on this subject, I'm wondering what level of stupid civil/environmental engineers approved construction in a flood zone? Superstorm Sandy wreaked havoc in precisely the same are in which construction is intended. Come on, folks! Please tell me someone in your organization has some common sense!

Comment Type: DEIS Comment - Air Quality

End of message

From: comment@hudsontunnelproject.com
Subject: Comment from Hudson Tunnel Project
Date: Monday, July 31, 2017 8:43:40 AM

The information below was received from the Hudson Tunnel Project website form:

E-Mail:

Title: Captain

First name: Andrew

Last name: Brusgard

Company: Jersey City Police (Retired)

Address 1:

Address 2:

Town/city: Union

State: NJ

Zipcode: 07083

Comment or question: I was a member of the HBLR planning, design, ROW placement committee for Bayonne, Jersey City, Hoboken, North Bergen. Have a strong interest in transportation needs of area. Have actually walked through the present tunnels (Ex- PRR) Know the area well. Please add me to your e-mail list. If there is a public advisory committee, would like consideration for membership.

Comment Type: DEIS Comment - General

End of message

From: comment@hudsontunnelproject.com
Sent: Tuesday, August 8, 2017 3:29 PM

The information below was received from the Hudson Tunnel Project website form:

E-Mail:
Title:
First name: denise
Last name: cahn
Company:
Address 1:
Address 2:
Town/city: hoboken
State: nj
Zipcode: 07030

Comment or question: Good Afternoon,
I just looked over the Hudson Tunnel proposal and wanted to comment that I think it's a shame that a stop couldn't be established for us Hoboken-North and Weehawkin residents to gain access to the line. I am not sure how far along this project is but I wanted to at least share my opinion but dealing with all the construction and traffic the project is going to cause would be much more tolerable if we knew upon completion we would have an option to get into Manhattan that didn't involve taking a bus through the Lincoln Tunnel (or a bus to the PATH station).

Regards,
Denise Cahn
Comment Type: DEIS Comment - Transportation

End of message

hudson tunnel

From: Pat Calligy
Sent: Friday, August 18, 2017 3:46 PM
To: hudson tunnel
Subject: Train Station in Northern Hoboken/Southern Weehawken

I'm writing to express my desire to see a train station in Northern Hoboken/Southern Weehawken as part of a new tunnel under the Hudson. Here are some reasons:

- Existing public transportation into Manhattan is at capacity (NJ Transit buses and PATH trains and, to a lesser extent, privately run ferries).
- The station can provide links to the existing Hudson Bergen Light Rail.
- The station can prompt environmental clean up of brownfields and lead to new tax-generating development.

hudson tunnel

From:
Sent: Sunday, August 20, 2017 12:25 PM
To: hudson tunnel
Subject: Concerned about Hudson Tunnel Project

Hi,

I would like to voice my concern over the Hudson tunnel project. As a long time Weehawken resident, home owner, and tax payer, this project is unacceptable. This project will create additional pollution to an area that is already filled with the exhaust of all the buses and cars that use the Lincoln tunnel everyday. It would endanger the entire shades neighborhood, driving down housing values and quality of life for its residents. It will also impact the local traffic. Hoboken is already hard to get to for local residents and adding more traffic at the base of the bridge will make impossible to get to Hoboken for work, play, and educational classes. This project needs to be relocated immediately.

A concerned and outraged citizen

Meg Carson
Weehawken Resident

hudson tunnel

From:
Sent: Sunday, August 20, 2017 12:28 PM
To: hudson tunnel
Subject: Concerned about Hudson Tunnel Project

Hi,

I would like to voice my concern over the Hudson tunnel project. As a long time Weehawken resident, home owner, and tax payer, this project is unacceptable. This project will create additional pollution to an area that is already filled with the exhaust of all the buses and cars that use the Lincoln tunnel everyday. It would endanger the entire shades neighborhood, driving down housing values and quality of life for its residents. It will also impact the local traffic. Hoboken is already hard to get to for local residents and adding more traffic at the base of the bridge will make impossible to get to Hoboken for work, play, and educational classes. This project needs to be relocated immediately.

A concerned and outraged citizen

Rob Carson
Weehawken Resident

From: Steve Caruso
Sent: Monday, August 14, 2017 2:41:13 PM (UTC-05:00) Eastern Time (US & Canada)
To: hudson tunnel
Subject: Train noise-pollution
From:
Steve Caruso

North Bergen, NJ 07047

RE: Noise Pollution

Dear Hudson Tunnel project,

I own property at 2025 Grand Avenue, North Bergen, NJ 07047, and am on the Condo Board of Directors.

I was not able to attend the public hearings regarding the proposed project as I worked during those days.

My opinion is that the noise coming all day and night from the train whistles, is unbearable already, and adding tracks nearer to my home would only make it worse. This would double the volume of trains, and noise pollution nearer my home. I would be against the project for these reasons.

However I would be interested to listen to proposals about what plans are being made to cut down the current noise, and drown out or redirect, the noise that all of us residents hear all day and night. Has the noise pollution been addressed in your plans for the proposed additional portal? What are the laws/statutes regarding noise after 10 PM? Why do the train operators incessantly blow their whistles? What position are the trains in, when they decide to sound the whistles?

I would request that you provide answers to these questions to me. I have homeowners that I will report your answers to.

An email answer is satisfactory. Thank you.

Steve Caruso

From: Justin Cheng
Sent: Tuesday, August 15, 2017 4:49 PM
To: hudson tunnel
Subject: RE: Weehawken Resident Comments on the Hudson Tunnel Project, Draft Environmental Impact Statement (DEIS)

RE: Weehawken Resident Comments on the Hudson Tunnel Project, Draft Environmental Impact Statement (DEIS)

To Whom It May Concern:

I am a current resident of Weehawken and reside in the Shades neighborhood where – under the currently proposed Hudson Tunnel Project – the most direct impact of the construction will be experienced.

It is quite evident that the currently proposed Hudson Tunnel Project is merely a regeneration of the originally proposed ARC Project, which at this point is nearly a decade old. Indeed, the DEIS that has been issued is nearly identical to that issued for the ARC Project. As a concerned resident, it seems abundantly clear that little work has been done to thoroughly assess, analyze, and understand the impact and feasibility of the proposed project based on the current dynamics of the neighborhood, which have no doubt changed over the past eight or nine years. It is also clear that little to no work has been done to explore alternatives to the project.

Below, I have noted a number of grave concerns I have regarding the project as it currently proposed:

- * **Unreasonable Proposed Working Hours:** The Hudson Tunnel Project currently proposes a 7AM to 11PM working-hour schedule. This is completely unreasonable for a densely populated area with families and young children. I, along with my fellow neighbors, our Mayor, and the Weehawken Township representatives will absolutely not allow for this to take place. The fact that this schedule is even being entertained is absolutely deplorable and demonstrates a complete lack of disregard for the families and children residing in the neighborhood.
- * **Unrealistic Assumptions Regarding Truck Traffic:** Currently, the Hudson Tunnel Project proposes to regularly move 100 trucks per day into and out of the construction area. Even assuming the unreasonable proposed working hours of 7AM to 11PM, this results in over six trucks per hour, more than one every 10 minutes. The surrounding area already experiences significant levels of traffic during morning and evening rush hour periods. Expecting to add large trucks into an already congested mix of cars and frequent commuter buses is an absolute absurdity and belies a disregard and lack of sufficient study of the area and its current dynamics. In the years following the proposal of the ARC Project, traffic patterns in the Weehawken area have changed significantly and clearly cannot accommodate the volume of trucks that was proposed in the ARC Project and continues to be proposed today in the Hudson Tunnel Project.
- * **Unreasonable Burden on a Small Community:** As proposed today, the Hudson Tunnel Project places an unreasonable burden on a small, local community that will be responsible for shouldering the vast majority of the disruption, inconvenience, and negative health impacts of a proposed project plan that is not only outdated but entirely unrealistic given the current dynamics and development of the neighborhood.
- * **Increased Risk of Vehicular Accidents and Debris Spillages from Trucks:** Because the DEIS proposes to haul construction materials and debris, which may include hazardous materials, on trucks (rather than safer alternatives, like by train), there is a significantly increased risk of vehicular accidents occurring in an area that is already heavily congested with traffic. Additionally, transporting construction materials, debris, and hazardous materials by truck poses a significantly increase risk of leakages and spills, which will pose considerable health risks to residents.
- * **Overlap with Other Concurrent Projects:** Construction of flood barriers as well as construction on the Helix will

be taking place at the same time as the proposed Hudson Tunnel Project. Accordingly, the surrounding area simply cannot be expected to bear the burden of multiple projects taking place concurrently. This, too, will inevitably result in delays and only extend the negative effects of the project on our neighborhood as well as overall project costs.

* **Proposed Construction Area is in a Flood Zone:** The proposed construction site is in a flood zone. Indeed, the immediate neighborhood was seriously affected by Hurricane Sandy in 2012, and the potential impact of any future storm flooding to the area carries the risk of significant delays to the project.

* **Negative Health Impacts Resulting from Particulate Matter:** While the issue of particulate matter in neighborhood air has been mentioned in the DEIS, I and my fellow neighbors remain both skeptical of the expected results and concerned for the health of the residents in the neighborhood, especially the young children.

While I and my fellow Weehawken residents understand the necessity of a new tunnel, we reject and are prepared to take all necessary actions, pursue all measures, and explore all channels possible to oppose the Hudson Tunnel Project as it is currently being proposed today.

Based just on the few concerns that I have highlighted above, it is apparent that alternatives to the proposed Hudson Tunnel Project and DEIS have not yet been explored. In a recent meeting with NJ Transit and Hudson Tunnel Project representatives on July 27th, a proposal was made by residents of Weehawken to move the bulk of the construction westward, especially given that the intention is for construction material and debris to be hauled in that direction anyways.

Further exploration and assessment of alternatives such as this must be made; otherwise, this project is doomed to failure.

Sincerely,
Justin Cheng
Resident, Weehawken

From: Joseph Clift
To: [hudson tunnel](#)
Cc:
Subject: Joseph M. Clift Comments on HTP DEIS are attached
Date: Tuesday, August 22, 2017 2:21:54 AM
Attachments: [170821 JMClift HTP DEIS Comments.docx](#)

To whom it may concern:

My comments on the Hudson Tunnel Project Draft Environmental Impact Statement are attached.

I would appreciate your accepting this submission. My computer crashed, and I was unable to send in the document until now.

Thank you.

Regards, Joe Clift

Joseph M. Clift Comments, 08/21/17
Hudson Tunnel Project (HTP) Draft Environmental Impact Statement (DEIS)
jmclift@alum.mit.edu, 212.245.6299, 322 West 57th Street, #37M, New York, NY 10019

The alternatives analysis that selected the project's Preferred Alternative was not a true alternatives analysis – it was a process rigged to produce a final alternative that exactly duplicated the ARC FEIS track alignment from the middle of the Hudson River west to Secaucus by examining only slight engineering changes in the ARC FEIS tunnel alignment, instead of evaluating true alternatives. To accomplish this rigged process, project planners arbitrarily dismissed two rational, buildable alternatives I proposed during the scoping phase of the project that would have far better achieved two key goals of the project:

Goal #1: Improve service reliability and upgrade existing tunnel infrastructure in a cost-effective manner.

Goal #4: Do not preclude future trans-Hudson rail capacity expansion projects.

The two dismissed alternatives were proposed during the scoping phase of the project:

1. Build the 01/17/07 ARC DEIS alignment from NY Penn Station (NYP) west to Secaucus-

Specifically, build a track duck-under to bring the track in the north tube of the HTP to the north side of the existing Northeast Corridor (NEC) at the Bergen portal, thereby providing the immediate opportunity to operate the NEC as a 3-track railroad (with a reversing peak-direction center track) from the Hackensack River to the Bergen tunnel portal, making it possible to operate at least 12 additional peak-hour trains (+50%) into NYP once a third track is built across the Hackensack River and platform extensions and passenger circulation improvements are made to NYP Tracks 1-12.

The Preferred Alternative makes this immediate opportunity impossible, given that its alignment is a separate 2-track railroad that will require: a new right of way with two additional tracks all the way across the Meadowlands to at least Swift Interlocking where MidtownDirect trains enter the NEC; construction of a highly complex expanded Swift Interlocking; two more tracks across the Hackensack River; and construction of a new station immediately south of and connecting with Secaucus Station. All must be funded and built before a single additional NJT peak-hour train, needed now, can be scheduled.

2. Build sub-aqueous tunnel tubes in two phases to minimize initial cost- First, build a single-track tube (following the alignment of the north tube of the ARC DEIS), thereby providing the immediate opportunity to operate the 3-track railroad described above from the Hackensack River to NYP; build the second sub-aqueous tunnel tube (following the alignment of the south tube of the ARC DEIS) at a later date, when additional funds become available. Cost of HTP has risen dramatically with no known source of funding, imperiling the project, and therefore it is critically important to evaluate the potential for a substantially less-costly first phase.

The 2-track “tunnel box” that will extend from 12th Ave. to the existing NYP approach tracks east of 10th Ave. provides two approach tracks sufficient for a single new tunnel tube to accommodate the existing 24 peak-hour trains during sequential rehabilitation of the two existing tunnel tubes. Emergency egress from this third trans-Hudson tube would be the same as for the two existing tubes: removal of an entire train and its passengers by an existing protect locomotive, obviating the need for a fourth tube to provide this safety function.

Sadly, the study made a strong effort to maximize instead of minimize the cost – in time and dollars – of rehabilitating the existing Hudson tubes, in direct contravention of Goal #1's “cost-effective” mandate:

3. Preferred Alternative specifies full replacement of all tunnel bench walls when only 10% to 20% of the walls were inundated by Sandy water, per the 2014 HNTB report (see attached excerpts).

Reason: to meet NFPA 130 bench wall height standard. Result: five times increase in time (to five years) and cost (to \$250M in 2014 \$'s) to replace bench walls over entire 2-1/2 mile tunnel length.

4. Preferred Alternative specifies direct fixation track to replace existing ballasted track in tunnels not built for direct fixation. Reason: “Current state of practice for rail tunnels.” Cost: \$100M in 2014 \$'s.

The DEIS Preferred Alternative dooms NJ Transit to a 20-year wait to run more peak-hour trains needed NOW!

Excerpt from: **06/30/17 Hudson Tunnel Project Draft EIS and Draft Section 4(f) Evaluation**

False claim of portal-to-portal damage of bench walls:

S.2.2 PROJECT NEED (Page S-2)

Chlorides from the seawater remain in the tunnel’s concrete liner, bench walls, and ballast, causing ongoing damage to these elements as well as to embedded steel, track and third rail systems, and signaling, mechanical and electrical components. The damage to the bench walls and ballast and track systems necessitates full portal-to-portal replacement of these elements, which form integrated systems running the length of the tunnel.

Excerpts from: **New York City Under River Tunnels Superstorm Sandy Impact Assessment**

Report by prepared by HNTB for Amtrak, September 18, 2014

Executive Summary (Pages 2-3)

.....
 The East River Tunnel experienced more sea water exposure, with water levels reaching the crowns at mid-river. In contrast, the **North River Tunnel experienced less sea water exposure**, with water levels reaching above the bench walls at mid-river.

.....
 It is accordingly recommended that the bench walls be replaced with **new bench walls, constructed at the proper height to meet current fire-life safety** standards (National Fire Protection Association (NFPA) 130). As it is neither practical nor advisable from safety or other perspectives to construct the middle portion of a bench wall at different height than the two ends, it is recommended that the replacement be portal to portal.

.....
 Accordingly, it is recommended that the existing ballasted track system be replaced with a direct fixation track system, which is the current state of practice for rail tunnels. This work should be accomplished in coordination with the bench wall replacement to minimize service disruptions.

.....
 Cost estimates have been developed for the recommended work. The table below presents a summary of the costs. These costs include anticipated Amtrak force protection work. The basis of and the assumptions behind these estimates are provided in this report.

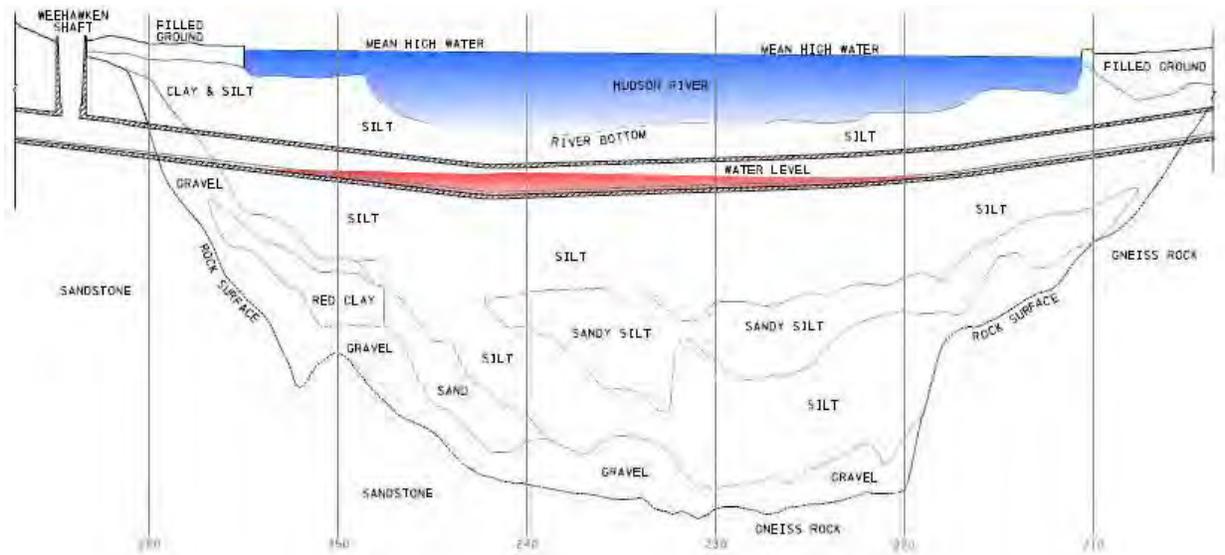
	2014 \$'s			
<u>Tube</u>	<u>Pressure Washing</u>	<u>Cracks and Delaminations</u>	<u>Bench Wall Replacement</u>	<u>Direct Fixation Track</u>
NRT-North	\$1,900,000	\$1,500,000	\$124,700,000	\$50,000,000
NRT- South	\$1,700,000	\$ 400,000	\$124,700,000	\$50,000,000

Introduction (Page 4)

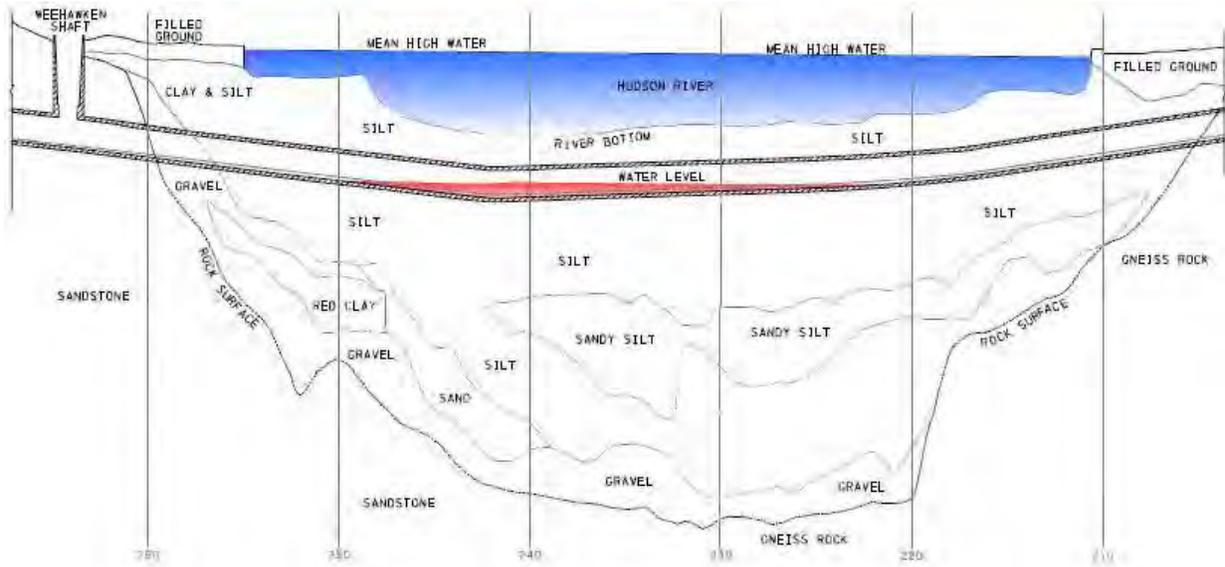
.....
 The New York City **tunnels** range from 12,000 to **13,500 feet in length**, portal to portal. The portions of the tunnels that were inundated ranged from 2,300 to 4,200 feet. For the East River Tunnel, the inundation was complete in the mid-river areas with sea water reaching the crowns at mid-river, while in the North River Tunnel the inundation was less, with sea water reaching above the height of the bench walls at mid-river.

History and Existing Conditions – North River Tunnel (Pages 9 & 10)

.....
 The North River Tunnel traverses a geologic profile consisting of bedrock on the east and west shores of the River and predominately very soft clays beneath the river. Figures 8a and 8b present the tube alignment superimposed on the geologic profile. These figures also indicate the extent of sea water inundation, although not to an exact scale.



PROFILE OF NORTH RIVER TUNNEL NORTH TUBE



PROFILE OF NORTH RIVER TUNNEL SOUTH TUBE

Figure 8a and 8b - Geologic and Inundation Profile, North River Tunnel, North and South Tubes
 (Note: Section used is from Penn Central Drwg No.K-1303 and its vertical scale is exaggerated))

Phase 2 – Visual Inspection and Testing - Visual Inspection Summary - North River Tunnel (Page 30)

During Sandy, the North River Tunnel experienced a significant inundation of sea water. Based on information provided by Amtrak, the sea water entered the tunnels from the Manhattan portals and **crested above the top of rail for up to 3,212 feet of the North tube and up to 2,307 feet of the South tube** [average 20% of tunnel length]. Unlike the East River Tunnel, the North River Tunnel was not inundated to the crown.

Assessment – Bench Walls (Pages 50-51)

The bench walls in the under river portions of the East River Tunnel were inundated during Sandy, with each tube inundated for approximately 3,500 feet of its length. In the North River Tunnel, the inundation was less extensive with approximately **1,900 feet inundated in the North tube and 800 feet inundated in the South tube** [average 10% of tunnel length].

hudson tunnel

From: Sera Coblentz
Sent: Wednesday, August 16, 2017 5:08 PM
To: hudson tunnel
Subject: Hudson Tunnel Project in the Shades neighborhood of Weehawken

I am writing to voice my deep concerns about The Hudson Tunnel Project and the fact that this site is even being considered. I am sure you already know all the reasons why but I will address them again.

We are an enclosed, residential only neighborhood, just outside of the Lincoln Tunnel. Our neighborhood is filled with children. To even consider such a toxic and disruptive project within yards of people homes is unfathomable. Your proposal is to run 100 trucks a day carting out toxic dirt that could possibly contain large amounts of pollutants. The hours are 7 am until 11 pm at night, 3 hours after most children's bedtimes, for a period of 3-4 years (but of course will end up being longer) . You have already congratulated each other that you had the air quality test waived (deplorable and dangerous, what is this, Flint Michigan???) and it has been noted by environmental experts that trucking is the worst way to export the goods to the end site as they can get into accidents, tip or leak their contents or any other variety of ways to expose the route that they will travel over. Never mind the absolute gridlock that goes on in our area on a daily basis!!! In the time that you first proposed this site a 503 unit apartment building was erected, right on the very edge of the proposed travel path.

You also know that our town has come up with a nonresidential site along a commercial train line with much less traffic congestion so that you do not have to impact our neighborhood.

You know all of this so let me tell you what I am prepared to do.

My brother is a lawyer and has offered his pro-bono services, many other residents have secured their own legal counsel as well. Our neighborhood is pre-emptively organizing a class action lawsuit and securing the services of an outside company to do air quality tests every moment from the start of the project should you insist on proceeding. We have been videotaping all meetings and have begun interviewing each other so that we can build a video archive to support a feature length documentary. My Aunt worked on the Monsanto documentary and has offered her services as well. My husband works for NBC so we will make sure MSNBC has a constant flow of information as the project takes place with names and background political checks and motivation for every person involved. I will use every moment to garner as much bad press for this proposed site and to be sure that the public knows there were other very reasonable options on the table.

We will not stop for one moment, not one, as we have seen enough to know that corporations do not take the value and health of human life into consideration....but we the parents.....will never stop fighting..... and we will make sure the avalanche of bad press outweighs what you dig out of that tunnel shaft....that I promise.

Regards,

Sera Coblentz

From: Ana Laura Cooney
Sent: Friday, August 11, 2017 2:33:09 PM (UTC-05:00) Eastern Time (US & Canada)
To: hudson tunnel
Subject: Please build from Tonnelle Ave

Building from Tonnelle Ave makes the most sense with construction, traffic and our wonderful neighborhood.

Thank you for listening, sincerely,

Ana Laura Cooney

hudson tunnel

From: Daniel Cromer
Sent: Sunday, August 20, 2017 10:29 PM
To: hudson tunnel
Cc: rbhalla@hobokennj.gov; mdefusco@hobokennj.gov; jengiattino6@gmail.com; councilmanramos4@gmail.com
Subject: Comments Re: Draft Environment Impact Statement

To Whom It May Concern:

Having reviewed key components of the Hudson Tunnel Project's Draft Environmental Impact Statement, dated June 2017, as a resident, taxpayer, and member of the public of Hoboken, NJ, I wish to offer the following commentary:

1) The project states its intention not to increase capacity, but rather to maintain existing capacity in trans-Hudson rail crossings. Given significant effort and costs in both planning and construction, undertaking a project on limited intention represents a significant opportunity lost in improving transportation options for communities east of the Hudson River (especially when those communities are directly crossed by the project's proposed alignment). At minimum the project must incorporate designs that offer specific future expansion options of stations, branches, connections, or other services that benefit Hoboken.

2) Significant construction at the proposed Hoboken shaft site will be incredibly disruptive to our community because the project calls for 24 hour access to the Hoboken site for construction and maintenance. Heavy industrial construction methods that involve blasting, drilling, injection of material for ground hardening, and disposal of potentially toxic excavation via local streets are not activities to undertake only a few hundred feet from residences, schools, and small businesses without providing any return economic benefit to the impacted community.

3) Further, the Hudson Tunnel Project lists two goals which stand at odds with the overall welfare of Hoboken. First, the project intends to "minimize impacts on the natural and built environment" while also calling for significant construction disruption within Hoboken and permanent operation of a Hoboken fan plant. Second, the goal: "do not preclude future trans-Hudson rail capacity expansion projects" conflicts with the project's current proposals which A) negatively impact future site planning and transportation options within Hoboken and B) fail to protect transportation expansion that lies east of the Hudson River such as future HBLR system expansion.

Recognizing this project's importance to our region, I look forward to your response and continued review and collaboration.

Sincerely,

Daniel J. Cromer
Resident, Hoboken, NJ

hudson tunnel

From: Mike Curry
Sent: Sunday, August 20, 2017 9:11 AM
To: hudson tunnel
Subject: Hudson River Tunnel

Hudson Tunnel Project,

I am a homeowner who resides with his family at 203 Shippen St. in Weehawken, NJ. It has come to my attention that the new "Hudson River Tunnel" project will be built underneath our home with construction vehicles and materials exiting the tunnel within a mile of our house on either side.

This construction will cause both health and quality of life issues for my wife and I along with our two and four year old children. No one knows what health impacts it will have because there has not been an environmental study. Are we just suppose to cross our fingers that everything will be OK? What assurances can you give us? What plans have been put in place? Testing?

As the plan stands now we are going to be in the middle of a construction site for 10+ years, suffering all the downsides that go along with the construction of this project, and will see no benefit at all from the tunnel. We are going to be breathing in dust particles, dealing with traffic jams from all the construction vehicles and vibrations from the drilling. And nothing in return? Nothing?

I understand that this tunnel needs to be built and I am a firm supporter for increasing public transit but you cannot ask a community to deal with all the negatives of a project without getting some positive in return. Right now all we get is a ventilation shaft.

If and when more information about this project is available please contact me at the information below.

Sincerely,
Michael Curry

Weehawken, NJ
07086

From: Sharon Czornomor
Sent: Wednesday, August 2, 2017 1:06:52 PM (UTC-05:00) Eastern Time (US & Canada)
To: hudson tunnel
Subject: Questions to the shades in weehawken construction and afterwards

See attachment relating to the new tunnel to be built.



Hudson Tunnel Project

Community Meeting

July 27, 2017

St. Lawrence Catholic Church, St. Lawrence Community Center
22 Hackensack Avenue, Weehawken, NJ 07086

Please use this comment form to let us know your thoughts.

Name (required): JERRY + SHARON CZORNOMOR

Organization/Affiliation: _____

Street Address _____

City: WEEHAWKEN State: NJ Zip Code: 07086

Email: _____

Comments: ① Do to the bend/curve from Union City to Weehawken, what would be the max speed in the new tunnel for the trains?
② Need to know where (if any) the staging area will be for the trucks waiting to load since idling should be no more than 3 minutes (state law).
③ Truck route must be strictly enforced.
④ Need to know the total amount of noise after ventilation/fans shaft is done and the amount of dust to be released into the air especially when humidity is high during the spring/summer months

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by August 21, 2017:

Email: comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsontunnelproject.com

For more information, please visit the project website at: www.hudsontunnelproject.com.

From: comment@hudsonstunnelproject.com
Subject: Comment from Hudson Tunnel Project
Date: Saturday, July 29, 2017 8:14:11 PM

The information below was received from the Hudson Tunnel Project website form:

E-Mail:

Title: Dr.

First name: Robert

Last name: Daniel

Company:

Address 1:

Address 2:

Town/city: West Orange

State: NJ

Zipcode: 07052

Comment or question: I would like to comment that this is an exhaustive DEIS which basically shows that the project as designed has the most minimal impact on the environment. Therefore I hope that it will complete this environmental review process as quickly as possible and become a FINAL EIS which will ready the project for its construction. Thank you. Robert Daniel

Comment Type: DEIS Comment - Project Purpose and Need

End of message

From: comment@hudsontunnelproject.com
Sent: Thursday, August 17, 2017 11:12 PM
Subject: Comment from Hudson Tunnel Project

Hello!

The information below was received from the Hudson Tunnel Project website form:

E-Mail:
Title:
First name: Brandon
Last name: Davidson
Company:
Address 1:
Address 2:
Town/city:
State:
Zipcode: 07086
Comment or question:
Comment Type: DEIS Comment - Air Quality

End of message

From: comment@hudsontunnelproject.com
To: [Howard Latimer](#); [Michael Ahillen](#); [Debbie Hoffman](#)
Subject: Comment from Hudson Tunnel Project
Date: Tuesday, August 29, 2017 11:59:10 AM

Hello!

The information below was received from the Hudson Tunnel Project website form:

E-Mail:

Title: Mr.

First name: Blake

Last name: Davis

Company: Waters McPherson McNeill, PC

Address 1:

Address 2:

Town/city: Secaucus

State: NJ

Zipcode: 07094

Comment or question: 1. Please let us know of the status of project funding

2. Please let us know to whom we would write to make an appearance on behalf of a property owner whose land is affected by the project.

Comment Type: DEIS Comment - General

End of message

From: comment@hudsontunnelproject.com
Sent: Monday, August 21, 2017 12:10 PM
Subject: Comment from Hudson Tunnel Project

The information below was received from the Hudson Tunnel Project website form:

E-Mail:

Title:

First name: Gabor

Last name: Debreczeni

Company:

Address 1:

Address 2:

Town/city:

State:

Zipcode: 11201

Comment or question: This is very exciting -- good luck -- it's a much-needed project and will benefit New Yorkers much.

Comment Type: DEIS Comment - Transportation

End of message

From: comment@hudsontunnelproject.com
Sent: Wednesday, August 16, 2017 6:07 PM
Subject: Comment from Hudson Tunnel Project

Hello!

The information below was received from the Hudson Tunnel Project website form:

E-Mail:
Title:
First name: Karen
Last name: Dembroe
Company:
Address 1:
Address 2:
Town/city: Weehawken
State: Nj
Zipcode: 07086

Comment or question: I live in the area in Weehawken where you are planning to build the air vent I just don't understand when it is a no brainer WHY you would do this here when there is alternative sight in north Bergen that will affect no one. Wanting to do this in our neighborhood is just pure greed. You were able to get air quality tests waived and it will cost you less to do it here BUT it will endanger the lives of a neighborhood full of families that have been here longer then the idea of this project. Who knows years from now how our health could be affected. Can you guarantee it won't? I know you could probably care less who I am but tacking dirt at all hours that has not been tested through our neighborhood will endanger everyone. Would you want this done in your neighborhood? The site in north Bergen is near no one you can work any hours you want as well as put the dirt on trains and trucks through NO NEIGHBORHOODS. You will also be able to move it quicker vs the u nmovable traffic in this area already and you will be adding to the congestion. The sound of the vent as well as its massive size will also not affect anything or anyone in north Bergen. What would you value more life or money ?

Comment Type: DEIS Comment - General

End of message

From: Chris Devaney

Sent: Tuesday, August 8, 2017 1:43:40 PM (UTC-05:00) Eastern Time (US & Canada)

To: hudson tunnel

Subject: Hudson Tunnel Project

I feel with all the existing construction within this small area, and all the pending projects that are coming up digging from our neighborhood would devastate our township.

hudson tunnel

From: Shelley Dexter
Sent: Monday, August 21, 2017 3:25 PM
To: hudson tunnel
Subject: Concerned Weehawken Resident

To Whom it May Concern,

My family and I live in the Shades neighborhood of Weehawken, less than a block from where the Hudson Tunnel ventilation project would be constructed. We have a small child and another on the way. Our neighborhood is tiny and quiet — the reason all of us moved here. It's comprised of only a few one-way streets, which are already at max capacity for traffic and parking. Adding 100+ trucks and workers traveling through here every day would be an unreasonable burden for us to bear. Where will the residents be able to park once all of your trucks and equipment take over our streets? Not many people here have the luxury of garage parking.

Our children ride their bikes and play in the streets and this would pose obvious dangers. The school bus stop is also directly in the path of the route the trucks would take to access the site. The intersection of W 19th and Hackensack Plank is already a VERY dangerous intersection for pedestrians and adding that much more traffic would cause additional delays to the Lincoln tunnel and make it even harder to get to/from the NJT bus stop. The busiest NJT bus line, the 126 through Hoboken, already suffers severe delays in traffic and this would become unbearable and a non-starter for the residents who commute to the city every day.

Our son's bedroom window would overlook the project — the 7AM-11PM hours are completely unreasonable. Are we just supposed to put up with the noise, debris, traffic and toxic pollution for the next several years? Additional environmental and air quality testing is required since ground contamination is a known factor. If the ground is contaminated, what kind of dust particles will be released into the air for all the children and elderly residents to breathe?

Another major concern is the area is in a flood zone, which wiped out the entire neighborhood and light rail train tracks in 2012. We are just now getting back on our feet from that destruction and the neighborhood is returning to normalcy. It is unreasonable and unfair to disrupt this small community again. PLEASE consider the alternate location that has been identified off Tonnelle. Do not simply consider your own pocketbooks because this location is the cheapest option — think about the lives of so many residents and commuters you will be affecting now and in the coming years. This is not a small inconvenience for a few weeks. This would disrupt our way of living and I predict many families will move away out of frustration, homeowners will not be able to sell their homes and property values will plummet. Please consider all factors and potential lawsuits before finalizing a project plan.

Regards,

Shelley Dexter

Weehawken, NJ 07086
(347) 831-3717

hudson tunnel

From: K D
Sent: Saturday, August 19, 2017 2:57 PM
To: hudson tunnel
Cc: Gahmad@tow-nj.net
Subject: Public comments against the proposed tunnel project being constructed in Weehawken

I am a property owner in the Shades area of Weehawken on the 18th street side of Grand Street close to where the proposed construction of the Hudson Tunnel project is scheduled for and have some sizeable concerns about the effect the construction will do to my property and to this area.

I think our community at large would benefit if you would re-consider the entire current plan to build this tunnel and air shaft in our neighborhood and find an alternative proposal.

Vibration concerns.

This area of town is quite old and most of the foundations for most of the structures, including my own were initially done over 100 years ago.

Using the tube coring device to dig the tunnel will certainly cause vibration. How can we be certain this vibration will not rattle the buildings off the foundations in our area? In the meeting at St. Lawrence Church, the engineer spoke of a "zone of influence" pertaining to vibration and before the construction starts I would like to see the "zone of influence" expanded well past the limits of the tunnel property and beyond my property. My building was remodeled in 1986 and its foundation consists of half field stone and half concrete. I'm concerned the joints where these two different materials meet are susceptible to constant vibration. You must consider the vibrations that both the tunnel boring machine plus the additional heavy truck traffic that is currently scheduled to run 16 hours a day will have on my property. I am sure all the residents of the Shades will have the same concern.

The buildings in this area must be given consideration well beyond what would typically be done for a construction project of this size.

This entire area is fragile.

Facts:

During Hurricane Sandy in 2012 there was 5ft of water in most of this area of town. We have been able to restore our buildings, but what reassurance can you provide that this water damage did not have some unseen lingering effects that will only be aggravated by this construction?

Adding another structure in this flood prone neighborhood will only reduce the amount of permeable soil that can absorb water. I'm sure this new construction will take the flood plain into consideration but at what cost to the existing structures that are at or below the plain? The 100 year flood seems to happen every 10 or so years now.

In 2011 an earthquake centered in Virginia but felt on the entire east coast knocked stucco off my next-door neighbor's house. If an earthquake almost 400 miles away can cause stucco to fall off a building what reassurance can you provide that the vibrations caused by this heavy construction project less than 400 feet away won't?

Quality of life.

How could you expect anyone not to object to the construction noise, construction pollution and construction traffic that will be produced in an already congested residential area, not in the least bit favorable to a project of this magnitude, for a conservatively estimated time of 16 hours per day for 7 years?

This project, however necessary for the region, should not begin as currently proposed and an alternative method or methods need to be studied.

Sincerely

Kevin Digan

Weehawken, NJ 07086

hudson tunnel

From: Zita Doktor
Sent: Monday, August 21, 2017 11:53 AM
To: hudson tunnel
Subject: Hoboken

Hi,

Please plan long-term; include a train station stop in Hoboken for the new tunnel. It's not just for Hoboken but the entire county and beyond. The congestion is awful and as more and more people have to rely on two-person incomes, more and more people will want to live closer to work: NYC.

I kindly urge you to include a stop in Hoboken. We need it. All of us do.

Thank you

From: comment@hudsontunnelproject.com
Subject: Comment from Hudson Tunnel Project
Date: Monday, August 21, 2017 11:58:13 PM

The information below was received from the Hudson Tunnel Project website form:

E-Mail:

Title:

First name: Dan

Last name: Domingo

Company:

Address 1:

Address 2:

Town/city: Weehawken

State: Ne

Zipcode: 07086

Comment or question: While we understand the value and the need of creating a new tunnel, we believe that the effects of the plan to the local neighborhood, our neighborhood of Weehawken called "the Shades", needs some reconsideration.

Specifically the effects on local traffic and the impact of noise and air pollution due to the spoils need to be reconsidered. The added traffic, the noise of all the construction and the pollution it will bring to the neighborhood will be an unbearable inconvenience to the community. The plan to have 10 trucks/hour go through the temporary road and having to go through the one and only intersection that Hoboken, Weehawken and people going to and from NY city every day, I believe is a big miscalculation. Currently it takes as much as 20-30 minutes to get out of our neighborhood to get to the 495 exit due to the current volume. The local roads will not be able to handle those 10 trucks/hour going through.

Currently, we barely hear the Hudson County Light rail as it passes through...but the added noise of those trucks and equipment going through most of the day for years will be an unbearable inconvenience for our community.

The environmental pollution of bringing the spoils through the neighborhood and through the streets of Weehawken will be massive.

We respectfully encourage and request that a reconsideration and reevaluation of the plan be conducted. Other alternatives could be offered, for example bringing all the spoils out of the Tonelle construction site. We understand that will be a longer route but is a viable and safer alternative for the community and people that go through this neighborhood.

Sincerely,

Dan & Mary Anne Domingo

Comment Type: DEIS Comment - Social Conditions

End of message

hudson tunnel

From: J Douglas
Sent: Friday, September 8, 2017 7:55 AM
To: hudson tunnel; gahmad@tow-nj.net
Subject: Hudson Tunnel Project, concerns from owners of 3 Hackensack Plank Road

Dear Sir/Madam,

My husband and myself are the owners of the townhouse located at 3 Hackensack Plank Road in Weehawken and have some grave concerns about the impact of the Hudson Tunnel project on our finances.

We live in the UK and rent our house out. We currently get \$3100 per month and plan to keep renting out our house for the next 10 to 20 years.

Our main concern is our house is going to become unrentable during the construction phase of the tunnel.

We have been renting our house out to tenants for the last 6 years with no problems whatsoever, it has been easy to find tenants who enjoy living in the area known as The Shades.

I would like to ask what can you provide for us as landlords in the event that we are unable to rent out our house at its current market value during the construction phase? Will you make up the shortfall. Bear in mind we also have taxes to Weehawken in the vicinity of \$1000 per month.

If we are unable to rent our house out for years I would assume the market value will also drop and we might find ourselves in a position of having to declare bankruptcy.

I would like some reassurance, could our taxes to Weehawken be dropped during the construction phase for example to help compensate us?

Please advise as to any help you will be able to give us. As far as I am aware the tunnel has no direct benefit to our area when it is built. It is one thing to be an owner and to put up with the noise but if you are a landlord and trying to keep tenants happy I can see this is going to be a major problem for us for potentially 5, 6, 7 years and could ruin us financially as the Hurricane Sandy nearly ruined our neighbourhood 5 years ago.

Your advice is needed ASAP so we can consider our alternatives such as selling our property now.

Sincerely,

Jennifer Douglas

England UK

From: comment@hudsontunnelproject.com
Subject: Comment from Hudson Tunnel Project
Date: Friday, July 7, 2017 1:40:41 PM

The information below was received from the Hudson Tunnel Project website form:

E-Mail:

Title:

First name: John

Last name: Duffy

Company:

Address 1:

Address 2:

Town/city: Plainfield

State: NJ

Zipcode: 07060

Comment or question: My comment -

I am in favor of a new tunnel or tunnels under the Hudson, replacing tunnels that are X years old.

Our current Governor made a career-ending decision to not support this project when he came to office 8 years ago.

Go team Go!

John Duffy

Comment Type: DEIS Comment - GeneralGeneral

End of message

From: comment@hudsontunnelproject.com
Sent: Tuesday, August 8, 2017 5:12 PM

Subject: Comment from Hudson Tunnel Project

The information below was received from the Hudson Tunnel Project website form:

E-Mail:

Title:

First name: Laura

Last name: Edelman

Company:

Address 1:

Address 2:

Town/city:

State:

Zipcode: 07030

Comment or question: As this is passing right through North Hoboken/Weehawken, we will have to live through the construction, and, most importantly, our resources are currently very limited and overwhelmed in getting in and out of town, why can't there be a stop in Hoboken or Weehawken?

PLEASE - WE REALLY NEED THIS!

Comment Type: DEIS Comment - Transportation

End of message

From: comment@hudsontunnelproject.com
Sent: Tuesday, August 8, 2017 5:24 PM

Subject: Comment from Hudson Tunnel Project

The information below was received from the Hudson Tunnel Project website form:

E-Mail:

Title:

First name: Laura

Last name: Edelman

Company:

Address 1:

Address 2:

Town/city: Hoboken

State: NJ

Zipcode: 07030

Comment or question: As this will cause major disruption to North Hoboken/Weehawken, and we are already overwhelmed by traffic and limited access in and out of town, can't we put a stop in Hoboken or Weehawken? PLEASE!!

Comment Type: DEIS Comment - Transportation

End of message

hudson tunnel

From: Michael Eggenberger
Sent: Monday, August 21, 2017 2:15 PM
To: hudson tunnel
Cc: Gahmad@tow-nj.net
Subject: Re: Hudson Tunnel Project Comment
Attachments: Hudson Tunnel Project Letter 2017.08.21.pdf

To Whom It May Concern,

Attached, please find my updated feedback of the Hudson Tunnel Project based on new information received since my last correspondence. I have also pasted the content below for your convenience. Please let me know if you have any questions. I note that I sent this on August 21, 2017 at 2:15 pm.

Best,
Michael Eggenberger

August 21, 2017

VIA E-MAIL (COMMENT@HUDSONTUNNELPROJECT.COM)

Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Re: Hudson Tunnel Project - Vent Shaft & Fan Plant and Construction Staging Area

To Whom It May Concern:

I am a resident of Weehawken, NJ, residing at 82 W 18th Street. My wife, Erin Babcock, and I update my August 10 correspondence to express concern with the proposed Hudson Tunnel Project (the "Project"), specifically the vent shaft and fan plant (the "Vent Shaft") and construction staging area (the "Staging Area") in light of new information. We purchased our house due to its location in a safe, quiet neighborhood—the Shades—with the goal of raising a family. In addition to its location close to the city and the Lincoln Tunnel, the Shades is insular and safe. It is a small neighborhood that, due to its location, does not get much outside traffic. Neighbors know and look out for each other and our families. People stop and talk as they take their children or dogs around the neighborhood. The police department and other municipal services are friendly and responsive to any issues that arise, perhaps largely because many neighbors form part of the city agencies that serve our community and Weehawken at large. In sum, the Shades is safe and friendly in a manner that few neighborhoods are. In fact, I feel safer in the Shades than in any of the various places I have lived throughout the United States and the world, from the Midwest to Las Vegas to southern California to north New Jersey to Cyprus and more.

The proposed Vent Shaft and Staging Area is slated to go up directly across the street from our house, between the Shades and the Hudson-Bergen Light Rail line. As an initial matter, the use of the lot as a Staging Area is slated to occur over a period of 2-3 years. I am an attorney that has litigated several construction disputes, and I formerly spent almost a decade working with federal government contract matters, and I will be flabbergasted if the Staging Area work is completed in that time frame. Plus that timeframe is based on a schedule that is absurd on its face: 100 trucks per day from 7 am until 11 pm. A more realistic schedule, with hours that will not be litigated for years by the city and residents, already stretches out the Staging Area timetable by at least a factor of two. The ongoing construction for over half a decade means that the Project will have a significant impact on home values for an unreasonably long amount of time. Such a drawn out process is a long time to feel the equity impact of such a large scale, disruptive project. Did the Project team members consider this impact? What weight was accorded to putting a decade's worth of equity squeeze on residents? But that concern is trivial in the face of the severe safety concerns posed by this Project.

Because the Staging Area will be directly across the street, Shades residents can expect over a decade of construction traffic, noise, debris, and damage. The streets in the Shades are one-way and narrow, just able to accommodate normal traffic, much less heavy construction equipment. The previous owners of our home, located on a corner, had several construction trucks cause damage to the property, including bending multiple 4" diameter steel rods embedded in the concrete. In fact, one bent pole remains there today, and the Google street view of our address shows a Do Not Enter sign knocked halfway down from yet another truck. This demonstrates that the streets of the Shades are too narrow to handle the large vehicles needed for construction, especially the aggressive 100 trucks per day from 7 am until 11 pm currently scheduled. And the narrow eight hour window provides little respite from the noise that inevitably comes with construction activities and large truck traffic; not everyone works a 9 to 5 job. The proliferation of construction traffic through the Shades will cause immense disruption, safety hazards, debris and dust, noise, and other health and property damage. Indeed, it is difficult to imagine a worse staging area than the Shades due to the multiple, narrow choke points, let alone the extreme stress on the already saturated Lincoln Tunnel area.

The lack of foliage or other cover on the south side of the street already causes a large amount of trash and dust to blow into the neighborhood during every storm. We have never witnessed NJ Transit clean up the area, and in fact they left a dead deer carcass on the light rail to rot after shooting it. Frankly, the area has been an abandoned eye sore under NJ Transit ownership. How can we trust NJ Transit to manage construction debris, equipment, and materials if it cannot manage an empty lot? Will NJ Transit pay for damage caused to property due to its construction activities? If so, what does that process involve? Will there be a formalized complaint resolution system, or will residents be forced to navigate the court system to bring property damages claims against the Project? What about relatively smaller issues that impact the neighborhood, such as the trash, dust, and debris that inevitably accompanies any large scale construction project? Will the Project pay for things like sound and vibration proof windows?

As of this morning, August 21, construction crews are installing new water pipes in front of our house, and the noise and vibration are incredibly disruptive. Our entire house is shaking as crews tear up just a small portion of the street. It is impossible to carry on phone calls. We cannot open windows due to the noise and dust. We cannot enter and leave our own house by car without budgeting an extra fifteen minutes due to the need to navigate construction equipment and vehicles. And this is for a small, short term project that operates

during reasonable daylight hours, approximately 10 am until 5 pm. How can we possibly accommodate similar disruptions over a period of years for 16 hours per day?

As a former manager of my Air Force squadron's hazardous chemical disposal program, I am well aware of the dangers that can be posed by the use and disposal of chemicals. What chemicals will be used for the Vent Shaft? For the Staging Area? What safety measures will be in place to ensure that the chemicals are being used in accordance with the applicable safety regulations? Will there be randomized inspections of subcontractors to ensure all safety precautions are being followed? How often? Are any of the chemicals to be used hazardous when breathed, such as acetone? Will the Project make the Material Safety Data Sheets for each and every chemical used available for public inspection online? Is the Project aware of the wind patterns in the area? I assure you that winds often blow from south to north and into the Shades, which is evident by the large amount of trash regularly blown into the south side of the fence on 18th Street. This is a very troubling issue to all residences of the Shades.

Perhaps more troubling is that apparently the Project is skipping required analysis of core samples from the proposed Staging Area. As you are assuredly well aware, the proposed Staging Area was formerly an industrial site and contaminated by decades of use. That the Project would so callously skip required environmental analysis right next to a residential neighborhood, in flagrant disregard for the safety of families, is yet another indication that this portion of the Project is ill-conceived and unworkable. It has been my experience that construction sites attract criminal elements, vagabonds, and homeless persons. Of course, I am hardly alone in this observation; a simple Google search reveals dozens of municipalities that advise on how to reduce crime on construction sites. See, e.g., <http://www.cantonpublicsafety.org/DocumentCenter/View/503>. This strips away the prime benefit of the neighborhood—safety. In fact, there is a shanty town on the hillside behind Hoboken at approximately 8th-9th Streets. The construction staging area will be an inviting target, and will open up the Shades to increased levels of vandalism, mischief, and crime. It could attract traffic from the shanty town on the hillside behind Hoboken at approximately 8th and 9th streets. What concrete steps have the various stakeholders proposed to deal with the increased crime and non-resident traffic? Will the Project close off access between the shanty town and the Shades? Will it have security guards and cameras? What about lights, which have the effect of (perhaps) deterring crime but drastically increasing light pollution at night? Will the Project and its various stakeholders indemnify residents for security systems and insurance premiums? I think we already know the answer.

Aside from the general concerns posed by a decade of construction—with all the attendant crime, property damage, traffic, dust, pollution, debris, and other issues—the Project also proposes to house the Vent Shaft next to the Shades. According to the FAQ, the Vent Shaft's purpose is to "provide fresh air to the tunnel and exhaust smoke during emergencies." As such, it seems as if the Vent Shaft will be constantly cycling pollution from the tunnel directly into the air near the Shades. As you can imagine, this is deeply troubling for everyone in the neighborhood, and particularly those with children or respiratory ailments. Aside from that obvious—and very important—concern, there are other issues with the proposed Vent Shaft. For instance, there is a sewage treatment plant across the light rail tracks in Hoboken. Adding an additional source of air movement increases the likelihood of noxious—and potentially dangerous—fumes from the waste treatment plant to the Shades, which is already a problem. This poses a significant safety risk for residents of the Shades.

In addition, the proposed Vent Shaft will be a windowless monstrosity, blocking sunlight from the southern end of the Shades. The Shades are well named, as cliffs on the west and north sides provide plenty of shade. However, that is offset by the open south end, which provides crucial sunlight during the fall, winter, and spring months. From what I have been told, the Vent Shaft will be a 6-story building placed near the street. That location will put a significant shadow across the community, especially in the colder winter months. Of course, such a large building will have significant impacts on the views and home values of the neighborhood. The previous proposal, as part of the ARC project, called for a much more modest design, with a smaller (squat, circular) building, with park-like grounds surrounding it, set back as far as possible from the street. While still problematic, at least that option showed some degree of consideration of the rights and concerns of citizens.

Frankly, the proposed location of the Vent Shaft reveals what is really wrong with this Project. The Vent Shaft, and Staging Area, will be directly next to an entire community of people. This may sound like a typical “not in my neighborhood” problem, but it is not because the area is replete with other, safer alternatives. For example, the Tonnelle Avenue site, which I am informed is already owned by NJ Transit, sits in the center of an industrial neighborhood. The streets are not full of parents, children, and dogs, but of trucks and other vehicles. The streets are significantly wider. The site is much closer to likely dump sites to the west of New York City. It is not near the Lincoln Tunnel and its significant traffic and choke points. And it sits right next to commercial railroad lines, giving the Project another (likely better) option for hauling away thousands of tons of excavated material. That site presents none of the safety hazards attendant with placing a large scale excavation right next to a vibrant residential neighborhood. I have little doubt that still other, better staging sites exist for the Vent Shaft and especially the Staging Area. Yet it seems the Project never seriously considered such alternative sites, instead relying on a flawed and outdated report tied to the previously abandoned ARC project. That is not simply a poor way to select a site; it is reckless and not in accordance with governing law.

This Project is slated for almost \$13 billion, and will (likely every other large scale project) go over budget. It is impossible to believe that the current proposed site next to the Shades is the most cost effective, for a whole host of reasons: traffic extending the timeline, reimbursement for the significant environmental and other impacts to the neighborhood, and the significant litigation if the Project goes forward with this proposal, among others. And it is clear to anyone with a functioning brain that this location is not at all the safest, or the best for the environment. As proposed, this Project cannot go forward when much better, cost effective, and safer alternatives exist.

As a concerned resident, neighbor, husband, future father, and homeowner, placing the Vent Shaft and Staging Area across from the Shades, as proposed, is beyond troubling to me; it is downright unconscionable. By putting a large scale industrial project slated to last up to a decade or more directly next to a residential neighborhood, the Project and its stakeholders are recklessly disregarding the safety and well-being of an entire neighborhood. That is monstrous, and cannot happen. Rest assured that if the Project persists with this plan, the residents of the Shades will use every available legal means to force a halt to this terrible and illegal scheme.

Sincerely,

/s Michael Eggenberger

Michael Eggenberger

P.S. – Speaking of Hoboken, we note that the FAQ lists the site of the Vent Shaft and Staging Area as Hoboken, NJ. While we believe this to be technically correct, the impact of the Vent Shaft and Staging Area will be entirely felt by residents of Weehawken, in particular the residents of the Shades. This seems like more than an oversight; surely the various members and stakeholders of the Project are well aware that the residents of Weehawken, not Hoboken, will feel the most impact from these aspects of the Project. Please immediately update the FAQ and any other sources of public information to identify that residents of Weehawken will be seriously and directly impacted by the Vent Shaft and Staging Area.

CC: Giovanni Ahmad, Weehawken Township Manager

gahmad@tow-nj.net



Virus-free. www.avast.com

Michael Eggenberger

On Fri, Aug 18, 2017 at 2:47 PM, hudson tunnel <comment@hudsontunnelproject.com> wrote:

Thank you for your comment on the Draft Environmental Impact Statement for the Hudson Tunnel Project. Your comment has been accepted and will be considered in the development of the Final Environmental Impact Statement.

From: Michael Eggenberger

Sent: Thursday, August 10, 2017 11:09 AM

To: hudson tunnel <comment@hudsontunnelproject.com>

Cc: Gahmad@tow-nj.net

Subject: Hudson Tunnel Project Comment

To Whom It May Concern,

I am a resident of Weehawken, NJ, residing at 82 W 18th Street. My wife, Erin Babcock, and I write to express concern with the proposed Hudson Tunnel Project (the "Project"), specifically the vent shaft and fan plant ("Vent Shaft") and construction staging area (the "Staging Area").

We purchased our house due to its location in a safe, quiet neighborhood—the Shades—with the goal of raising a family. The primary benefit of the Shades, aside from the location close to the city and the Lincoln Tunnel, is that it is insular and safe. It is a small neighborhood that, due to its location, does not get much outside traffic. Neighbors know and look out for each other and our families. People stop and talk as they take their children or dogs around the neighborhood. The police department and other municipal services are friendly and responsive to any issues that arise, perhaps largely because many neighbors form part of the city agencies that serve our community and Weehawken at large. And while no neighborhood is perfect, ours is safe and friendly in a manner that few are. In fact, I feel safer in the Shades than in any of the various places I have lived throughout the United States and the world, from the Midwest to Las Vegas to southern California to north New Jersey to Cyprus and more.

The proposed Vent Shaft and Staging Area is slated to go up directly across the street from our house, between the Shades and the Hudson-Bergen Light Rail line. As an initial matter, according to the FAQ on the project website (hudsonstunnelproject.com/faq.html), the construction will be ongoing for seven years. I am an attorney that has litigated several construction disputes, and I formerly spent almost a decade working with federal government contract matters. If this project is complete in less than a dozen years I will be flabbergasted. Can you point to a single project of a similar scope that was completed on time? After some research, I cannot. This means that the Project will have a significant impact on home values for over a decade. A decade plus is a long time to feel the equity impact of such a large scale, disruptive project. Did the Project team members consider this impact? What weight was accorded to putting a decade's worth of equity squeeze on residents? Please provide all records of any discussions, communications, or meetings on the subject of the construction timeline.

Because the construction staging will be directly across the street, Shades residents can expect over a decade of construction traffic, noise, debris, and damage. The streets in the Shades are one-way and narrow, just able to accommodate normal traffic, much less heavy construction equipment. The previous owners of our home, located on a corner, had several construction trucks from other activities cause damage to the property, including bending multiple 4" diameter *steel rods* embedded in the concrete installed to prevent further damage; one bent pole remains there today, and the Google street view of our address shows a Do Not Enter sign knocked halfway down. This demonstrates that the streets of the Shades are too narrow to handle the large vehicles needed for construction. The proliferation of construction traffic through the Shades will cause immense disruption, safety hazards, debris and dust, and other health and property damage. Indeed, it is difficult to imagine a worse staging area than the Shades due to the multiple, narrow choke points. Currently, Weehawken Public Works stages trucks out of the east end of the neighborhood at the corner of Hackensack Plank Road and 18th Street, where vehicular access avoids the bulk of the neighborhood and is able to utilize a 2-way street. While still stuck navigating through various chokepoints (at Hackensack Plank and 19th Street, for example), it is a better solution than navigating through the Shades down 19th Street and around two narrow corners, or running trucks up 18th Street and running into one-way traffic from the corner. But it still puts extreme stress on the already saturated Lincoln Tunnel area that cannot be accommodated. What, exactly, is the plan for vehicular access here? How did the Project consider vehicular access to the construction staging area? Please provide all records of any discussions, communications, or meetings on the subject.

The lack of foliage or other cover on the south side of the street already causes a large amount of trash and dust to blow into the neighborhood during every storm. We have *never* witnessed NJ Transit clean up the area, and in fact they left a dead deer carcass on the light rail to rot after shooting it, only removing it in response to complaints by neighbors. Frankly, the area has been an abandoned eye sore under NJ Transit ownership. Aside from the large Vent Shaft building, what is the plan for the surrounding area? Will it become a paved parking lot, or a permanent staging area of this and other projects? How can we trust NJ Transit and other stakeholders to manage construction debris, equipment, and materials if it cannot manage an empty lot? Will NJ Transit pay for damage caused to property due to

its construction activities? If so, what does that process involve? Will there be a formalized complaint resolution system, or will residents be forced to navigate the court system to bring property damages claims against the Project? What about relatively smaller issues that impact the neighborhood, such as the inevitable trash, dust, and debris that inevitably accompanies any large scale construction project? Please provide all records of any discussions, communications, or meetings on the subject.

As a former manager of my squadron's hazardous chemical disposal program, I am well aware of the dangers that can be posed by the use and disposal of chemicals. What chemicals will be used for the Vent Shaft? For the Staging Area? What safety measures will be in place to ensure that the chemicals are being used in accordance with the applicable safety regulations? Will there be randomized inspections of subcontractors to ensure all safety precautions are being followed? How often? Are any of the chemicals to be used hazardous when breathed, such as acetone? Will the Project make the Material Safety Data Sheets for each and every chemical used available for public inspection online? Is the Project aware of the wind patterns in the area? I assure you that winds often blow from south to north and into the Shades, which is evident by the large amount of trash regularly blown into the south side of the fence on 18th Street. This is a very troubling issue. Please provide all records of any discussions, communications, or meetings on the subject of chemical use and wind patterns.

It has been my experience that construction sites attract criminal elements, vagabonds, and homeless persons. Of course, I am hardly alone in this observation; a simple Google search reveals dozens of municipalities that advise on how to reduce crime on construction sites. See, e.g., <http://www.cantonpublicsafety.org/DocumentCenter/View/503>. This strips away one of the prime benefits of the neighborhood—safety. In fact, there is a shanty town on the hillside behind Hoboken at approximately 8th-9th Streets. While there is an occasional shanty town resident that passes through the Shades on the way back or forth, there is little incentive for people to take the longer way through Weehawken. But the construction staging area will be an inviting target, and will open up the Shades to increased levels of vandalism, mischief, and crime. What concrete steps have the various stakeholders proposed to deal with the increased crime and non-resident traffic? Will the Project close off access between the shanty town and the Shades? Will there be security guards and cameras? What about lights, which have the effect of (perhaps) deterring crime but drastically increasing light pollution at night? Please provide all records of any discussions, communications, or meetings on the subject.

Aside from the general concerns posed by a decade of construction—with all the attendant crime, property damage, traffic, dust, pollution, debris, and other issues—the Project also proposes to house the Vent Shaft next to the Shades. According to the FAQ, the Vent Shaft's purpose is to “provide fresh air to the tunnel and exhaust smoke during emergencies.” As such, it seems as if the Vent Shaft will be constantly cycling air from the tunnel directly into the air near the Shades. As you can imagine, this is deeply troubling for everyone in the neighborhood, and particularly those with children or respiratory ailments. Aside from that obvious—and very important—concern, there are other issues with the proposed Vent Shaft. For instance, there is a sewage treatment plant across the light rail tracks in Hoboken. Adding an additional source of air movement increases the likelihood of noxious—and potentially dangerous—fumes from the waste treatment plant to the Shades. This proposed a significant safety risk for residents of the Shades. Please provide all records of any discussions, communications, or meetings on the subject.

Frankly, the proposed location of the Vent Shaft reveals what is really wrong with this Project. The Vent Shaft, and Staging Area, will be directly next to an entire community of people. This may sound like a typical “not in my neighborhood” problem, but it is not; the north part of Hoboken on the other side of the light rail tracks from the

Shades is home to a host of similar industrial sites. For example, there is a large NJ Transit bus parking area, the sewage treatment plant, a storage facility, abandoned factories, and other non-residential buildings in the area. The streets are wide and not full of adults, children, and dogs. Placing the Vent Shaft and Staging Area in that area would avoid destroying a residential neighborhood. From what I can see in the FAQ, and from the feedback I have received from others, it seems as if the proposed area near the Shades is really just a matter of saving a relative pittance of money on a project slated for almost \$13 billion (and which will assuredly go over budget). The FAQ even states as much: "NJ TRANSIT has already acquired the properties needed for the New Jersey vent shaft site and staging areas." But for a Project that can, and will, have such a devastating impact on the safety, health, value, and livability of a residential neighborhood, the mere fact that NJ Transit bought the land from mobsters a while back cannot be the dispositive factor in deciding where to put the Vent Shaft and Staging Area. As proposed, this Project cannot go forward when a much better alternative exists a mere few blocks away.

As a concerned resident, neighbor, husband, future father, and homeowner, placing the Vent Shaft and Staging Area across from the Shades, as proposed, is beyond troubling; it is downright disastrous. By putting a large scale industrial project slated to last well over a decade directly next to a residential neighborhood, the Project and its stakeholders are placing a relative pittance over the safety and well-being of an entire neighborhood. This cannot happen.

Sincerely,

Michael Eggenberger

P.S. Speaking of Hoboken, we note that the FAQ lists the site of the Vent Shaft and Staging Area as Hoboken, NJ. While we believe this to be technically correct, the impact of the Vent Shaft and Staging Area will be entirely felt by residents of Weehawken, in particular the residents of the Shades. This seems like more than an oversight; surely the various members and stakeholders of the Project are well aware that the residents of *Weehawken*, not Hoboken, will feel the most impact from these aspects of the Project. Please immediately update the FAQ and any other sources of public information to identify that residents of Weehawken will be seriously and directly impacted by the Vent Shaft and Staging Area.

From: Michael Eggenberger
Sent: Thursday, August 10, 2017 11:09:14 AM (UTC-05:00) Eastern Time (US & Canada)
To: hudson tunnel
Cc: Gahmad@tow-nj.net
Subject: Hudson Tunnel Project Comment

To Whom It May Concern,

I am a resident of Weehawken, NJ, residing at 82 W 18th Street. My wife, Erin Babcock, and I write to express concern with the proposed Hudson Tunnel Project (the “Project”), specifically the vent shaft and fan plant (“Vent Shaft”) and construction staging area (the “Staging Area”).

We purchased our house due to its location in a safe, quiet neighborhood—the Shades—with the goal of raising a family. The primary benefit of the Shades, aside from the location close to the city and the Lincoln Tunnel, is that it is insular and safe. It is a small neighborhood that, due to its location, does not get much outside traffic. Neighbors know and look out for each other and our families. People stop and talk as they take their children or dogs around the neighborhood. The police department and other municipal services are friendly and responsive to any issues that arise, perhaps largely because many neighbors form part of the city agencies that serve our community and Weehawken at large. And while no neighborhood is perfect, ours is safe and friendly in a manner that few are. In fact, I feel safer in the Shades than in any of the various places I have lived throughout the United States and the world, from the Midwest to Las Vegas to southern California to north New Jersey to Cyprus and more.

The proposed Vent Shaft and Staging Area is slated to go up directly across the street from our house, between the Shades and the Hudson-Bergen Light Rail line. As an initial matter, according to the FAQ on the project website (hudsontunnelproject.com/faq.html), the construction will be ongoing for seven years. I am an attorney that has litigated several construction disputes, and I formerly spent almost a decade working with federal government contract matters. If this project is complete in less than a dozen years I will be flabbergasted. Can you point to a single project of a similar scope that was completed on time? After some research, I cannot. This means that the Project will have a significant impact on home values for over a decade. A decade plus is a long time to feel the equity impact of such a large scale, disruptive project. Did the Project team members consider this impact? What weight was accorded to putting a decade’s worth of equity squeeze on residents? Please provide all records of any discussions, communications, or meetings on the subject of the construction timeline.

Because the construction staging will be directly across the street, Shades residents can expect over a decade of construction traffic, noise, debris, and damage. The streets in the Shades are one-way and narrow, just able to accommodate normal traffic, much less heavy construction equipment. The previous owners of our home, located on a corner, had several construction trucks from other activities cause damage to the property, including bending multiple 4" diameter *steel rods* embedded in the concrete installed to prevent further damage; one bent pole remains there today, and the Google street view of our address shows a Do Not Enter sign knocked halfway down. This demonstrates that the streets of the Shades are too narrow to handle the large vehicles needed for construction. The proliferation of construction traffic through the Shades will cause immense disruption, safety hazards, debris and dust, and other health and property damage. Indeed, it is difficult to imagine a worse staging area than the Shades due to the multiple, narrow choke points. Currently, Weehawken Public Works stages trucks out of the east end of the neighborhood at the corner of Hackensack Plank Road and 18th Street, where vehicular access avoids the bulk of the neighborhood and is able to utilize a 2-way street. While still stuck navigating through various chokepoints (at Hackensack Plank and 19th Street, for example), it is a better solution than navigating through the Shades down 19th Street and around two narrow corners, or running trucks up 18th Street and running into one-way traffic from the corner. But it still puts extreme stress on the already saturated Lincoln Tunnel area that cannot be accommodated. What, exactly, is the plan for vehicular access here? How did the Project consider vehicular access to the construction staging area? Please provide all records of any discussions, communications, or meetings on the subject.

The lack of foliage or other cover on the south side of the street already causes a large amount of trash and dust to blow into the neighborhood during every storm. We have *never* witnessed NJ Transit clean up the area, and in fact they left a dead deer carcass on the light rail to rot after shooting it, only removing it in response to complaints by neighbors. Frankly, the area has been an abandoned eye sore under NJ Transit ownership. Aside from the large Vent Shaft building, what is the plan for the surrounding area? Will it become a paved parking lot, or a permanent staging area of this and other projects? How can we trust NJ Transit and other stakeholders to manage construction debris, equipment, and materials if it cannot manage an empty lot? Will NJ Transit pay for damage caused to property due to its construction activities? If so, what does that process involve? Will there be a formalized complaint resolution system, or will residents be forced to navigate the court system to bring property damages claims against the Project? What about relatively smaller issues that impact the neighborhood, such as the inevitable trash, dust, and debris that inevitably accompanies any large scale construction project? Please provide all records of any discussions, communications, or meetings on the subject.

As a former manager of my squadron's hazardous chemical disposal program, I am well aware of the dangers that can be posed by the use and disposal of chemicals. What chemicals will be used for the Vent Shaft? For the Staging Area? What safety measures will be in place to ensure that the chemicals are being used in accordance with the applicable safety regulations? Will there be randomized inspections of subcontractors to ensure all safety precautions are being followed? How

often? Are any of the chemicals to be used hazardous when breathed, such as acetone? Will the Project make the Material Safety Data Sheets for each and every chemical used available for public inspection online? Is the Project aware of the wind patterns in the area? I assure you that winds often blow from south to north and into the Shades, which is evident by the large amount of trash regularly blown into the south side of the fence on 18th Street. This is a very troubling issue. Please provide all records of any discussions, communications, or meetings on the subject of chemical use and wind patterns.

It has been my experience that construction sites attract criminal elements, vagabonds, and homeless persons. Of course, I am hardly alone in this observation; a simple Google search reveals dozens of municipalities that advise on how to reduce crime on construction sites. *See, e.g.,* <http://www.cantonpublicsafety.org/DocumentCenter/View/503>. This strips away one of the prime benefits of the neighborhood—safety. In fact, there is a shanty town on the hillside behind Hoboken at approximately 8th-9th Streets. While there is an occasional shanty town resident that passes through the Shades on the way back or forth, there is little incentive for people to take the longer way through Weehawken. But the construction staging area will be an inviting target, and will open up the Shades to increased levels of vandalism, mischief, and crime. What concrete steps have the various stakeholders proposed to deal with the increased crime and non-resident traffic? Will the Project close off access between the shanty town and the Shades? Will there be security guards and cameras? What about lights, which have the effect of (perhaps) deterring crime but drastically increasing light pollution at night? Please provide all records of any discussions, communications, or meetings on the subject.

Aside from the general concerns posed by a decade of construction—with all the attendant crime, property damage, traffic, dust, pollution, debris, and other issues—the Project also proposes to house the Vent Shaft next to the Shades. According to the FAQ, the Vent Shaft's purpose is to “provide fresh air to the tunnel and exhaust smoke during emergencies.” As such, it seems as if the Vent Shaft will be constantly cycling air from the tunnel directly into the air near the Shades. As you can imagine, this is deeply troubling for everyone in the neighborhood, and particularly those with children or respiratory ailments. Aside from that obvious—and very important—concern, there are other issues with the proposed Vent Shaft. For instance, there is a sewage treatment plant across the light rail tracks in Hoboken. Adding an additional source of air movement increases the likelihood of noxious—and potentially dangerous—fumes from the waste treatment plant to the Shades. This proposed a significant safety risk for residents of the Shades. Please provide all records of any discussions, communications, or meetings on the subject.

Frankly, the proposed location of the Vent Shaft reveals what is really wrong with this Project. The Vent Shaft, and Staging Area, will be directly next to an entire community of people. This may sound like a typical “not in my neighborhood” problem, but it is not; the north part of Hoboken on the other side of the light rail tracks from the Shades is home to a host of similar industrial sites. For example, there is a large NJ Transit bus parking area, the sewage treatment plant, a storage facility, abandoned factories, and other non-residential buildings in the area. The streets are wide and not full of adults, children, and dogs. Placing the Vent Shaft and Staging Area in that area would avoid destroying a residential neighborhood. From what I can see in the FAQ, and from the feedback I

have received from others, it seems as if the proposed area near the Shades is really just a matter of saving a relative pittance of money on a project slated for almost \$13 billion (and which will assuredly go over budget). The FAQ even states as much: "NJ TRANSIT has already acquired the properties needed for the New Jersey vent shaft site and staging areas." But for a Project that can, and will, have such a devastating impact on the safety, health, value, and livability of a residential neighborhood, the mere fact that NJ Transit bought the land from mobsters a while back cannot be the dispositive factor in deciding where to put the Vent Shaft and Staging Area. As proposed, this Project cannot go forward when a much better alternative exists a mere few blocks away.

As a concerned resident, neighbor, husband, future father, and homeowner, placing the Vent Shaft and Staging Area across from the Shades, as proposed, is beyond troubling; it is downright disastrous. By putting a large scale industrial project slated to last well over a decade directly next to a residential neighborhood, the Project and its stakeholders are placing a relative pittance over the safety and well-being of an entire neighborhood. This cannot happen.

Sincerely,

Michael Eggenberger

P.S. Speaking of Hoboken, we note that the FAQ lists the site of the Vent Shaft and Staging Area as Hoboken, NJ. While we believe this to be technically correct, the impact of the Vent Shaft and Staging Area will be entirely felt by residents of Weehawken, in particular the residents of the Shades. This seems like more than an oversight; surely the various members and stakeholders of the Project are well aware that the residents of *Weehawken*, not Hoboken, will feel the most impact from these aspects of the Project. Please immediately update the FAQ and any other sources of public information to identify that residents of Weehawken will be seriously and directly impacted by the Vent Shaft and Staging Area.

August 21, 2017

VIA E-MAIL (COMMENT@HUDSONTUNNELPROJECT.COM)

Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Re: Hudson Tunnel Project - Vent Shaft & Fan Plant and Construction Staging Area

To Whom It May Concern:

I am a resident of Weehawken, NJ, residing at 82 W 18th Street. My wife, Erin Babcock, and I update my August 10 correspondence to express concern with the proposed Hudson Tunnel Project (the “Project”), specifically the vent shaft and fan plant (the “Vent Shaft”) and construction staging area (the “Staging Area”) in light of new information.

We purchased our house due to its location in a safe, quiet neighborhood—the Shades—with the goal of raising a family. In addition to its location close to the city and the Lincoln Tunnel, the Shades is insular and safe. It is a small neighborhood that, due to its location, does not get much outside traffic. Neighbors know and look out for each other and our families. People stop and talk as they take their children or dogs around the neighborhood. The police department and other municipal services are friendly and responsive to any issues that arise, perhaps largely because many neighbors form part of the city agencies that serve our community and Weehawken at large. In sum, the Shades is safe and friendly in a manner that few neighborhoods are. In fact, I feel safer in the Shades than in any of the various places I have lived throughout the United States and the world, from the Midwest to Las Vegas to southern California to north New Jersey to Cyprus and more.

The proposed Vent Shaft and Staging Area is slated to go up directly across the street from our house, between the Shades and the Hudson-Bergen Light Rail line. As an initial matter, the use of the lot as a Staging Area is slated to occur over a period of 2-3 years. I am an attorney that has litigated several construction disputes, and I formerly spent almost a decade working with federal government contract matters, and I will be flabbergasted if the Staging Area work is completed in that time frame. Plus that timeframe is based on a schedule that is absurd on its face: 100 trucks per day from 7 am until 11 pm. A more realistic schedule, with hours that will not be litigated for years by the city and residents, already stretches out the Staging Area timetable by at least a factor of two. The ongoing construction for over half a decade means that the Project will have a significant impact on home values for an unreasonably long amount of time. Such a drawn out process is a long time to feel the equity impact of such a large scale, disruptive project. Did the Project team members consider this impact? What weight was accorded to putting a decade’s worth of

equity squeeze on residents? But that concern is trivial in the face of the severe safety concerns posed by this Project.

Because the Staging Area will be directly across the street, Shades residents can expect over a decade of construction traffic, noise, debris, and damage. The streets in the Shades are one-way and narrow, just able to accommodate normal traffic, much less heavy construction equipment. The previous owners of our home, located on a corner, had several construction trucks cause damage to the property, including bending multiple 4" diameter *steel rods* embedded in the concrete. In fact, one bent pole remains there today, and the Google street view of our address shows a Do Not Enter sign knocked halfway down from yet another truck. This demonstrates that the streets of the Shades are too narrow to handle the large vehicles needed for construction, especially the aggressive 100 trucks per day from 7 am until 11 pm currently scheduled. And the narrow eight hour window provides little respite from the noise that inevitably comes with construction activities and large truck traffic; not everyone works a 9 to 5 job. The proliferation of construction traffic through the Shades will cause immense disruption, safety hazards, debris and dust, noise, and other health and property damage. Indeed, it is difficult to imagine a worse staging area than the Shades due to the multiple, narrow choke points, let alone the extreme stress on the already saturated Lincoln Tunnel area.

The lack of foliage or other cover on the south side of the street already causes a large amount of trash and dust to blow into the neighborhood during every storm. We have *never* witnessed NJ Transit clean up the area, and in fact they left a dead deer carcass on the light rail to rot after shooting it. Frankly, the area has been an abandoned eye sore under NJ Transit ownership. How can we trust NJ Transit to manage construction debris, equipment, and materials if it cannot manage an empty lot? Will NJ Transit pay for damage caused to property due to its construction activities? If so, what does that process involve? Will there be a formalized complaint resolution system, or will residents be forced to navigate the court system to bring property damages claims against the Project? What about relatively smaller issues that impact the neighborhood, such as the trash, dust, and debris that inevitably accompanies any large scale construction project? Will the Project pay for things like sound and vibration proof windows?

As of this morning, August 21, construction crews are installing new water pipes in front of our house, and the noise and vibration are incredibly disruptive. Our entire house is shaking as crews tear up just a small portion of the street. It is impossible to carry on phone calls. We cannot open windows due to the noise and dust. We cannot enter and leave our own house by car without budgeting an extra fifteen minutes due to the need to navigate construction equipment and vehicles. And this is for a small, short term project that operates

during reasonable daylight hours, approximately 10 am until 5 pm. How can we possibly accommodate similar disruptions over a period of years for 16 hours per day?

As a former manager of my Air Force squadron's hazardous chemical disposal program, I am well aware of the dangers that can be posed by the use and disposal of chemicals. What chemicals will be used for the Vent Shaft? For the Staging Area? What safety measures will be in place to ensure that the chemicals are being used in accordance with the applicable safety regulations? Will there be randomized inspections of subcontractors to ensure all safety precautions are being followed? How often? Are any of the chemicals to be used hazardous when breathed, such as acetone? Will the Project make the Material Safety Data Sheets for each and every chemical used available for public inspection online? Is the Project aware of the wind patterns in the area? I assure you that winds often blow from south to north and into the Shades, which is evident by the large amount of trash regularly blown into the south side of the fence on 18th Street. This is a very troubling issue to all residences of the Shades.

Perhaps more troubling is that apparently the Project is skipping required analysis of core samples from the proposed Staging Area. As you are assuredly well aware, the proposed Staging Area was formerly an industrial site and contaminated by decades of use. That the Project would so callously skip required environmental analysis right next to a residential neighborhood, in flagrant disregard for the safety of families, is yet another indication that this portion of the Project is ill-conceived and unworkable.

It has been my experience that construction sites attract criminal elements, vagabonds, and homeless persons. Of course, I am hardly alone in this observation; a simple Google search reveals dozens of municipalities that advise on how to reduce crime on construction sites. *See, e.g.*, <http://www.cantonpublicsafety.org/DocumentCenter/View/503>. This strips away the prime benefit of the neighborhood—safety. In fact, there is a shanty town on the hillside behind Hoboken at approximately 8th-9th Streets. The construction staging area will be an inviting target, and will open up the Shades to increased levels of vandalism, mischief, and crime. It could attract traffic from the shanty town on the hillside behind Hoboken at approximately 8th and 9th streets. What concrete steps have the various stakeholders proposed to deal with the increased crime and non-resident traffic? Will the Project close off access between the shanty town and the Shades? Will it have security guards and cameras? What about lights, which have the effect of (perhaps) deterring crime but drastically increasing light pollution at night? Will the Project and its various stakeholders indemnify residents for security systems and insurance premiums? I think we already know the answer.

Aside from the general concerns posed by a decade of construction—with all the attendant crime, property damage, traffic, dust, pollution, debris, and other issues—the Project also proposes to house the Vent Shaft next to the Shades. According to the FAQ, the Vent Shaft’s purpose is to “provide fresh air to the tunnel and exhaust smoke during emergencies.” As such, it seems as if the Vent Shaft will be constantly cycling pollution from the tunnel directly into the air near the Shades. As you can imagine, this is deeply troubling for everyone in the neighborhood, and particularly those with children or respiratory ailments. Aside from that obvious—and very important—concern, there are other issues with the proposed Vent Shaft. For instance, there is a sewage treatment plant across the light rail tracks in Hoboken. Adding an additional source of air movement increases the likelihood of noxious—and potentially dangerous—fumes from the waste treatment plant to the Shades, which is already a problem. This poses a significant safety risk for residents of the Shades.

In addition, the proposed Vent Shaft will be a windowless monstrosity, blocking sunlight from the southern end of the Shades. The Shades are well named, as cliffs on the west and north sides provide plenty of shade. However, that is offset by the open south end, which provides crucial sunlight during the fall, winter, and spring months. From what I have been told, the Vent Shaft will be a 6-story building placed near the street. That location will put a significant shadow across the community, especially in the colder winter months. Of course, such a large building will have significant impacts on the views and home values of the neighborhood. The previous proposal, as part of the ARC project, called for a much more modest design, with a smaller (squat, circular) building, with park-like grounds surrounding it, set back as far as possible from the street. While still problematic, at least that option showed some degree of consideration of the rights and concerns of citizens.

Frankly, the proposed location of the Vent Shaft reveals what is really wrong with this Project. The Vent Shaft, and Staging Area, will be directly next to an entire community of people. This may sound like a typical “not in my neighborhood” problem, but it is not because the area is replete with other, safer alternatives. For example, the Tonnelle Avenue site, which I am informed is already owned by NJ Transit, sits in the center of an industrial neighborhood. The streets are not full of parents, children, and dogs, but of trucks and other vehicles. The streets are significantly wider. The site is much closer to likely dump sites to the west of New York City. It is not near the Lincoln Tunnel and its significant traffic and choke points. And it sits right next to commercial railroad lines, giving the Project another (likely better) option for hauling away thousands of tons of excavated material. That site presents none of the safety hazards attendant with placing a large scale excavation right next to a vibrant residential neighborhood. I have little doubt that still other, better staging sites exist for the Vent Shaft and especially the Staging Area. Yet it seems the Project never seriously considered such alternative sites, instead relying on a flawed and outdated report

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tied to the previously abandoned ARC project. That is not simply a poor way to select a site; it is reckless and not in accordance with governing law.

This Project is slated for almost \$13 billion, and will (likely every other large scale project) go over budget. It is impossible to believe that the current proposed site next to the Shades is the most cost effective, for a whole host of reasons: traffic extending the timeline, reimbursement for the significant environmental and other impacts to the neighborhood, and the significant litigation if the Project goes forward with this proposal, among others. And it is clear to anyone with a functioning brain that this location is not at all the safest, or the best for the environment. As proposed, this Project cannot go forward when much better, cost effective, and safer alternatives exist.

As a concerned resident, neighbor, husband, future father, and homeowner, placing the Vent Shaft and Staging Area across from the Shades, as proposed, is beyond troubling to me; it is downright unconscionable. By putting a large scale industrial project slated to last up to a decade or more directly next to a residential neighborhood, the Project and its stakeholders are recklessly disregarding the safety and well-being of an entire neighborhood. That is monstrous, and cannot happen. Rest assured that if the Project persists with this plan, the residents of the Shades will use every available legal means to force a halt to this terrible and illegal scheme.

Sincerely,

/s Michael Eggenberger

Michael Eggenberger

P.S. – Speaking of Hoboken, we note that the FAQ lists the site of the Vent Shaft and Staging Area as Hoboken, NJ. While we believe this to be technically correct, the impact of the Vent Shaft and Staging Area will be entirely felt by residents of *Weehawken*, in particular the residents of the Shades. This seems like more than an oversight; surely the various members and stakeholders of the Project are well aware that the residents of Weehawken, not Hoboken, will feel the most impact from these aspects of the Project. Please immediately update the FAQ and any other sources of public information to identify that residents of Weehawken will be seriously and directly impacted by the Vent Shaft and Staging Area.

CC: Giovanni Ahmad, Weehawken Township Manager
gahmad@tow-nj.net

From: Meryl Elliott
To: [hudson tunnel](#)
Subject: Concerns about this Vent Bldg.
Date: Monday, August 21, 2017 5:01:21 PM

Dear Sir:

I have been a resident on Hackensack Plank Road on the side of the cliff for 35 years in Weehawken, just a half mile from this site at 18th Street.

Excavating the cliff puts us all at risk for a cliff collapse. There is a history of cliff collapses, rock slides and mudslides after heavy rains.

Additionally, the 14th Street Viaduct collapse, just a few blocks from the site was just repaired. The cause of this collapse was an intermittent stream or water source in the cliff that backed up and weakened the cliff and wall.

How do you know that water isn't finding its way to other spots?

How do you know that boring into the cliff won't affect the cliff in another area?

How are you protecting the residents who live on the top ridge, the middle of the cliff like us, and the bottom of the cliff from mudslides and rockfalls?

For most of us, our homes are 80-100 years old. How can you assure us that this won't cause shifting and seepage from run off with the vibration and boring of the cliff?

What will be in place for our public safety and for our homes that must remain structurally sound?

What studies will be done and how are we all protected?

The traffic will be a nightmare. We are at the mouth of the Lincoln Tunnel, Hoboken, the waterfront, Lincoln Harbor Business District.....the streets already back up at 4 PM and in the morning if there is any glitch on the helix or in NYC.

I expect to see something on the website or a communication addressing these matters.

Thank you for your kind attention.

Meryl Elliott

Weehawken

hudson tunnel

From: Anna Fairclough
Sent: Tuesday, August 15, 2017 8:31 PM
To: hudson tunnel
Cc: gahmad@tow-nj.net
Subject: Hudson Tunnel Project Site in Hoboken/Weehawken

Dear Sir/Madam,

I am a homeowner and resident of the Shades neighborhood in Weehawken. I am unequivocally opposed to the use of the site on the south side of West 18th Street in Hoboken for constructing the ventilation shaft and fan plant for the Hudson River Tunnel. As you are aware, this site borders on the Shades neighborhood, a very established and vibrant community in Weehawken comprised of over 600 residents. It is a neighborhood where people have lived for generations, and where others, like myself have moved to raise their families. This project will greatly impact this neighborhood and its residents in several ways, including:

- Noise, air and dust pollution from the construction site and the movement of construction debris through our neighborhood for 16 hours each day. There are several children in our neighborhood with allergy and asthma conditions and this will certainly worsen their symptoms.
- Traffic conditions, which are currently horrendous, would significantly worsen as a result of over 100 trucks transporting debris daily. This area provides transit routes to Route 495 and the Lincoln Tunnel for several neighboring towns. As a result, traffic is consistently heavy for several hours in the morning and afternoon. The Hoboken staging site will greatly exacerbate this problem, which will impact thousands of people who commute on a daily basis.
- The presence of this site will negatively impact our property values, as any disruptive project of this kind will certainly lower the value of our homes and deter any prospective residents from moving into this neighborhood.

This construction site will, without a doubt, make our lives miserable. This is a long term project, which will undoubtedly last longer than the decade that's envisioned. My understanding is that there is a viable alternative to build from Tonnelle Avenue, which has no residential communities. I find it abhorrent that the agencies involved in this project would prefer to subject a community to the horrors of this project than use the option that would avoid such a terrible situation. I implore you to use the alternative and not destroy our community.

Kind Regards,

Anna Fairclough

hudson tunnel

From: Lindsay Farrell
Sent: Monday, August 21, 2017 12:54 PM
To: hudson tunnel
Cc: gahmad@tow-nj.net
Subject: Impact of the Hudson Tunnel Project on Weehawken

To whom it may concern,

I am a current resident of Weehawken concerned about how the construction involved in the Hudson Tunnel Project will impact the Shades neighborhood of Weehawken as detailed in your Draft Environmental Impact Statement. Not enough work has been done to fully asses and understand the impact of the proposed project based on the current dynamics of the neighborhood, which have changed considerably over the past several years.

It is unreasonable to expect a small, local community to shoulder the majority of the disruption, inconvenience, and negative health impacts of the proposed project plan, which is several years outdated. The proposed working hours of the project are unacceptable for a densely populated community comprised mostly of families and young children. It demonstrates complete disregard for the people residing in this community. In an area where traffic daily is already congested due to commuter buses and cars, this proposed project would add to that burden as well. Not to mention the increased risk of vehicular accidents due to this congestion, which is even more detrimental when you take into account that many of the trucks hauling into and out of the construction site will be carrying hazardous materials and debris. This is in addition to the negative health impacts that may already be resulting from pariculate matter in the neighborhood air and it's affects on the health of residents, especially the many young children.

Alternatives to the proposed Hudson Tunnel Project and the DEIS need to be explored. In a meeting with NJ Transit and Hudson Tunnel Project representatives on August 10th, Weehawken Township officials gave preliminary detailed information on alternatives that would greatly limit and even eliminate any construction activity in the Shades area of Weehawken. This proposal would have the bulk of construction moved westward to New Jersey transit property on Routes 1 & 9, near where the new tunnel entrance is located. This is also an ideal spot for the Hudson Tunnel Project construction, given that construction material and debris need to be hauled in that direction anyway, and the site is large, uninhabited, and near freight rail lines. Moving the construction to this site will eliminate the burden on our small township that the current proposed project would cause.

Further exploration and assessment of alternatives such as this must be made, as this project in its current proposed state will certainly put unnecessary and unreasonable hardship on the Shades neighborhood of Weehawken.

Sincerely,
Lindsay Farrell

hudson tunnel

From:
Sent: Monday, August 21, 2017 11:56 AM
To: hudson tunnel; Gahmad@tow-nj.net
Subject: Comments on Hudson Tunnel Project
Attachments: tunnel project.rtf

Please find attached my letter commenting on the DEIS.

Janice A Fredericks

Weehawken NJ 07086

August 21, 2017

Janice A Fredericks

Weehawken, NJ 07086

Hudson Tunnel Project

c/o Fitzgerald & Halliday Inc

11 Hanover Sq

New York, NY 10005

To Whom it may concern:

I am a current resident of Weehawken. I have lived in the "Shades" area of town for the past 23 years. I am concerned about the Amtrak tunnel proposal aka Hudson Tunnel Project. The population of the area has increased over the past 10 years due to new housing. There is already significant impact on the roads, services, traffic. Your current DEIS does not take into account these and other factors.

Alternatives deserve exploration. The Weehawken Township officials proposed, on August 10, moving the bulk of the construction westward. The property owned by NJ Transit on routes 1& 9, is near where the tunnel entrance will be located. Until this and other viable alternatives are examined, I am opposed to this project in its current form.

Sincerely,

Janice A Fredericks

From: comment@hudsontunnelproject.com
Subject: Comment from Hudson Tunnel Project
Date: Friday, July 7, 2017 8:05:56 PM

The information below was received from the Hudson Tunnel Project website form:

E-Mail:
Title: Ms.
First name: Sarah
Last name: Gallagher
Company:
Address 1:
Address 2:
Town/city: New York
State: NY
Zipcode: 10065
Comment or question: At last!!

A decade late, but AT LAST!!

Comment Type: DEIS Comment - Transportation

End of message

From: Steve Gilson
To: [Team at Hudson Tunnel Project](#)
Subject: Hudson Tunnel Project Input
Date: Thursday, August 10, 2017 9:34:05 AM

Hello,

I was just notified of the general meeting in Union City later today, but unfortunately I can't get there in time, so hopefully you can take this email into consideration in my absence. I have been a resident of Hoboken and Manhattan commuter for over 15 years and moved up to northern Hoboken 7 years ago. I have commuted via the PATH and ferry when I lived in southern Hoboken, and now take the NJT 126 bus since I've moved north and I can't stress enough how much we need another method of transportation into Manhattan from northern Hoboken.

The main issue is the severe overcrowding of the buses during rush hour. I get on at the 15th street stop where the Washington and Willow lines meet, and there are days when I stand at that stop for 20 minutes watching bus after bus crammed full of passengers roll by because they can't squeeze another person on. And on the way home in the evening, the wait is even worse as I stand in Port Authority in a line that snakes all through the building for hundreds of yards.

Then after I've waited and waited and finally made it onto the bus, I still have the traffic in and around the Lincoln Tunnel to sit and wait through. I live less than a mile from my job, and yet my commute is still over an hour which is double what it was when I took the PATH or Ferry.

And the crowding and traffic are only going to get worse as more of northern Hoboken and the surrounding area is developed and new residential buildings are constructed. The transportation capacity needs to be increased along with the population and adding more buses to jam into the Lincoln Tunnel isn't going to do it. That's why it is absolutely necessary to add a subway stop in northern Hoboken to take the pressure off the bus lines and reduce Lincoln tunnel traffic for everyone. Not to mention all the jobs that would be created for a project of this scope.

Thank you for taking the time to read this and I hope you will consider these issues when making your final decision.

Regards,

Steve

hudson tunnel

From: christina glackin
Sent: Thursday, August 17, 2017 10:04 AM
To: hudson tunnel
Cc: Giovanni Ahmad
Subject: Hudson Tunnel Project

I'm a lifelong resident of the Shades in Weehawken and am determined to continue to be one. The majority of my family has lived on the same block for over 50 years and for those of us who have remained (58 members) the thought of moving is unimaginable.

I am aware that the tri-state area needs to improve the congestion that happens on a daily basis to and from New York City. However, I do not feel this should be at our expense.

My biggest concern is the pollution, both noise and air, that will affect the quality of life of our town. It concerns me that the elderly members of my family will not be able to sit on the porch in the nice weather while they watch the youngest members of the family play. Honestly, I fear to even let them go out to play. Another concern is what the pollution will do to our bodies. My family has lost several members to cancer and the thought of this project possibly increasing our chances of developing cancer frightens me. My mother currently works outside in a park near the location that the digging will occur. She works 7 days a week for approximately 4-8 hours each day. When I brought this concern up at our first meeting I was told that the site was being monitored and if an alarm went off the site will be shut down for the day. My thought on that is it will be too late. The contaminated particles are already airborne. Everyone who is outside will be breathing it in. With everything that has been built and stored on that site through the years I'm sure the alarm will go off often. Also, what about your workers? Do you plan on taking any precautions for them?

Another concern is traffic. We have a lot of children that need to get to school on time. How do you plan to make this happen? Think about the delays you will have due to traffic alone. I foresee this project being extended by years.

Mayor Turner has presented a viable alternative and I implore you look at that option closely. Common sense tells you that even if it will cost a little more money it's your better option in the long run.

Regards,
Christina Glackin

From: Destiny Glackin

Sent: Tuesday, August 8, 2017 2:22:03 PM (UTC-05:00) Eastern Time (US & Canada)

To: hudson tunnel

Subject: Hudson Tunnel Project

Please reconsider conducting this project in the Weehawken residential area. The amount of work that is required to complete this project will only be detrimental to the residences living near ground zero. While this project is under way, there will be an exponential increase in air pollution between the drilling and the trucks required. There was some talk about an alarm being at ground zero that will go off when the dust from the drilling gets too high, however, this project is estimated to take almost 11 years to complete. Even if there is an alarm warning when the dust level is too high, the residents living near the area will be subjected to the dust (regardless of the level) for long term. That can lead to long term health issues especially for the many children who live there and will be growing up breathing in this polluted air. This is not taking into consideration the pollution that the trucks and whatever equipment is needed will be giving off. The trucks will also be causing an increase in the amount of traffic. There already is a lot of traffic due to the Lincoln Tunnel being located in Weehawken. The added effect of the trucks will only worsen the amount of traffic there and cause delays for the project itself. It would be hard for the trucks to get back and forth from ground zero to the dumping zone.

To reiterate, the project being completed in Weehawken will be detrimental to everyone involved. The residents of the area will need to deal with an increase of both air pollution and traffic. The project itself is inevitably bound to run into problems and delays.

Please consider other options for the project instead of working in Weehawken.

hudson tunnel

From: ayana gordon
Sent: Monday, August 21, 2017 12:47 PM
To: hudson tunnel
Cc: gahmad@tow-nj.net
Subject: Impact of Hudson Tunnel Project on Weehawken

To whom it may concern:

I am writing as a concerned resident of the Weehawken community regarding the proposed tunnel project. It appears, based on reports from recent meetings, that more time is needed to consider some fundamental and important issues concerning the safety and impact of the project on Weehawken residents.

I understand that Mayor Turner has assembled a list of issues that must be more fully addressed, including the environmental impact study and location of vents and staging areas.

I am writing to request that Mayor Turner and Weehawken residents be given a voice in the safe advancement of the project.

Thank you,
Ayana Gordon

Weehawken, NJ 07086

From: comment@hudsontunnelproject.com
Sent: Sunday, August 20, 2017 4:39 PM
Subject: Comment from Hudson Tunnel Project

The information below was received from the Hudson Tunnel Project website form:

E-Mail:

Title:

First name: Carolyn

Last name: Greenstrom

Company:

Address 1:

Address 2:

Town/city: Weehawken

State: NJ

Zipcode: 07086

Comment or question: I am extremely concerned about the impact of this project on commuting time and air quality for Weehawken residents. Morning and evening commute traffic is already very heavy from this area and having extra trucks during this time will be very harmful to my quality of life. Also I have young children and am unhappy about them breathing this air. Finally, Weehawken residents will not benefit at all from the pain and suffering of this project because there is no planned stop in Weehawken. Lose lose for this community!!

Comment Type: DEIS Comment - Indirect and Cumulative Effects

End of message

From: comment@hudsontunnelproject.com
Sent: Sunday, August 20, 2017 4:28 PM
Subject: Comment from Hudson Tunnel Project

The information below was received from the Hudson Tunnel Project website form:

E-Mail:
Title:
First name: Rebecca
Last name: Greenstrom
Company:
Address 1:
Address 2:
Town/city: Weehawken
State: NJ
Zipcode: 07086

Comment or question: As a Weehawken resident and a parent of young children, I am very concerned about the impact that this construction project would have on my community. The construction itself would cause a large amount of debris and pollution; furthermore, the estimated 50-70 trucks/day entering and leaving the area would increase the already high levels of air pollution in this area due to heavy traffic. This would also increase commute times in the already heavily trafficked local approach to the Lincoln Tunnel. And the noise and disruption to those who live in the area, including many people with young children, would be very high. I would urge you to find an alternative for this project that doesn't directly disrupt a residential area with many young children.

Comment Type: DEIS Comment - Air Quality

End of message

From: Avery Griffin
To: [hudson tunnel](#)
Subject: Concerned Weehawken resident
Date: Monday, August 21, 2017 3:43:27 PM
Importance: High

To whom it may concern,

My name is Avery Griffi. I, along with my wife and child, are residents at 61a Chestnut Street in the shades neighborhood of Weehawken, NJ. I am writing to express my deep concern regarding the preferred alternative to the Hudson Tunnel project, which would require a construction staging area to be built directly adjacent to a densely-populated part of town directly adjacent to my condominium. My primary concerns are related to the potential health impacts to my community. Logical and less impactful alternatives have been suggested and their elimination is not sufficiently explained in the DEIS. I will expand on these concerns below.

Section 16.8 of the DEIS explicitly states that precautions will need to be taken to protect the health of workers at the staging areas. There are reports of chromium contamination of the soil in question and it strains credulity to accept that the air quality in the surrounding area of the staging area will not be negatively affected. Hudson County is one of the most densely populated in the country and dozens of families with small children will be directly impacted by the preferred alternative to the tunnel project.

To this end I do not sufficiently understand why some of the other alternatives laid out in the DEIS have been eliminated. Chapter 2 gives brief descriptions of these alternatives in a table (2.1) with equally brief reasons for why these alternatives were not chosen. Appendix 3 goes into more detail on some of the eliminated alternatives but the reasons given focus, I believe, too heavily on the mandate to retain the exact same functionality for the Amtrak NEC and NJT's commuter rail.

Examples of this latter issue in appendix three are the proposals to build a single-tube tunnel with a bike lane and to construct a footbridge directly to the city (3.2 and 3.3). These seem perfectly feasible. With alternative modes of transportation so prevalent thanks in part to services like Citi Bike it is reasonable to assume that biking and walking options for local commuters would be very popular.

If the primary reasons for rejecting solutions other than the preferred alternative are primarily related to timing and budgetary concerns, may I point out that both New York and New Jersey maintain huge mass transit systems and that a large portion of the taxes I pay should be going to support the infrastructure needed to maintain them. With the transit trust fund so recently depleted in New Jersey and fights in Albany over whether the state of New York City should shoulder more of the funding for the MTA, it seems that more thought should be given to the health and wellbeing of tax-paying citizens who play a major part in keeping mass transit functioning than to saving a few dollars. Given the amount of taxes that citizens in NJ and NY pay, it not only seems logical but a moral imperative that all options which compromise the everyday life of such a highly-populated area should be removed from the table as a matter of course.

Thank you for your consideration and time.

Sincerely,

-Avery Griffin

hudson tunnel

From: Jackie Perlmutter
Sent: Friday, August 18, 2017 7:14 PM
To: hudson tunnel
Subject: Hudson tunnel project

To whom it may concern:

Please consider alternative options for the Hudson tunnel project. The proposed plan will be detrimental for the health of the children in the neighborhood as well as various other risks.

Appreciate your consideration in this matter, Thank you Jackie and Robert Haan

Sent from my iPhone

Sent from my iPhone

From: comment@hudsontunnelproject.com
Sent: Saturday, August 19, 2017 10:06 PM
Subject: Comment from Hudson Tunnel Project

The information below was received from the Hudson Tunnel Project website form:

E-Mail:

Title:

First name: Jackie

Last name: Haan

Company:

Address 1:

Address 2:

Town/city: Weehawken

State: NJ

Zipcode: 07086

Comment or question: Please consider alternative options for the Hudson tunnel project. The proposed plan will be detrimental for the health of the children in the neighborhood as well as various other risks.

Comment Type: DEIS Comment - Alternatives

End of message

From: comment@hudsontunnelproject.com
Subject: Comment from Hudson Tunnel Project
Date: Friday, July 7, 2017 2:42:26 PM

The information below was received from the Hudson Tunnel Project website form:

E-Mail:
Title:
First name: ALLEN
Last name: HART
Company:
Address 1:
Address 2:
Town/city: Metuchen
State: NJ
Zipcode: 08840
Comment or question: Just get on with it and keep up posted
Comment Type: DEIS Comment - Project Purpose and Need

End of message

From: Roger Heitmann

Sent: Monday, August 7, 2017 11:54:28 AM (UTC-05:00) Eastern Time (US & Canada)

To: hudson tunnel

Subject: Hudson River tunnel project (No access to this mass transit)

Dear Federal and State and local Planners,

This plan omits one of the most densely populated and highly congested coastal communities in the United States...the so called Gold Coast.

Even though the plan for a new tunnel goes under Union City and Hoboken there is no plan for even one station. All we get is a ventilation shaft so we can breath in whatever pollution is generated!

This system is purely designed for the suburbs so they can have a speedy commute to NYC. It does nothing for the urban communities on the Hudson river.

I ask that you please reconsider at least one station near the Hudson Bergen light rail stop so that there is an easy transfer point.

Once again it is hard to fathom why inclusion of these communities is not naturally part of the plan and would find it hard to believe these towns would not want it.

Please let me know your thoughts and reasoning.

Sincerely,

Roger Heitmann
Jersey City, NJ

hudson tunnel

From: Joe Herman
Sent: Friday, August 18, 2017 5:01 PM
To: hudson tunnel
Subject: New route under Hudson

This should include a stop in between Hoboken and Weehawkin.

Placed right near a stop for the light rail at the North Hoboken boarder.

hudson tunnel

From: John Hite
Sent: Sunday, August 20, 2017 11:08 PM
To: hudson tunnel
Subject: Hudson Tunnel Project Comments

To Whom It May Concern,

I'm writing to express my concerns over the proposed Preferred Alternative for the Hudson Tunnel Project.

First, I find it deplorable that you would seriously consider putting the health and safety of the people who live in the neighborhoods surrounding 18th street at risk. The plan calls for carting tons of contaminated soil through the heart of one of the oldest neighborhoods in the area. It doesn't matter what safety precautions are taken, accidents can happen. It makes me sick that anyone would risk hurting the families that live here. A diverse group of people live in this neighborhood - families with young children, students, young adults and grandparents. What will the contaminated dust do to a young child? What will it do to someone with a respiratory condition? And what about the trucks themselves? Children play in this neighborhood! It's too dangerous to have that many trucks going through the neighborhood! The safety factors alone should remove this site from consideration. The fact that it was even put forward as an option is shameful.

Second, the plan calls for construction activity from 7AM to 11PM. The people in this neighborhood work. There is no way we can tolerate construction noise from 7AM until 11PM for a period of three years! That would leave NO quite time, no time to relax and unwind. That sort of schedule is going to impact the lives and livelihoods of those in the area. This cannot be allowed.

Third - a practical concern - there is no possible way this project can be done anywhere close to the proposed schedule. The plan is for a truck to leave every few minutes? It's laughable how thoughtless that plan is. Rush hour here is not just an hour - it's most of the day. The only time trucks would be able to move in or out of this area at that rate is maybe sometime around noon. Traffic is backed up and moving at a crawl for the majority of the day. Who knows what that will do to the project time line? Double it? Triple it? That just further magnifies the concerns I outlined above.

In closing, I want to say that I do understand the need for the tunnel. However, this hasty, reckless plan is not the way to get the tunnel constructed. The Tonnelle Avenue site is a much better location to stage construction and haul the rubble away. It's an industrial area with easy access to rail lines and the interstate. The construction can go on 24/7 up there. This is the better option. It's the only option where the health and safety of hundreds of people are not put at risk. It's the only option that doesn't disrupt the lives of hundreds of people for many, many years. And lastly, it's the only option that has a chance of completing the project anywhere near schedule.

Sincerely,
John Hite

From: comment@hudsontunnelproject.com
Sent: Monday, August 21, 2017 3:21 PM
Subject: Comment from Hudson Tunnel Project

The information below was received from the Hudson Tunnel Project website form:

E-Mail:

Title: Hudson Tunnel Project

First name: Jon

Last name: Hodgson

Company:

Address 1:

Address 2:

Town/city: Weehawken

State: NJ

Zipcode: 07086

Comment or question: I am writing to voice my opinion in opposition to the Hudson Tunnel Project in the Shades area of Weehawken, NJ.

There are numerous factors for why the project should find an alternative location because the proposed site will negatively affect a small family oriented community along with unreasonable proposed working hours, unrealistic assumptions regarding traffic, increased risk of vehicular accidents and debris spillages from trucks, overlap with other concurrent projects, negative health impacts resulting from particulate matter and proposed construction area is a flood zone.

There is an unreasonable burden on our small community which is located in the Shades are of Weehawken. Our area will be responsible for shouldering the vast majority of the disruption, inconvenience, and negative health impacts of the proposed project plan. Our community in Weehawken is home to a number of families with children of all ages as well as the elderly.

Moreover, the proposed working hours of the project will significantly disrupt and pose safety hazards to the people in our neighborhood especially the children.

The Draft Environmental Impact Statement (DEIS) proposes to haul construction materials and debris which may include hazardous materials on trucks. Transporting such hazardous materials through a densely populated area with many children and elderly present is both dangerous and irresponsible.

Thank you,

Jon Hodgson

Comment Type: DEIS Comment - General

End of message

hudson tunnel

From: Melissa Hom
Sent: Saturday, August 19, 2017 11:48 AM
To: hudson tunnel
Subject: Hudson Tunnel

I don't understand why the Weehawken, Hoboken and Union City communities should burden the the disruption, pollution, noise, and inconvenience of this project without receiving any benefit.

Melissa

small keyboard, fat thumb.

hudson tunnel

From: Francis Howitt
Sent: Friday, August 18, 2017 1:39 PM
To: hudson tunnel
Subject: Adding a new station for North Hoboken and Weehawken in the NW of Hoboken

To who it may concern,

As a life long resident of Hoboken, graduate of Hoboken High 2012, I urge the planners of this commission to reconsider the current plan and include an addition train stop for the tunnel at Hoboken's Northern border with Weehawken.

I have seen the last 15 years of life in Hoboken drastically shift and the traffic in the area drastically increase. People who live in this town have multiple options to get into the city, but the options are often overcrowded and delayed. If we are financing and paying for the construction of a tunnel to alleviate travel issues for commuters, it is a smart move to include a stop for Northern Hoboken.

This area of Hoboken has seen a large increase in residents that live and commute to NYC. The Lipton Tea Buildings, the Maxwell House Factory Buildings, the Shipyards, the building that houses Trader Joes, and the endless number of these square block buildings that have little character (but i digress, I'm sorry). My point is that these building all house residents who would be fast to utilize a new station in the northern part of Hoboken to shorten their commutes.

This new tunnel is going to be great for the area. I want to see it benefit as many people as possible. If we are going to have to deal with construction, we might as well see a reward for it. This tunnel and potential additional stop for Hoboken would also allow the Path trains and tunnels to receive the sorely needed work that they require.

I encourage whoever reads this email to give it a planner or someone who is working to develop this tunnel. We need this tunnel for our area. Hoboken, Union City, Weehawken, Jersey City, Hudson County needs this tunnel and additional stop in NW Hoboken.

Have a great rest of your Friday and enjoy the weekend! New Jersey Rocks!!!

Francis Howitt



Hudson Tunnel Project

DEIS Public Hearing

August 1, 2017

Hotel Pennsylvania, Skytop Ballroom, 18th floor
401 7th Avenue at W. 33rd Street, New York, NY

Please use this comment form to let us know your thoughts.

Name (required): BENJAMIN NNA IGWEBUIKE
Organization/Affiliation: Tandon School of Engineering New York University
Street Address: _____
City: Brooklyn State: New York Zip Code: _____
Email: _____

Comments: There is no doubt and it is unanimous that this mega project is very important to the North East Corridor. This combined Hudson Tunnel and Gateway projects will ~~also~~ enhance moveability between New York and New Jersey residents. It will enhance the economic outlook of North East region providing more than 52,000 jobs. I suggest that the project be started as soon as possible and that New York and New Jersey govt will

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by

August 21, 2017:

Join the Federal govt in financing this project.

Email: comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

B Igwebuike
Tuesday Aug 1 2017
(NIGERIAN)

Project Website: www.hudsontunnelproject.com

For more information, please visit the project website at: www.hudsontunnelproject.com.

From: Sarah Lyons
Sent: Monday, August 14, 2017 10:48:41 AM (UTC-05:00) Eastern Time (US & Canada)
To: hudson tunnel
Cc: gahmad@tow-nj.net
Subject: Hudson Tunnel Project
To whom it may concern,

This e-mail is acting as a formal and official comment regarding the Hudson Tunnel Project and the impact of the Shades neighborhood in Weehawken, NJ.

While I am in favor of the project as a whole, I am adamantly against the current plans for digging, clean up, and transportation of the debris. The current plan will negatively impact the Shades neighborhood in more ways than we can even anticipate at this moment, and has the potential to not only cause horrible truck traffic, unreasonable noise pollution, decrease our home values (we are home owners in this neighborhood), but also will be hazardous to our health. The particle pollution including toxins in the underground material that is going to be dug up, put into the air and breathed in by everyone in the neighborhood could have serious life-threatening implications. The 20 foot wall being suggested as a solution will not protect us from the airborne pollution as we are in a bubble of sorts surrounded by the cliffs above us.

The air quality exemption that has been granted is a blatant disregard for our safety and the health of those living in our neighborhood.

I am officially requesting the site be moved to a non-residential area. I know that the Tonnelle Ave location has already been suggested by our city officials, and I support this move 100%. This site is away from all residential areas, and will also not cause the traffic congestion that is undisputable.

If the plan moves forward as currently written, the consequences both immediate and long term on our community will be insurmountable.

Thank you for taking the time to hear our concerns and for thinking about the health and safety of our residents, and taking into account the congestion of traffic that will cause unquestionable gridlock.

Sincerely,

Sarah Janowitz

Weehawken, NJ 07086

Ho-Ho-Kus, NJ 07423

August 03, 2017

RE: Draft Environmental Impact Statement Hudson Tunnel Project -- Comment 1

Dear Sir/Madam,

The Hudson Tunnel Project is a long delayed, but a very necessary undertaking that will allow the preservation of current rail capacity and commuter travel patterns while the urgently needed reconstruction of the existing North River Tunnel is performed. While I support the project as proposed, I welcome the opportunity to comment on some of its features and their relationship to stated Goal 4: Do not preclude future trans-Hudson rail capacity expansion projects.

I hope that my comments provoke a healthy discussion on how to avoid suboptimal design influenced by underappreciation of future needs and possibilities. This is extremely important as suboptimal design decisions can come to cause major difficulties in future projects leading to additional costs and longer construction timeframes for those future projects. To give an example that strikes really close to the heart of this project, let's look at the three separate single track bridges over the freight yard just east of Secaucus Junction Station. In the light of the current Hudson Tunnel Project wouldn't it have been nice if these bridges were built with a space for a fourth one? The designers of the current project would not be faced with the task of merging four tracks from the two existing and two proposed new tubes down to three tracks over the freight yard and then going back to four tracks at Secaucus Junction Station. And the sad part is that designing those bridges while leaving space for a fourth one (without building it) would have not cost anything extra and would have not caused any extra delays to those three bridges at the time of their construction. Unfortunately the designers of the three bridges (more precisely the whole Secaucus Junction Station Project) did not foresee the eventual need to completely four-track the railroad between Newark Penn Station and New York Penn Station, and now the cost to correct their three bridge design is in the hundreds of millions of dollars (indeed that design is unlikely to be ever corrected over the expected lifetime of those bridges which with proper maintenance exceeds 250 years). As those three bridges are outside of the scope of the current project, I shall not discuss them further other than to request that you put sufficient effort and emphasis into ensuring that the design of the Hudson Tunnel Project does not lock generations of commuters and passengers into suboptimal infrastructure.

Goal 4 of this project is to not preclude further capacity expansion projects. One of those possible future projects is Penn South Station. Penn South concepts propose 7 tracks with platforms to be built on the New York City block just south of the existing Penn Station. Unfortunately the cost of Penn South is in the multiple billions of dollars (and increasing as time passes) with just the real estate acquisition estimated to exceed one billion dollars. The construction timeline is unknown at this time, but just the legal process and the certain eminent domain lawsuit are likely to drag for many years before the first shovel is in the ground. Realistically Penn South Station will not open until at least 2050 which from the point of view of even the youngest current commuters could very well be never. There is another much underappreciated and rarely discussed expansion project that could be put in place immediately after the new tubes are built. Most of the infrastructure for that project already exists and its cost is likely to be only in the hundreds of millions of dollars, not in the billions of dollars. That project is the placement of the old diagonal mail platform into passenger service (the Diagonal Platform Project). The diagonal platform is currently inaccessible without a reverse move for trains coming from the existing tunnel tubes. This however will not be true for trains coming from the new tubes due to the southern location of the new tubes. Trains coming from the new tubes will have immediate and straightforward access to the diagonal platform passing through many fewer switches than if they were to access any of the platform tracks currently in use (that is tracks 1 to 19; tracks 20 and 21 are not currently accessible from the tubes under the Hudson River without a reverse move).

With a track on each side, the diagonal platform can provide 28% (2/7) of the capacity expansion of Penn South Station at a cost that is less than 5% of the current cost estimates of Penn South. The Diagonal Platform Project does not require eminent domain takings and could probably be completed within about 2 years. Advanced planning and coordination with the currently ongoing transformation of the Farley Post Office into a train hall could make the opening of the diagonal platform coincide with the opening of the new tubes and precede the completion of the rehabilitation of the old ones. Additional planning and coordination will allow the current renovation of the Post Office building to incorporate the future locations of stairs, escalators and elevators thus avoiding costly redesigns and construction only a few years after the opening of the new train hall.

While currently the Diagonal Platform Project has no sponsor and is not actively being worked on, precluding it in any way because of design or cost savings decisions taken now for the Hudson Tunnel Project will represent denying future generations of commuters and passengers an inexpensive, quick to construct and badly needed expansion of platform space at the the Penn Station Complex. I am aware that there are certain drawbacks of using the diagonal platform for passenger service, however they are all dwarfed by the cost of the other alternatives (the shallow Penn South Station or deep cavern stations at alternative locations). The appendix to this letter goes over many of these, but given that the Diagonal Platform Project itself is not within the scope of this project, I will limit any further discussion to elements of the project that could preclude or make the Diagonal Platform Project much more expensive than it needs to be.

In order to not preclude the Diagonal Platform Project or make it substantially more expensive, the current Hudson Tunnel Project shall at least:

1. Not invade with tracks or other infrastructure the existing diagonal platform -- unfortunately Figure 2-12b shows a relocated track 1D that invades the far western end of the diagonal platform.
2. Not remove or shift the tracks next to the diagonal platform, tracks 1D and 3D, making trains stopped on those tracks inaccessible to passengers on the platform.
3. Ensure that both tracks next to the diagonal platform, tracks 1D and 3D, have access to both new tubes -- the track diagram in Figure 2-12b already shows sufficient switches present for this.
4. If reasonably possible, ensure that the Empire Connection Tunnel, track 2MAIN (the former track 2A), has access via switches to both tracks next to the diagonal platform, tracks 1D and 3D.
5. Not place any equipment including signal huts, transformers, switching houses and similar on the diagonal platforms or in other places which would require relocation of such equipment were the diagonal platform to be put in passenger service by the Diagonal Platform Project.
6. Avoid doing anything else that could be reasonably foreseen to interfere in the future with the Diagonal Platform Project.

My request for everyone involved with this Hudson River Tunnel Project including everyone involved in the preparation of the Draft Environmental Impact Statement is to not advance designs that would preclude the Diagonal Platform Project or similar projects currently not included in the overall Gateway Program. We all see the unfortunate results of the three bridges design which did not account for a future when four tubes would exist under the Hudson River. While capacity expansion is outside of the scope of the Hudson River Tunnel Project and the diagonal platform is outside the study area, please do not preclude or make more expensive (than it needs to be) the possible future Diagonal Platform Project. Doing so is consistent with your stated Goal 4 and future generations of commuters and passengers will thank you!

If it is appropriate, please share the content of this comment with all parties (Amtrak, LIRR, the Port Authority of New York and New Jersey, Empire State Development Corp and hopefully NJTransit) involved in the transformation of the Farley Post Office into a train hall. Sharing this comment would give those parties the opportunity to consider incorporating in their current work the elements necessary for the Diagonal Platform Project.

Respectfully Yours,

Nayden Kambouchev

Appendix

The following is a short list of possible questions about the Diagonal Platform Project. This list is not meant to be extensive, but it is hoped that it covers the most important points.

1. What does the Diagonal Platform Project include? *The diagonal platform and the tracks that would serve it already exist (but might require minor modifications or component replacement). In practice the biggest investment that the Diagonal Platform Project contains is in stairs and elevators for ADA accessibility. Certain modifications to signals and related equipment are also going to be necessary.*
2. Will the Diagonal Platform Project preclude Penn South Station? *No. The only overlap between the two projects is in the approach tracks to Penn South. If Penn South is actually ever built, the tracks along the diagonal platform will end up serving as approach tracks to Penn South. This might require the service at the diagonal platform to be discontinued or limited, however the existence and the use of the diagonal platform for passenger service in no way precludes the building of Penn South.*
3. What is the likely cost of the Diagonal Platform Project and how does it compare to Penn South? *The likely current cost of the Diagonal Platform Project is in the range of \$100 million to \$300 million. For comparison, just the cost of buying out the block south of the existing Penn Station is expected to exceed \$1 billion. With the necessary building demolition and construction under two different four track subway lines -- Seventh Avenue 1,2,3 and Eighth Avenue A,C,E -- the current total cost of Penn South is likely between \$5 billion and \$8 billion.*
4. How soon can the Diagonal Platform Project be put in service? How soon can Penn South be completed? *The Diagonal Platform Project can likely be completed in about 2 years as the tracks and the platform itself already exist. Current estimates from various sources seem to indicate that completion of Penn South cannot be expected before 2050 at the earliest even if funding was made available immediately. For current commuters 33 years into the future is the same as "never". If construction of the Diagonal Platform Project is begun before 2021, it can likely be completed by the time the new tubes under the Hudson River open.*
5. Who owns the existing diagonal platform? Who owns the block where Penn South will be located? *The diagonal platform and the tracks next to it are already owned by Amtrak. The buildings south of the existing Penn Station and the land under them are owned by multiple private entities. Those private entities will need to be compensated at fair market values for the taking of their property. Some of them might decline selling anyway necessitating years long eminent domain court proceedings. It is also possible that before the Penn South succeeds to take over the land significant changes to buildings or other infrastructure occur making takeover impossible or impractical.*
6. How many platform tracks will the Diagonal Platform Project add? How does this compare to Penn South? *The Diagonal Platform Project will add one platform with one track on each side for total of 2 tracks or 28% of the 7 tracks that Penn South would add.*

7. What is the cost per track for the Diagonal Platform Project and Penn South? *At the high end of the estimated cost for the Diagonal Platform Project the cost is \$150 million per track (\$300/2). At the low end cost estimate for Penn South the cost is \$714 million per track (\$5000/7).*
8. Why would we ever consider the Diagonal Platform Project if Penn South offers much bigger capacity expansion? *The Diagonal Platform Project is attractive due to its cost and time to completion.*
9. Why has not the Diagonal Platform Project been already started? *The diagonal platform is inaccessible without a reverse move from the existing tubes under the Hudson River. The tracks on both side of the diagonal platform will be directly accessible from the new tubes being built by the Hudson Tunnel Project. As a result the earliest date the Diagonal Platform could be put in service is the completion date of the new tubes.*
10. Is it not a problem that the tracks on both sides of the Diagonal Platform are not accessible from the existing tubes under the Hudson River? *It is not an unsolvable problem. It is a restriction and constraint on operations, but railroads including Amtrak, NJTransit and LIRR operate under similar restrictions all the time. For example, tracks 20 and 21 in the existing Penn Station are currently not accessible from the existing tubes under the Hudson River. Also, not all existing track at Penn Station are accessible from each and every tube under the East River.*
11. Does NJTransit currently use the tracks next to the diagonal platform for trainset storage? *Yes, NJTransit currently uses tracks 1D and 3D (together with other tracks in yards A, D and E) for trainset storage. NJTransit will need to find other space for trainset storage. Such space will most likely be in New Jersey. Once the new tubes are completed it is expected that there will be at least three tubes open between Penn Station and New Jersey at all times (even during rehabilitation one of the old tubes will remain open). This will increase capacity sufficiently to send the two trains currently stored next to the diagonal platform back to NJ for storage or revenue runs. Note that Penn South also eliminates storage of NJTransit trainsets in yard D, so the Diagonal Platform Project is no different from Penn South in that respect.*
12. Is the diagonal platform shorter than the existing platforms at Penn Station? *The diagonal platform is slightly shorter than the existing platforms at Penn Station. Trains are regularly operated on shorter platforms by making passengers walk through one or several cars to board or disembark. Indeed that occurs on regular basis on some of tracks 1-4 in the existing Penn Station. It is also physically possible to increase the length of the diagonal platform by adding to it on the east side.*
13. Why should the Diagonal Platform Project be undertaken in near future? *The Diagonal Platform Project should be undertaken now because it is cost effective, it can be constructed relatively quickly and can provide capacity expansion much sooner than Penn South or any other platform capacity expansion project.*
14. Why is not the Diagonal Platform Project being worked on right now at least in terms of planning and design by NJTransit (and possibly Amtrak, LIRR or Metro-North)? *This is a question that should be directed to NJTransit. LIRR and/or Metro-North should also have interest in the Diagonal Platform Project because if they pay to complete the project and*

get NJTransit and/or Amtrak to move sufficient number of existing trains to the diagonal platform then slots will open at the existing platforms. Those slots at the existing platforms can be used for service expansion, such as Penn Station Access Project which brings Metro-North trains to Penn Station or simply for expansion of LIRR service.

15. *What service patterns are possible with the Diagonal Platform Project? The possibilities are almost infinite, especially in terms of NJTransit commuter traffic. This commenter will list only two of them. First, the new platform could be used to bring rush hour service on the Raritan Valley line to Penn Station. Second, the platform could be used for frequent 6 train car shuttle service between Penn Station (using the diagonal platform) and Secaucus Junction (using the middle platform). For Amtrak, the Keystone and Empire service trains appear to be the best fit to use the diagonal platform. None of the possibilities mentioned here requires the building of additional infrastructure such as the Secaucus Loop or a new train yard in New Jersey. With additional infrastructure, the possibilities only multiply.*

hudson tunnel

From: The Wizard
Sent: Friday, August 18, 2017 9:01 AM
To: hudson tunnel
Subject: RE: Draft Environmental Impact Statement Hudson Tunnel Project -- Comment 1
Attachments: Tunnel DEIS Comment 1.pdf

Dear Sir/Madam,

Below is my comment on the Hudson Tunnel DEIS. A pdf version is also attached for your convenience. It contains exactly the same text. I respectfully request that my address or other contact information not be published if possible. Please, note that this is the first of two comments.

Thank you.

Sincerely Yours,
Nayden Kambouchev

RE: Draft Environmental Impact Statement Hudson Tunnel Project -- Comment 1

Dear Sir/Madam,

The Hudson Tunnel Project is a long delayed, but a very necessary undertaking that will allow the preservation of current rail capacity and commuter travel patterns while the urgently needed reconstruction of the existing North River Tunnel is performed. While I support the project as proposed, I welcome the opportunity to comment on some of its features and their relationship to stated Goal 4: Do not preclude future trans-Hudson rail capacity expansion projects.

I hope that my comments provoke a healthy discussion on how to avoid suboptimal design influenced by underappreciation of future needs and possibilities. This is extremely important as suboptimal design decisions can come to cause major difficulties in future projects leading to additional costs and longer construction timeframes for those future projects. To give an example that strikes really close to the heart of this project, let's look at the three separate single track bridges over the freight yard just east of Secaucus Junction Station. In the light of the current Hudson Tunnel Project wouldn't it have been nice if these bridges were built with a space for a fourth one? The designers of the current project would not be faced with the task of merging four tracks from the two existing and two proposed new tubes down to three tracks over the freight yard and then going back to four tracks at Secaucus Junction Station. And the sad part is that designing those bridges while leaving space for a fourth one (without building it) would have not cost anything extra and would have not caused any extra delays to those three bridges at the time of their construction. Unfortunately the designers of the three bridges (more precisely the whole Secaucus Junction Station Project) did not foresee the eventual need to completely four-track the railroad between Newark Penn Station and New York Penn Station, and now the cost to correct their three bridge design is in the hundreds of millions of dollars (indeed that design is unlikely to be ever corrected over the expected lifetime of those bridges which with proper maintenance exceeds 250 years). As those three bridges are outside of the scope of the current project, I shall not discuss them further other than to request that you put sufficient effort and emphasis into ensuring that the design of the Hudson Tunnel Project does not lock generations of commuters and passengers into suboptimal infrastructure.

Goal 4 of this project is to not preclude further capacity expansion projects. One of those possible future projects is Penn South Station. Penn South concepts propose 7 tracks with platforms to be built on the New York City block just south of the existing Penn Station. Unfortunately the cost of Penn South is in the multiple

billions of dollars (and increasing as time passes) with just the real estate acquisition estimated to exceed one billion dollars. The construction timeline is unknown at this time, but just the legal process and the certain eminent domain lawsuit are likely to drag for many years before the first shovel is in the ground. Realistically Penn South Station will not open until at least 2050 which from the point of view of even the youngest current commuters could very well be never. There is another much underappreciated and rarely discussed expansion project that could be put in place immediately after the new tubes are built. Most of the infrastructure for that project already exists and its cost is likely to be only in the hundreds of millions of dollars, not in the billions of dollars. That project is the placement of the old diagonal mail platform into passenger service (the Diagonal Platform Project). The diagonal platform is currently inaccessible without a reverse move for trains coming from the existing tunnel tubes. This however will not be true for trains coming from the new tubes due to the southern location of the new tubes. Trains coming from the new tubes will have immediate and straightforward access to the diagonal platform passing through many fewer switches than if they were to access any of the platform tracks currently in use (that is tracks 1 to 19; tracks 20 and 21 are not currently accessible from the tubes under the Hudson River without a reverse move).

With a track on each side, the diagonal platform can provide 28% (2/7) of the capacity expansion of Penn South Station at a cost that is less than 5% of the current cost estimates of Penn South. The Diagonal Platform Project does not require eminent domain takings and could probably be completed within about 2 years. Advanced planning and coordination with the currently ongoing transformation of the Farley Post Office into a train hall could make the opening of the diagonal platform coincide with the opening of the new tubes and precede the completion of the rehabilitation of the old ones. Additional planning and coordination will allow the current renovation of the Post Office building to incorporate the future locations of stairs, escalators and elevators thus avoiding costly redesigns and construction only a few years after the opening of the new train hall.

While currently the Diagonal Platform Project has no sponsor and is not actively being worked on, precluding it in any way because of design or cost savings decisions taken now for the Hudson Tunnel Project will represent denying future generations of commuters and passengers an inexpensive, quick to construct and badly needed expansion of platform space at the the Penn Station Complex. I am aware that there are certain drawbacks of using the diagonal platform for passenger service, however they are all dwarfed by the cost of the other alternatives (the shallow Penn South Station or deep cavern stations at alternative locations). The appendix to this letter goes over many of these, but given that the Diagonal Platform Project itself is not within the scope of this project, I will limit any further discussion to elements of the project that could preclude or make the Diagonal Platform Project much more expensive than it needs to be.

In order to not preclude the Diagonal Platform Project or make it substantially more expensive, the current Hudson Tunnel Project shall at least:

1. Not invade with tracks or other infrastructure the existing diagonal platform -- unfortunately Figure 2-12b shows a relocated track 1D that invades the far western end of the diagonal platform.
2. Not remove or shift the tracks next to the diagonal platform, tracks 1D and 3D, making trains stopped on those tracks inaccessible to passengers on the platform.
3. Ensure that both tracks next to the diagonal platform, tracks 1D and 3D, have access to both new tubes -- the track diagram in Figure 2-12b already shows sufficient switches present for this.
4. If reasonably possible, ensure that the Empire Connection Tunnel, track 2MAIN (the former track 2A), has access via switches to both tracks next to the diagonal platform, tracks 1D and 3D.
5. Not place any equipment including signal huts, transformers, switching houses and similar on the diagonal platforms or in other places which would require relocation of such equipment were the diagonal platform to be put in passenger service by the Diagonal Platform Project.
6. Avoid doing anything else that could be reasonably foreseen to interfere in the future with the Diagonal Platform Project.

My request for everyone involved with this Hudson River Tunnel Project including everyone involved in the preparation of the Draft Environmental Impact Statement is to not advance designs that would preclude the Diagonal Platform Project or similar projects currently not included in the overall Gateway Program. We all see the unfortunate results of the three bridges design which did not account for a future when four tubes would exist under the Hudson River. While capacity expansion is outside of the scope of the Hudson River Tunnel

Project and the diagonal platform is outside the study area, please do not preclude or make more expensive (than it needs to be) the possible future Diagonal Platform Project. Doing so is consistent with your stated Goal 4 and future generations of commuters and passengers will thank you!

If it is appropriate, please share the content of this comment with all parties (Amtrak, LIRR, the Port Authority of New York and New Jersey, Empire State Development Corp and hopefully NJTransit) involved in the transformation of the Farley Post Office into a train hall. Sharing this comment would give those parties the opportunity to consider incorporating in their current work the elements necessary for the Diagonal Platform Project.

Respectfully Yours,

Nayden Kambouchev

Appendix

The following is a short list of possible questions about the Diagonal Platform Project. This list is not meant to be extensive, but it is hoped that it covers the most important points.

1. What does the Diagonal Platform Project include? *The diagonal platform and the tracks that would serve it already exists (but might require minor modifications or component replacement). In practice the biggest investment that the Diagonal Platform Project contains is in stairs and elevators for ADA accessibility. Certain modifications to signals and related equipment are also going to be necessary.*
2. Will the Diagonal Platform Project preclude Penn South Station? *No. The only overlap between the two projects is in the approach tracks to Penn South. If Penn South is actually ever built, the tracks along the diagonal platform will end up serving as approach tracks to Penn South. This might require the service at the diagonal platform to be discontinued or limited, however the existence and the use of the diagonal platform for passenger service in no way precludes the building of Penn South.*
3. What is the likely cost of the Diagonal Platform Project and how does it compare to Penn South? *The likely current cost of the Diagonal Platform Project is in the range of \$100 million to \$300 million. For comparison, just the cost of buying out the block south of the existing Penn Station is expected to exceed \$1 billion. With the necessary building demolition and construction under two different four track subway lines -- Seventh Avenue 1,2,3 and Eighth Avenue A,C,E -- the current total cost of Penn South is likely between \$5 billion and \$8 billion.*
4. How soon can the Diagonal Platform Project be put in service? How soon can Penn South be completed? *The Diagonal Platform Project can likely be completed in about 2 years as the tracks and the platform itself already exist. Current estimates from various sources seem to indicate that completion of Penn South cannot be expected before 2050 at the earliest even if funding was made available immediately. For current commuters 33 years into the future is the same as "never". If construction of the Diagonal Platform Project is begun before 2021, it can likely be completed by the time the new tubes under the Hudson River open.*
5. Who owns the existing diagonal platform? Who owns the block where Penn South will be located? *The diagonal platform and the tracks next to it are already owned by Amtrak. The buildings south of the existing Penn Station and the land under them are owned by multiple private entities. Those private entities will need to be compensated at fair market values for the taking of their property. Some of them might decline selling anyway necessitating years long eminent domain court proceedings. It is also possible that before the Penn South succeeds to take over the land significant changes to buildings or other infrastructure occur making takeover impossible or impractical.*
6. How many platform tracks will the Diagonal Platform Project add? How does this compare to Penn South? *The Diagonal Platform Project will add one platform with one track on each side for total of 2 tracks or 28% of the 7 tracks that Penn South would add.*
7. What is the cost per track for the Diagonal Platform Project and Penn South? *At the high end of the estimated cost for the Diagonal Platform Project the cost is \$150 million per track (\$300/2). At the low end cost estimate for Penn South the cost is \$714 million per track (\$5000/7).*

8. Why would we ever consider the Diagonal Platform Project if Penn South offers much bigger capacity expansion? *The Diagonal Platform Project is attractive due to its cost and time to completion.*
9. Why has not the Diagonal Platform Project been already started? *The diagonal platform is inaccessible without a reverse move from the existing tubes under the Hudson River. The tracks on both side of the diagonal platform will be directly accessible from the new tubes being built by the Hudson Tunnel Project. As a result the earliest date the Diagonal Platform could be put in service is the completion date of the new tubes.*
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Ho-Ho-Kus, NJ 07423

August 06, 2017

RE: Draft Environmental Impact Statement Hudson Tunnel Project -- Comment 2

Dear Sir/Madam,

The Hudson Tunnel Project is a long delayed, but a very necessary undertaking that will allow the preservation of current rail capacity and commuter travel patterns while the urgently needed reconstruction of the existing North River Tunnel is performed. While I support the project as proposed, I welcome the opportunity to comment on some of its features and their relationship to stated Goal 3: Strengthen the NEC's resiliency to provide reliable service across the Hudson River Crossing, facilitating long term infrastructure maintenance and enhancing operational flexibility.

The DEIS contains no clear track schematic of the proposed track configuration between the tunnel portals in North Bergen and the west end of the project area (approximately the intersection of the right of way with County Road). The track configuration is partially visible in figures 6B-2 to 6B-9 which illustrate the minor property takings and easement grants required by the project. Those figures seem to indicate three running tracks between County Road and Secaucus Road. It is clear from the figures that four tracks will exist east of Secaucus Road. The proposed expansion of the embankment together with the existing part of it between County Road and Secaucus Road are clearly designed to support up to five tracks. This was clearly necessary as to not preclude possible future parts of the Gateway project as they are currently proposed (two extra tracks passing south of the existing Secaucus Junction Station Upper Level likely with platforms included).

The three single track bridges over the freight yard just west of County Road represent a choke point for what would otherwise be four track railroad between Secaucus Junction and New York Penn Station. That choke point should not be made any longer than it needs to be and shall not extend between County Road and Secaucus Road. The cost of half a mile of one/two additional tracks (to the three existing tracks between Lack and Allied interlockings) and their related switches is a rounding error in the total capital expenditure for the project. The one/two additional tracks in this location could provide indispensable operational and maintenance flexibility. The fourth and probably even the fifth track in this specific location should be laid as part of this project.

The reasons to put the fourth and possibly the fifth track there plus the proper switches between them are as follows:

1. Operational flexibility to operate up to three simultaneous parallel train moves through the area. A similar junction of two double track lines merging into one triple track line exists in Ridgewood, NJ. NJTransit lists in the state rail plan Ridgewood Junction as needing further improvement to allow simultaneous moves -- and NJTransit does not even operate anywhere close to the same number of trains through Ridgewood Junction as the number of trains between Secaucus and Penn Station New York. Clearly there are some difficulties in merging four tracks into three. Unfortunately four simultaneous parallel moves through the area will never be possible.
2. The extra track or two (on top of the three existing tracks) between County Road and Secaucus Road will be long enough to store a full length train. That is important when a train breaks down and needs to be placed somewhere while the rest of the train traffic continues uninterrupted. Currently this is accomplished by parking the disabled train at the platform in Secaucus Junction Station, but that brings operational problems, especially during rush hour.
3. The extra track can function as a pocket track for a shuttle train between Secaucus Junction and New York Penn (utilizing the diagonal mail platform). Such a shuttle train could reduce the need to stop other trains at the Upper Level of Secaucus Junction. Stopping fewer trains coming from points west of Secaucus Junction at Secaucus Junction means higher throughput over the two track Portal Bridge (current and also new Portal Bridge North). Higher throughput means more service or fewer delays to existing service, both on NJTransit and Amtrak. Indeed it might be possible to stop so few trains at Secaucus that quad-tracking west of Secaucus and Portal Bridge South could be postponed far into the future -- that is likely to happen anyway due to lack of capital funding for said quad-tracking and Portal Bridge South.
4. Maintenance equipment that is currently stored on occasion in yards A, D or E inside Penn Station could be alternatively stored here. After the completion of the Hudson River Tunnel project both yards A and D will lose some of their capacity further constraining maintenance activities inside the tunnels and Penn Station.
5. Given that the embankment will be built anyway, the cost of the extra track and switches is minor in the context of the whole project.
6. The other parts of the Gateway Project may or may not ever be built especially given the lack of funding. Justifying building only three tracks now with the idea that a follow up project will soon fix the three track chokepoint is equivalent to shortchanging at least a generation of commuters and forcing them into substandard infrastructure.

I hope that efforts to save small inconsequential amounts of money will not lock generations of commuters and train passengers into a suboptimal track and switch configuration. I hope that everyone involved keeps in mind that until the future expansion projects envisioned by the rest of the Gateway Program are actually implemented, the infrastructure will be whatever this project builds. So let's build the Hudson River Tunnel Project as if it is the final rail project to be

built in this area for many decades. While we all hope that further rail capacity enhancement projects get implemented, let's make sure that railroad operations are not is not dependent on those future projects actually happening in short succession to the this Hudson Tunnel Project.

Respectfully Yours,

Nayden Kambouchev

hudson tunnel

From: The Wizard
Sent: Friday, August 18, 2017 9:03 AM
To: hudson tunnel
Subject: RE: Draft Environmental Impact Statement Hudson Tunnel Project -- Comment 2
Attachments: Tunnel DEIS Comment 2.pdf

Dear Sir/Madam,

Below is my comment on the Hudson Tunnel DEIS. A pdf version is also attached for your convenience. It contains exactly the same text. I respectfully request that my address or other contact information not be published if possible. Please, note that this is the second of two comments.

Thank you.

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Nayden Kambouchev

RE: Draft Environmental Impact Statement Hudson Tunnel Project -- Comment 2

Dear Sir/Madam,

The Hudson Tunnel Project is a long delayed, but a very necessary undertaking that will allow the preservation of current rail capacity and commuter travel patterns while the urgently needed reconstruction of the existing North River Tunnel is performed. While I support the project as proposed, I welcome the opportunity to comment on some of its features and their relationship to stated Goal 3: Strengthen the NEC's resiliency to provide reliable service across the Hudson River Crossing, facilitating long term infrastructure maintenance and enhancing operational flexibility.

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The reasons to put the fourth and possibly the fifth track there plus the proper switches between them are as follows:

1. Operational flexibility to operate up to three simultaneous parallel train moves through the area. A similar junction of two double track lines merging into one triple track line exists in Ridgewood, NJ.

NJTransit lists in the state rail plan Ridgewood Junction as needing further improvement to allow simultaneous moves -- and NJTransit does not even operate anywhere close to the same number of trains through Ridgewood Junction as the number of trains between Secaucus and Penn Station New York. Clearly there are some difficulties in merging four tracks into three. Unfortunately four simultaneous parallel moves through the area will never be possible.

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5. Given that the embankment will be built anyway, the cost of the extra track and switches is minor in the context of the whole project.
6. The other parts of the Gateway Project may or may not ever be built especially given the lack of funding. Justifying building only three tracks now with the idea that a follow up project will soon fix the three track chokepoint is equivalent to shortchanging at least a generation of commuters and forcing them into substandard infrastructure.

I hope that efforts to save small inconsequential amounts of money will not lock generations of commuters and train passengers into a suboptimal track and switch configuration. I hope that everyone involved keeps in mind that until the future expansion projects envisioned by the rest of the Gateway Program are actually implemented, the infrastructure will be whatever this project builds. So let's build the Hudson River Tunnel Project as if it is the final rail project to be built in this area for many decades. While we all hope that further rail capacity enhancement projects get implemented, let's make sure that railroad operations are not is not dependent on those future projects actually happening in short succession to the this Hudson Tunnel Project.

Respectfully Yours,

Nayden Kambouchev

hudson tunnel

From: Kevin Kemper
Sent: Friday, August 18, 2017 8:53 PM
To: hudson tunnel
Cc: gahmad@tow-nj.net
Subject: Hudson Tunnel Project

Kevin & Jocelyn Kemper
53 w 19th street
Weehawken, NJ 07086

August 18, 2017

Hudson Tunnel Project
C/O Fitzgerald & Halliday, Inc
11 Hannover Square
New York, NY 10005

comment@hudsontunnelproject.com

RE: Weehawken Resident Comments on the Hudson Tunnel Project, Draft Environmental Impact Statement

To Whom It May Concern

As residents of Weehawken living in the neighborhood to be affected by the Tunnel Project, we have grave concerns with the results and conclusions of the Draft Environmental Impact Statement (“DEIS”).

The majority of our concerns can be summarized into (i) impractical assumptions regarding truck traffic, (ii) unreasonable proposed working hours and resulting noise, and (iii) dust and particulate matter in a dense neighborhood filled with kids.

We also believe the first two points will ultimately mean that the project as planned will never meet its proposed timeline, extending and exacerbating the negative impact on our neighborhood and increasing the total project cost.

To begin with point (i), it is going to be nearly impossible to regularly move 100 haul trucks per day in and out of the construction area Monday through Friday for 2-3 years. Assuming a 7am – 11pm schedule (which is unreasonable and discussed in point (ii)), that is over 6 trucks per hour, more than one every 10 minutes. This will be absolutely not possible during the hours of 7am – 10am and 4pm to 7pm when this area of Weehawken experiences Lincoln Tunnel rush hour traffic. Traffic is already severely impacted by the number of commuter buses, scheduled every 5 minutes and similar in length to large dump haul trucks, that have trouble navigating congested intersections causing gridlock. Large trucks would have the same issues and cause even more problems.

Making the logical assumption that hauling will be impossible during rush hour, truck traffic will be condensed to 10am to 4pm and 7pm to 11pm, 6 less hours than planned for.

This bring us to point (ii), the unreasonable working hours. In a densely populated area with families and children, construction cannot go until 11pm. Our mayor and representatives will not allow this. This would mean losing the 7pm-

11pm assumed working hours. Given rush hour restrictions, this leaves a practical hauling schedule of only 10am – 4pm, 10 hours per day less than planned for in the DEIS.

We don't see how the project schedule can be maintained and alternatives for the rock and soil hauling must be found. This is for the benefit of our community as well as all of NJ. Project delays increase budgets, which we all pay for as taxpayers.

The amount of truck traffic and soil moved will greatly increase the particulate matter in the neighborhood air. While the DEIS mentions this, residents of this neighborhood are skeptical of the results and are concerned for the health of our kids. This becomes more acute during hauling hours if the truck schedule is condensed as discussed above, placing more trucks on the road per hour.

Without addressing other aspects of the DEIS, simply reviewing the quantity of trucks and unreasonable working hours, means the project will be delayed. Other alternatives must be considered for removing material from the tunnel. The Hudson Tunnel Project is needed and Weehawken and its residents understand this. However, the project as planned is doomed for delay and failure and places an unreasonable burden on a small community.

Sincerely

Kevin & Jocelyn Kemper

hudson tunnel

From: Kevin Kemper
Sent: Monday, August 21, 2017 2:11 PM
To: hudson tunnel
Subject: Re: Hudson Tunnel Project

I'd also like to add that the quantity of trucks and tonnages to be hauled will have a terrible impact on the local roads. Pot holes and road work is an issue already on the heavily trafficked Willow and Park Avenues. Traffic can be hugely impacted by this, creating delays and making it unsafe for drivers and pedestrians. The local area is just not able to handle the volumes being proposed. This will be a huge hardship on both our neighborhood, as well as the project timeline!

Please it is in everyone's best interest to move the excavation and earth removal to another area. Particularly given the Tonelle Ave entrance to the Tunnel Project is in an industrial area with rail access for moving material. This makes much more sense!

- Kevin

On Mon, Aug 21, 2017 at 1:48 PM hudson tunnel <comment@hudsontunnelproject.com> wrote:

Thank you for your comment on the Draft Environmental Impact Statement for the Hudson Tunnel Project. Your comment has been accepted and will be considered in the development of the Final Environmental Impact Statement.

From: Kevin Kemper
Sent: Friday, August 18, 2017 8:53 PM
To: hudson tunnel <comment@hudsontunnelproject.com>
Cc: gahmad@tow-nj.net
Subject: Hudson Tunnel Project

Kevin & Jocelyn Kemper

August 18, 2017

Hudson Tunnel Project

C/O Fitzgerald & Halliday, Inc

11 Hannover Square

New York, NY 10005

comment@hudsontunnelproject.com

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To Whom It May Concern

As residents of Weehawken living in the neighborhood to be affected by the Tunnel Project, we have grave concerns with the results and conclusions of the Draft Environmental Impact Statement (“DEIS”).

The majority of our concerns can be summarized into (i) impractical assumptions regarding truck traffic, (ii) unreasonable proposed working hours and resulting noise, and (iii) dust and particulate matter in a dense neighborhood filled with kids.

We also believe the first two points will ultimately mean that the project as planned will never meet its proposed timeline, extending and exacerbating the negative impact on our neighborhood and increasing the total project cost.

To begin with point (i), it is going to be nearly impossible to regularly move 100 haul trucks per day in and out of the construction area Monday through Friday for 2-3 years. Assuming a 7am – 11pm schedule (which is unreasonable and discussed in point (ii)), that is over 6 trucks per hour, more than one every 10 minutes. This will be absolutely not possible during the hours of 7am – 10am and 4pm to 7pm when this area of Weehawken experiences Lincoln Tunnel rush hour traffic. Traffic is already severely impacted by the number of commuter buses, scheduled every 5 minutes and similar in length to large dump haul trucks, that have trouble navigating congested intersections causing gridlock. Large trucks would have the same issues and cause even more problems.

Making the logical assumption that hauling will be impossible during rush hour, truck traffic will be condensed to 10am to 4pm and 7pm to 11pm, 6 less hours than planned for.

This brings us to point (ii), the unreasonable working hours. In a densely populated area with families and children, construction cannot go until 11pm. Our mayor and representatives will not allow this. This would mean losing the 7pm-11pm assumed working hours. Given rush hour restrictions, this leaves a practical hauling schedule of only 10am – 4pm, 10 hours per day less than planned for in the DEIS.

We don't see how the project schedule can be maintained and alternatives for the rock and soil hauling must be found. This is for the benefit of our community as well as all of NJ. Project delays increase budgets, which we all pay for as taxpayers.

The amount of truck traffic and soil moved will greatly increase the particulate matter in the neighborhood air. While the DEIS mentions this, residents of this neighborhood are skeptical of the results and are concerned for the health of our kids. This becomes more acute during hauling hours if the truck schedule is condensed as discussed above, placing more trucks on the road per hour.

Without addressing other aspects of the DEIS, simply reviewing the quantity of trucks and unreasonable working hours, means the project will be delayed. Other alternatives must be considered for removing material from the tunnel. The Hudson Tunnel Project is needed and Weehawken and its residents understand this. However, the project as planned is doomed for delay and failure and places an unreasonable burden on a small community.

Sincerely

Kevin & Jocelyn Kemper

From: comment@hudsontunnelproject.com
Sent: Wednesday, August 9, 2017 4:29 PM

Subject: Comment from Hudson Tunnel Project

The information below was received from the Hudson Tunnel Project website form:

E-Mail:
Title: MR
First name: Peter
Last name: Kim
Company: Elasticsearch
Address 1:
Address 2:
Town/city: Hoboken
State: NJ
Zipcode: 07030

Comment or question: Hi,

I am a resident of Hoboken at 10th St and Willow Ave. I would like to propose that a pedestrian and bicycle path be added to the Hudson Tunnel project plan.

A pedestrian and bicycle path would have significant benefit on normal days, providing an alternative to NJ Transit bus service from Hoboken which is already experiencing long wait times during rush hour. It is a healthy alternative for people who want to walk, run, or bike into the city. Its value goes up significantly on days when there are issues in the Lincoln Tunnel impacting bus service or issues with the PATH train -- a pedestrian and bicycle path in the tunnel would provide an option that is not impacted by mechanical or systems failures.

The cost of building such a path in the tunnel would be a fraction of the cost of adding a rail station as some are proposing, which providing considerable benefit. The short crossing distance from Hoboken to Manhattan makes this a viable option for most people and would not only be for people who consider themselves very fit and active.

Thank you very much for your consideration, Peter Kim
Comment Type: DEIS Comment - Project Definition

End of message

From: comment@hudsontunnelproject.com
Subject: Comment from Hudson Tunnel Project
Date: Saturday, July 29, 2017 6:26:45 PM

The information below was received from the Hudson Tunnel Project website form:

E-Mail:

Title:

First name: Trevor

Last name: Lamb

Company:

Address 1:

Address 2:

Town/city:

State:

Zipcode: 07302

Comment or question: This is an incredibly important project to move forward with with regard to the rehabilitation of the existing tunnel, as well as construction of a new tunnel. While there will be adverse affects for some and in some regards, to greater good which this project will serve is both more important and more valuable than the sum of the costs. It is clear that the NYC greater metropolitan area, (from central and north Jersey, to NY state, CT and the surrounding areas) is becoming more and more interconnected with regard to the movement of people and goods, and yet the infrastructure to support this expansive network is either not undertaken, or woefully behind the ball. It is important for the region to be considered at a large scale, and the importance of doing so cannot be underestimated. As such, this particular project could serve not only as a catalyst for other, additional infrastructure and associated projects, but could serve as a model of what can be accomplished when such work is undertaken.

Comment Type: DEIS Comment - Project Purpose and Need

End of message

From: comment@hudsonstunnelproject.com
Subject: Comment from Hudson Tunnel Project
Date: Monday, August 7, 2017 10:11:11 AM

The information below was received from the Hudson Tunnel Project website form:

E-Mail:

Title:

First name: Alexis

Last name: Larkin

Company:

Address 1:

Address 2:

Town/city:

State:

Zipcode: 07452

Comment or question: The tunnel project is critical to both the economic and environmental success of New Jersey. Many in our communities still drive to NYC because commuting by our outdated train system takes too long and is remarkably unreliable. The additional, state of the art tunnels will update our public transit system, make public transportation run and run on time in a way we haven't seen in decades, and get people out of their cars and back on the trains.

Comment Type: DEIS Comment - Project Purpose and Need

End of message

From: Kristopher Laufer
Sent: Tuesday, August 15, 2017 12:59 PM
To: hudson tunnel
Cc: gahmad@tow-nj.net
Subject: Resident Opposition to Hudson Tunnel Project in Rivershades, Weehawken, NJ (Kristopher Laufer)

To whom it may concern:

I've been a resident and homeowner in the Rivershades community of Weehawken for 8 years. I have a 5 year-old son and a 3 year-old daughter, and this is the ONLY home they've known. My children play outside regularly in this neighborhood. They ride their bikes & scooters along these streets and sidewalks, they play in the park and in front of my home here almost every day...after school, on weekends, and during summer vacation. My little boy walks to the bus stop for school in the mornings and crosses these streets, and my little girl crosses these streets on her walk to daycare. This is a vibrant, close-knit community—from the crossing guards and park attendants who fondly look after our children, to ALL the neighbors & residents who came together to rebuild this community after being devastated by Superstorm Sandy. Now we face an even greater threat with the Hudson Tunnel Project.

All of these wonderful things about our neighborhood will be SHATTERED if this project goes through, so I am writing this email to vigorously oppose any plans that include or impact the Rivershades community in Weehawken. The scope and impact of this project on our community will undoubtedly be a public safety nightmare, with real environmental and health implications, and I'm prepared to vigorously defend the interests of my family and fellow residents as necessary by exploring legal recourse, informing media outlets, seeking support from environmentalists, and seeking support from the broader public.

The impact of this project on the community of Rivershades, Weehawken would be unethical, immoral, and unjust. It is not right to subject our citizens, especially our children and our elderly, to such harsh living conditions. Such short notice to defend our interests is unacceptable, and the complete negligence in providing adequate time for proper due process and due diligence with respect to the environmental and health consequences with respect to hazardous particle pollution, toxins, and other hazards/pollutants is a blatant disregard for the well-being and public safety of our residents, not to mention the crippling traffic impacts, the noise pollution, the diesel truck fumes, and the shaking and potential cracking of the foundations of our homes.

Proceeding with this project in Rivershades will undoubtedly force many longstanding residents and families within the community to be displaced or face financial hardship. Many of us will be held hostage in our own homes, unable to sell our homes as a result of the project's negative impact on our home values, and in turn forced to live under harsh and inhumane living conditions for several years...unable to flee to safety. You cannot expect anyone to ride this out and live under such harsh, inhumane, unhealthy, and hazardous living conditions for "several years." This project as currently planned is a blatant expropriation of an ENTIRE community for unsafe, hazardous construction use, and I vigorously oppose any plans to include the Rivershades Community of Weehawken in its plans.

I implore the powers that be to explore an alternative plan that does not impact a residential community such as ours. There are alternative plans that have been proposed by the City of Weehawken which MUST be considered.

Thank you,
Kris Laufer, Resident

hudson tunnel

From: Sara R. Laufer
Sent: Sunday, August 20, 2017 11:01 PM
To: hudson tunnel
Cc: gahmad@tow-nj.net
Subject: Comment from a long-time resident of Weehawken in Rivershades

Dear Hudson Tunnel Project -

I have lived in the Rivershades neighborhood section of Weehawken for 10 years now. This little neighborhood that we fell in love with, where we have started and now growing our family in, is OUR HOME. I live with my husband, and a 3 yr old and 5 yr old child. We purchased our home to provide us a safe little nook amongst the chaos of our neighboring cities on all sides. It's quiet here, it's safe here, our children can ride their bikes & scooters on the streets here, all of the neighbors know everyone by name, my son can walk to the school bus etc. But most importantly, it's safe here. Our town has worked feverishly to protect our neighborhood and keep it's charm.

To introduce this project to our neighborhood is a SHAME.

-- The potential detrimental environmental impact could be massive. I would say 60%+ of the homes in our neighborhood have children 10 and younger. We can not expose these young children to these chemicals. How, ethically and morally, can you introduce a project to a neighborhood full of children when there are known toxins that will be exposed?

-- The excess of traffic and congestion in our little neighborhood would be alarming. We are already trapped in our neighborhood 5 days/week during rush hour because we literally can not get anywhere due to the traffic in the Lincoln Tunnel, Hoboken and 495. If you introduce this many vehicles to our neighborhood, we literally will never be able to leave because of the overwhelming amount of traffic. There's only one way in and one way out!

PLEASE, we are BEGGING, to please consider alternate solutions rather than disrupting an entire community. If you are unable to move this location, then please follow all ENVIRONMENTAL protocols, and do not use any waivers. Please treat our neighborhood as *civilians* and ensure that we are not exposed to any toxic or potentially dangerous chemicals.

This is our home, the only home our children know. If this project goes through, we will be forced to move away because, as a mother, I would *never* knowingly subject my family to a situation where all environmental factors have been waived, nothing tested, in a project this size that is so close to home. All of our home values will drop dramatically and we may not even be able to sell our home, which would put us in a very difficult situation.

I truly hope you are taking all of these comments to HEART. If you could see images of our entire neighborhood, how beautiful everyone is, how happy everyone is, how much we all love our town and how healthy everyone is -- you would understand why we are all so upset about the proposed plans.

Thank you from the bottom of my heart,
Sara Laufer

hudson tunnel

From: Ed
Sent: Monday, August 21, 2017 8:07 AM
To: hudson tunnel
Cc: gahmad@tow-nj.net
Subject: RE: Weehawken Resident Comments on the Hudson Tunnel Project, Draft Environmental Impact Statement

Edward Leong

Weehawken, NJ 07086

August 18, 2017

Hudson Tunnel Project
C/O Fitzgerald & Halliday, Inc
11 Hannover Square
New York, NY 10005

comments@hudsontunnelproject.com

RE: Weehawken Resident Comments on the Hudson Tunnel Project, Draft Environmental Impact Statement

To Whom It May Concern:

As residents of Weehawken living in the neighborhood to be most directly affected by the Tunnel Project, we have grave concerns with the results and conclusions of the Draft Environmental Impact Statement (“DEIS”).

Along with other residents who have expressed the same concerns, there are major concerns with the following: The proposed length of time needed to complete the project, along with working hours; traffic assumptions for trucks and current traffic patterns; health concerns resulting from dust, particulates, and other matter, especially for young children.

- **Unrealistic Assumptions Regarding Truck Traffic:** Currently, the Hudson Tunnel Project proposes to regularly move 100 trucks per day into and out of the construction area. Considering the proposed working hours of 7:00 a.m. to 11:00 p.m., this results in over six trucks per hour, more than one every ten minutes. The surrounding area already experiences significant levels of Lincoln Tunnel traffic during morning and evening rush hour periods, consisting of numerous cars, commuter buses, and trucks. It can easily be observed that the buses and trucks, which may be similar in size to the project’s trucks, frequently block lanes of traffic causing excessive gridlock in the surrounding intersections. Congestion already seems to be growing daily without any ongoing projects. Expecting to add this volume of large trucks into an already congested mix of cars and frequent commuter buses will greatly exacerbate the already congested situation. Besides the added local traffic problems, this will cause transit problems with emergency vehicles, and will also result in the proposed trucks not getting through as expected and cause cost and time delays to the proposed project.
- **Unreasonable Proposed Working Hours and noise:** The Hudson Tunnel Project currently proposes a 7AM to 11PM working-hour schedule. The hours of 7:00 a.m. to 10:00 a.m. and 4:00 p.m. to 7:00 p.m. is when the proposed project area of Weehawken experiences Lincoln Tunnel rush hour traffic, which as discussed above, will not realistically handle the additional truck traffic. In a densely populated area with families and children, construction cannot go until

11:00 p.m. Our mayor and representatives will not allow this. This would mean losing the 7:00 p.m. to 11:00 p.m. assumed working hours. Given rush hour restrictions, this leaves a practical hauling schedule of only 10:00 a.m. to 4:00 p.m., ten hours per day less than planned for in the DEIS. Given this, the project schedule cannot be maintained and alternatives for hauling the rock, soil, and other materials must be found. This is for the benefit of our community as well as all of NJ. Project delays increase budgets and costs, which we all pay for as taxpayers.

- **Overlap with Other Concurrent Projects:** Construction of flood barriers and construction on the Lincoln Tunnel Helix will be taking place at the same time as this proposed Hudson Tunnel Project. Accordingly, the surrounding area may be crippled for a prolonged length of time under the burden of multiple major and complex projects taking place concurrently. This, too, will inevitably result in delays and only extend the negative effects of the project on our neighborhood, as well as overall project costs.
- **Negative Health Impacts Resulting from Dust, Particulate, and Other Matter:** While the issue of dust and particulate matter in neighborhood air has been mentioned in the DEIS, we are skeptical of the expected results and concerned for the health of the residents in the neighborhood, especially the young children. We are concerned about the effects of these materials, additional air pollution from the added trucks, and other potentially hazardous materials resulting from the digging/construction/removal for the tunnel project, and such material being loaded onto trucks and transported through densely populated streets...for years. We are skeptical of any assurances, especially from large entities, that these materials would be harmless or of minimal impact to residents, businesses, or commuters. Additionally, the disruptive noise and disturbances during the later hours in at night will affect all residents, especially school-aged and younger children who require adequate rest in order to be healthy and/or function well in school. As a result, alternatives must be considered to conduct the digging/construction/removal of debris at a different and less populated location to minimize environmental and humanitarian impact.
- **Skepticism of the Project's Proposed Duration Time:** It is clearly demonstrable that estimated completion time durations for major projects in the area have been grossly underestimated. This not only causes major frustration for commuters and altered traffic patterns, but also greatly damages the image and reputation of the entities conducting the project. For example, the public was told that the Pulaski Skyway rehabilitation was estimated to be completed in two years. It has now been nearly 3.5 years and counting and nowhere near complete. The major altered traffic patterns are still in effect. This huge delay yields the image that the entities funding and conducting the bridge rehabilitation, rightly or wrongly, are inept and did not consider factors that would affect the proposed time line. We suspect this project is similarly underestimated, and one must take into account all of these concerns being raised that will affect the proposed overall time line and cost.

While we and our fellow Weehawken residents understand the necessity of a new tunnel, the proposed project will place unreasonable burdens on a small community, and alternatives to the proposed project must be considered to minimize the public impact, as well as cost and time line impacts.

Based just on the few concerns that have been highlighted above, it is apparent that alternatives to the proposed Hudson Tunnel Project and DEIS need to be explored. In a recent community meeting with NJ Transit and Hudson Tunnel Project representatives, a proposal was made to move the bulk of the construction westward – towards the Meadowlands area where land is available today. Such further exploration and assessment of alternatives must be made.

Sincerely,
Edward Leong

hudson tunnel

From: Hugh Lester
Sent: Sunday, August 20, 2017 9:59 PM
To: hudson tunnel
Subject: Comments

Traversing the Weehawken/Hoboken border is an opportunity to add another transit station with access to NYC. This should be explored.

Hugh D. Lester



Hudson Tunnel Project

DEIS Public Hearing

August 1, 2017

Hotel Pennsylvania, Skytop Ballroom, 18th floor
401 7th Avenue at W. 33rd Street, New York, NY

Please use this comment form to let us know your thoughts.

Name (required): James S. Li

Organization/Affiliation: Radio Chroma

Street Address: _____

City: Forest Hills State: NY Zip Code: 11375

Email: _____

Comments: I support this project 100% because my boss lives in Hackensack NJ. By completing the Hudson Tunnel Project with a Secaucus loop connection to the Pascoack Valley / Bergen County lines, you will have more capacity for more NJ transit trains between NYC and NJ. The Secaucus Loop should be included for more trains between NYC and NJ. If one train breaks down between Newark and NYC, the entire NEC is backed up. This past Christmas 2016, I waited 45 minutes @ SEC for a train to NYP because of single track operation around 10pm - 11pm. I got into NYP @ 11:45pm

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by August 21, 2017:

Email: comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsontunnelproject.com

For more information, please visit the project website at: www.hudsontunnelproject.com.

hudson tunnel

From: Brenda Li
Sent: Thursday, August 17, 2017 9:38 AM
To: hudson tunnel
Cc: gahmad@tow-nj.net
Subject: RE: Weehawken Resident Comments on the Hudson Tunnel Project, Draft Environmental Impact Statement (DEIS)

To Whom It May Concern:

I am a current resident of Weehawken and reside in the Shades neighborhood where – under the currently proposed Hudson Tunnel Project – the most direct impact of the construction will be experienced.

It is quite evident that the currently proposed Hudson Tunnel Project is merely a regeneration of the originally proposed ARC Project, which at this point is nearly a decade old. Indeed, the DEIS that has been issued is nearly identical to that issued for the ARC Project. As a concerned resident, it seems abundantly clear that little work has been done to thoroughly assess, analyze, and understand the impact and feasibility of the proposed project based on the *current* dynamics of the neighborhood, which have no doubt changed over the past eight or nine years. It is also clear that little to no work has been done to explore alternatives to the project.

Below, I have noted a number of grave concerns I have regarding the project as it currently proposed:

- **Unreasonable Proposed Working Hours:** The Hudson Tunnel Project currently proposes a 7AM to 11PM working-hour schedule. This is completely unreasonable for a densely populated area with families and young children. I, along with my fellow neighbors, our Mayor, and the Weehawken Township representatives will absolutely not allow for this to take place. The fact that this schedule is even being entertained is absolutely deplorable and demonstrates a complete lack of disregard for the families and children residing in the neighborhood.
- **Unrealistic Assumptions Regarding Truck Traffic:** Currently, the Hudson Tunnel Project proposes to regularly move 100 trucks per day into and out of the construction area. Even assuming the unreasonable proposed working hours of 7AM to 11PM, this results in over six trucks per hour, more than one every 10 minutes. The surrounding area already experiences significant levels of traffic during morning and evening rush hour periods. Expecting to add large trucks into an already congested mix of cars and frequent commuter buses is an absolute absurdity and belies a disregard and lack of sufficient study of the area and its *current* dynamics. In the years following the proposal of the ARC Project, traffic patterns in the Weehawken area have changed significantly and clearly cannot accommodate the volume of trucks that was proposed in the ARC Project and continues to be proposed today in the Hudson Tunnel Project.
- **Increased Risk of Vehicular Accidents and Debris Spillages from Trucks:** Because the DEIS proposes to haul construction materials and debris, which may include hazardous materials, on trucks (rather than safer alternatives, like by train), there is a significantly increased risk of vehicular accidents occurring in an area that is already heavily congested with traffic. Additionally, transporting construction materials, debris, and hazardous materials by truck poses a significantly increase risk of leakages and spills, which will pose considerable health risks to residents.

- **Overlap with Other Concurrent Projects:** Construction of flood barriers as well as construction on the Helix will be taking place at the same time as the proposed Hudson Tunnel Project. Accordingly, the surrounding area simply cannot be expected to bear the burden of multiple projects taking place concurrently. This, too, will inevitably result in delays and only extend the negative effects of the project on our neighborhood as well as overall project costs.
- **Proposed Construction Area is in a Flood Zone:** The proposed construction site is in a flood zone. Indeed, the immediate neighborhood was seriously affected by Hurricane Sandy in 2012, and the potential impact of any future storm flooding to the area carries the risk of significant delays to the project.
- **Negative Health Impacts Resulting from Particulate Matter:** While the issue of particulate matter in neighborhood air has been mentioned in the DEIS, I and my fellow neighbors remain both skeptical of the expected results and concerned for the health of the residents in the neighborhood, especially the young children.
- **Unreasonable Burden on a Small Community:** As proposed today, the Hudson Tunnel Project places an unreasonable burden on a small, local community that will be responsible for shouldering the vast majority of the disruption, inconvenience, and negative health impacts of a proposed project plan that is not only outdated but entirely unrealistic given the current dynamics and development of the neighborhood.

While I and my fellow Weehawken residents understand the necessity of a new tunnel, we reject and are prepared to take all necessary actions, pursue all measures, and explore all channels possible to oppose the Hudson Tunnel Project as it is currently being proposed today.

Based just on the few concerns that I have highlighted above, it is apparent that alternatives to the proposed Hudson Tunnel Project and DEIS have not yet been explored. In a recent meeting with NJ Transit and Hudson Tunnel Project representatives on July 27th, a proposal was made by residents of Weehawken to move the bulk of the construction westward, especially given that the intention is for construction material and debris to be hauled in that direction anyways. Further exploration and assessment of alternatives such as this *must* be made; otherwise, this project is doomed to failure.

Sincerely,

Xiaohe Li

Weehawken, NJ 07086

hudson tunnel

From: Brenda Li
Sent: Sunday, August 20, 2017 1:30 PM
To: hudson tunnel
Cc: Giovanni Ahmad
Subject: Hudson Tunnel Project Comment

Please note below another concern regarding the proposed DEIS/Hudson Tunnel Project:

Having 100 heavy haul trucks per day driving on local roads that are not equipped for that kind of vehicular load will no doubt damage the roads in the neighborhood. This inevitable damage will result in disastrous, costly delays not only for the progress of the project but also for commuters and drivers in the area.



Hudson Tunnel Project

Community Meeting

July 27, 2017

St. Lawrence Catholic Church, St. Lawrence Community Center
22 Hackensack Avenue, Weehawken, NJ 07086

Please use this comment form to let us know your thoughts.

Name (required): ZEV LONDON
Organization/Affiliation: RESIDENT / URBAN DESIGN CONSULTANT
Street Address: _____
City: WEHAWKEN State: NJ Zip Code: 07086
Email: _____

Comments: ^{Sins:} IF WHAT I HEAR IS RIGHT AND THE HUDSON TUNNEL PROJECT PLANNERS INTEND FOR THE EXCAVATED EARTH TO BE HAULED THRU OUR TINY NEIGHBORHOOD WITH AN ENDLESS CHARADE OF DUMPSTER TRUCKS ON A DAILY BASIS AND IN THE COURSE OF A DECADE THAN I CAN UNEQUIVOCALLY DECLARE THE PLANNING TO BE INCOMPETENT AS THE INTUSION TO THE LIFE OF OUR COMMUNITY IS HIGHLY DISTRUCTIVE.

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by August 21, 2017:

Email: comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsontunnelproject.com

For more information, please visit the project website at: www.hudsontunnelproject.com.

ZEV
LONDON

From: Bryce Lopez

Sent: Tuesday, August 8, 2017 1:49:10 PM (UTC-05:00) Eastern Time (US & Canada)

To: hudson tunnel

Subject: Hudson Tunnel Project

Please reconsider the proposed tunnel project in our neighborhood. The results of this project would be detrimental to our way of life. It does not directly benefit the residents in this neighborhood and would only be a problem for the people.

From: Sabrina

Sent: Tuesday, August 8, 2017 7:47:29 PM (UTC-05:00) Eastern Time (US & Canada)

To: hudson tunnel

Cc: gahmad@tow-nj.net

Subject: Oppose Hudson Tunnel

Hello,

I oppose the building of the tunnel in the lot next to the Weehawken Shades neighborhood. There are many people who moved out of the city or Hoboken to this quiet residential neighborhood to raise our children. It is a great small neighborhood, where kids ride their bikes in street, people walk their dogs and everyone knows everyone and says hello. By bringing in the construction to this neighborhood, you are going to change the dynamics of it. No one is going to want to live with the constant construction and noise. People will move out and this area will become desolate.

Also, bringing in 16 dump trucks an hour is not even feasible. There's already gridlock in this neighborhood. I see and deal with it every day. I watch cars and trucks block the intersection and no one can move. there is traffic coming from all different directions. Traffic from Hackensack Plank Road, Hoboken, the waterfront and city come to this area to access the Lincoln tunnel.

Look at what happened last year when Weehawken tried to fix the bridges and roads from 7am-7pm. After just a few days of complete gridlock even with police directing traffic, they had to scrap it and only do the construction at night! So adding more congestion to this area will not help. We can not have constant loud construction going on throughout the middle of the night for years. There will be no standard of living.

This will just delay the project even more.

Also, you can't even cross these streets safely. I and other residents almost get hit by a car multiple times a week. Drivers don't pay attention to what's in front of them and try to outdrive other drivers.

Not forgetting that the land in that lot is toxic from what industrial companies dumped in the past. Digging it up is going to release it into the air. How is this going to be safe for us and the surrounding densely populated neighboring areas (such as uptown Hoboken and up the hill)?

Thank you!

From: Sabrina Lui
To: [hudson tunnel](#)
Cc: gahmad@tow-nj.net
Subject: Hudson Tunnel Comment
Date: Monday, August 21, 2017 5:54:11 PM

Hello,

I oppose the digging of the tunnel between Hoboken and Weehawken. Since the original plans were made, this area has made a tremendous effort to bring life, people and activity to this once industrial deserted area. Uptown Hoboken is currently growing and booming bringing in new residential buildings, store fronts, restaurants and parks to this area. Weehawken has added a new residential building between the Park and Willow Ave bridges and the Shades neighborhood has been thriving with new young families with young children and dogs. There's also many residents who live up the hill in Union City who will be impacted. Any construction near by vibrates so loud as the sound bounces off the cliff.

There are four parks that are in close proximity to the proposed digging area (the Weehawken children park on Grand Street, large multi- use soccer/dog park on 16th between Park and Willow Ave bridges, 14th street viaduct (basketball, outdoor events/activities, dog park), the new pop up large multi-use park on 12th - 13th street in Hoboken. Thousands of children, adults and dogs play in this area every week. Why put all of these people at risk for air and noise pollution?

This area has been prone to flooding. The Shades neighborhood was hit hard by Sandy with over 6 feet of water in the homes and street.

The area is extremely congested with traffic backups daily. Traffic comes from New York City, from Hoboken, from River Road/Waterfront, Hackensack Plank Road and Park Avenue. Adding dumptrucks to this area will cause a traffic nightmare. Also, the Shades area is extremely small to bring in that many dump trucks. It is a small residential street. How are you going to transport the debris out of the area? Driving it out of the area will make more people exposed to any toxic debris, especially if you're driving it on 495. 495 is a traffic nightmare itself.

How will this coincide with other construction in this area? There are known plans for uptown Hoboken construction, Lincoln Tunnel helix project and 495 reconstruction.

I highly suggest that the digging for the tunnel to occur on Tonnelle Avenue. It's a no brainer. It is an industrial area with little impact to the area. There's a railroad near by that can be use to transport the debris out of the area in enclosed secure train cars.

Honestly, I feel that many residents in Hoboken, Weehawken and Union City are still unaware of this proposed digging. There hasn't been enough effort to bring this to the attention of the whole community and nation.

Thank you!

hudson tunnel

From: David Lyons
Sent: Monday, August 21, 2017 8:23 AM
To: hudson tunnel
Cc: gahmad@tow-nj.net
Subject: Hudson Tunnel Project: Weehawken Impact

To whom it may concern,

This e-mail is acting as a formal and official comment regarding the Hudson Tunnel Project and the impact of the Shades neighborhood in Weehawken, NJ.

While I am in favor of the project a a whole, I am adamantly against the current plans for digging, clean up, and transportation of the debris. The current plan will negatively impact the Shades neighborhood in more ways than we can even anticipate at this moment, and has the potential to not only cause horrible truck traffic, unreasonable noise pollution, decrease our home values (we are home owners in this neighborhood), but also will be hazardous to our health. The particle pollution including toxins in the underground material that is going to be dug up, put into the air and breathed in by everyone in the neighborhood could have serious life- threatening implications. The 20 foot wall being suggested as a solution will not protect us from the airborne pollution as we are in a bubble of sorts surrounded by the cliffs above us.

The air quality exemption that has been granted is a blatant disregard for our safety and the health of those living in our neighborhood.

I am officially requesting the site be moved to a non-residential area. I know that the Tonnelle Ave location has already been suggested by our city officials, and I support this move 100%. This site is away from all residential areas, and will also not cause the traffic congestion that is indisputable.

If the plan moves forward as currently written, the consequences both immediate and long term on our community will be insurmountable.

Thank you for taking the time to hear our concerns and for thinking about the health and safety of our residents, and taking into account the congestion of traffic that will cause unquestionable gridlock.

Sincerely,

David Lyons

Weehawken, NJ 07086

hudson tunnel

From:
Sent: Saturday, August 19, 2017 5:36 PM
To: hudson tunnel
Cc: gahmad@tow-nj.net
Subject: Impact of the Hudson Tunnel Project
Attachments: Hudson Tunnel Project.docx

Weehawken, NJ 07086

Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square
NY, NY 10005

August 18,2017

To whom this concerns:

As the former Township Manager for 27 years and a 50 year resident, I am very much against the construction of the Hudson Tunnel Project in our Township. Certainly I am aware of the detrimental effects to the residents in the Shades neighborhood and our neighbors in the upper section of Union City. The quality of life as we now know it, will be compromised.

In an already densely populated area I implore you to examine the health and safety hazards, the ongoing traffic gridlock especially since we are in close proximity to the Lincoln Tunnel.

Having constant disturbances and dangerous movement of very large equipment in an area where people live, children play and people worship at St. Lawrence Church services, is absurd!

Let common sense prevail.

Obviously, to avoid these horrific hardships onto the Township and its residents, you must conclude the best location for construction of this project would be the uninhabited area and property of NJ Transit Authority located on Route 1 and 9.

Sincerely,
James V. Marchetti, Jr.

hudson tunnel

From: Monica Mason
Sent: Friday, August 18, 2017 8:57 PM
To: hudson tunnel

We need a station in Hoboken for this project.

Sent from my iPhone



Hudson Tunnel Project

Community Meeting

July 27, 2017

St. Lawrence Catholic Church, St. Lawrence Community Center
22 Hackensack Avenue, Weehawken, NJ 07086

Please use this comment form to let us know your thoughts.

Name (required): Jeanne McLaughlin
Organization/Affiliation: _____
Street Address: _____
City: Weehawken State: NJ Zip Code: 07086
Email: _____

Comments: Lower Weehawken is a small knit community all residential
We are a growing neighborhood, a lot of young families and some
senior citizens. We have few if any commercial areas left. Living all my
life in this area I have seen it's change from trucking Co, Bleaching Co
Metal factories to all residential. It is nice to sit in front of your house
and hear silence or the noise of the children. If you do as you plan, besides
the noise pollution, air pollution & of course the added traffic you will be
disturbing our peaceful lives. Speaking of traffic we deal with on a daily
basis due to the L.T. You are going to increase it on narrow roads
You want to start at 7am and at 11pm what about the residents in
the area who go to bed early or have young kids & school age kids Dont ->

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by
August 21, 2017:

Email: comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsontunnelproject.com

For more information, please visit the project website at: www.hudsontunnelproject.com.



Hudson Tunnel Project

Community Meeting

July 27, 2017

St. Lawrence Catholic Church, St. Lawrence Community Center
22 Hackensack Avenue, Weehawken, NJ 07086

Please use this comment form to let us know your thoughts.

Name (required): Steve McLaughlin
Organization/Affiliation: _____
Street Address: _____
City: Weehawken State: NJ Zip Code: 07086
Email: _____

Comments: Living in downtown Weehawken I employ you to reconsider your plans for the construction of the new tunnel. You bring in trucks from 7-11 will add to traffic. The roads you plan on using are residential area and narrow. You will have trucks lined up running at all times of day + night letting fumes into our homes and the noise is horrible. Take into consideration the young children, schoolage kids who live in the area. The pollution they will be sucking in is no good for their health. The digging will create problems for our homes. Please try to redirect your plans to areas like N.B where the train tracks are there are more open areas and commercial area.

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by August 21, 2017:

Email: comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsontunnelproject.com

For more information, please visit the project website at: www.hudsontunnelproject.com.

From: comment@hudsontunnelproject.com
Sent: Saturday, August 19, 2017 9:56 PM
Subject: Comment from Hudson Tunnel Project

The information below was received from the Hudson Tunnel Project website form:

E-Mail:

Title:

First name: Ofer

Last name: Melnik

Company:

Address 1:

Address 2:

Town/city: Weehawken

State: NJ

Zipcode: 07086

Comment or question: We live very close to the proposed project area. The park our daughter visits regularly directly overlooks the intended site. It is smack in the middle of highly-dense residential area that already suffers terrible air pollution from tunnel traffic. The area is a huge bottleneck traffic wise, which would greatly impede the ability to finish the project in a timely manner.

Comment Type: DEIS Comment - General

End of message

From:
Sent: Tuesday, August 8, 2017 3:47:58 PM (UTC-05:00) Eastern Time (US & Canada)
To: hudson tunnel
Subject: Hudson Tunnel Project
To Whom it may concern,

I am a resident of downtown Weehawken and have many concerns about this project. The enormity of such a project in such a small area can only have a negative impact for the surrounding homes and business.

The amount of dust and dirt that will be generated. The amount of trucks that will be coming and going for hours a day will cause much noise and that much more traffic to an already congested area.

Please take this and all our towns peoples concerns into consideration.

Thank you



Hudson Tunnel Project

Community Meeting

July 27, 2017

St. Lawrence Catholic Church, St. Lawrence Community Center
22 Hackensack Avenue, Weehawken, NJ 07086

Please use this comment form to let us know your thoughts.

Name (required): Jennifer Miller
Organization/Affiliation: Resident
Street Address: _____
City: Weehawken State: NJ Zip Code: 07086
Email: _____

Comments: I believe this Tunnel Project will
have a negative impacted on this Weehawken
neighborhood. It is a large project for such a
small area in town. Not to mention the noise, the
amount of dirt/dust and most of the trucking of
debris in and out of town all hours of the day.

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by August 21, 2017:

Email: comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsontunnelproject.com

For more information, please visit the project website at: www.hudsontunnelproject.com.

hudson tunnel

From:
Sent: Friday, August 18, 2017 8:41 AM
To: hudson tunnel
Subject: My neighborhood

To whom it may concern, I am a resident of Weehawken living right near the proposed project where the tunnel entrance will be removing dirt by the truckload. This neighborhood which I have lived for 33 years is very much a residential, family, children, and animal community. Please consider the alternative site that has been suggested to you. We do not deserve to have our quiet, beautiful neighborhood subject to polluted air and dirt being transported through it. Especially when I hear the work would be done between the hours of 7am-11pm. That is just outrageous!! Would you accept it in your hometown??? Please please stop this in our hometown. Robin Murphy

Sent from my iPhone

hudson tunnel

From: John M
Sent: Friday, August 18, 2017 1:14 PM
To: hudson tunnel
Subject: Hoboken Resident wants North Hoboken Station

Hi my name is John Mylan and I live on the north side of Hoboken. My neighborhood will be heavily affected by the construction of this tunnel. The construction will cause us a severe inconvenience, but we understand the projects necessity. I don't see why there is any reason New Jersey Transit would not make plans to have a stop that could be an alternative to the PATH tunnels to the south. Such a stop could reduce bus traffic out golf Hoboken by half. It has also been suggested in the past that the New York subway might be expanded to Secaucus Junction and maybe these tracks may could come in handy for that as well. Maybe NYC MTA would be willing to throw in some money. Either way it seems prudent to make plans for an additional light rail station and train station that could benefit all of Hudson County which will be most affected by this construction. In times of emergency, like Sandy, alternatives to PATH are needed and such a rail stop could be that alternative.

Thanks for your time,

John Mylan

Hoboken, NJ

hudson tunnel

From: ANGELA NAVARRA
Sent: Monday, August 21, 2017 2:46 PM
To: hudson tunnel
Cc: gahmad@tow-nj.net
Subject: Hudson Tunnel Project

Hi,

I am a resident of the Shades Weehawken. My son, Maddox (7 months), husband, Dominic, and I live right on 19th St. We have lived here for 3 years and really enjoy our quiet neighborhood. We have made some great friends here and we hope to continue to stay here so our son can go to school and grow up in Weehawken,

We are all heart broken that this construction will be going on for so long in our neighborhood. Especially since we have a lil dude now and are hoping to have another kid in the near future. We do not want to subject our kid to all this pollution and noise. We pay a nice chunk of change for taxes to live here. We have expectations since we are heavily invested in this neighborhood. I know this tunnel needs to be built but why here in a residential neighborhood? It does not make sense to me! All these new lovely homes here and you want to treat the Shades like a construction site? Not the residential area that it is? Why?

A major concern is the air quality conformity exemption that has been granted for this project. That's really scary for any residential area...and it's a blatant disregard for our public safety and the environmental and health impacts on our neighborhood. Why would I want to subject my family to this? Why would I want to invest in a town that really does not care about me or my family? It's really disturbing!

Can we move this to another location? Someplace that is already industrial and not a residential area? Why not dig from Tonnelle Ave. away from residential locations? Please MOVE the site to a nonresidential location and dig from Tonnelle Ave where the trucks can hop right on 1&9 (just south of the existing portal between Tonnelle Avenue and Paterson Plank Road in North Bergen) and avoid any and all residential areas.

I begging to move this project elsewhere! We really love our home and our neighborhood and we want to stay here for a long time. If this happens we might have to move. We love the new park and we look forward to hopefully having a quiet and healthy future in the Shades.

Attached is a photo of our son at the park. He is also really happy here.

Thanks for listening,

Angela Navarra



21 August 2017

Richard Nephew

Weehawken, NJ 07086

Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc
11 Hanover Square
New York, NY 10005

To Whom It May Concern:

I am writing to express my deep concerns with the plans that I have seen and read about concerning the construction of a new Hudson Tunnel for Amtrak.

I am a frequent traveller on Amtrak (Select Member, #7063344639) and I do not question at all the need for the additional tunnel. Far from it, I strongly support additional infrastructure projects, including this tunnel.

But, I am also a resident of Weehawken and I frequently transit the intersections that I understand will be affected by the planned truck activity to and from the construction site. I can assure you that the additional traffic planned will present a significant and undue hardship on the Town of Weehawken, as well the thousands of commuters who frequently travel via those intersections. Candidly, they are bad enough without the additional burden that construction would impose and I would think that the headaches that would also be imposed on the project itself would justify a change in your plans.

I believe that the alternative proposal that has been briefed to you by Weehawken government officials would more effectively support this particular construction project while avoiding the undue burden that might otherwise be created. I urge you to please consider carefully the logistical burden created by adding those additional trucks on our local roads – let alone 495, a parking lot for large parts of the day – and to consider, instead, the alternative approach the Weehawken government has outlined.

Sincerely,
Richard Nephew

hudson tunnel

From: Richard Nephew
Sent: Monday, August 21, 2017 11:09 AM
To: hudson tunnel
Cc: gahmad@tow-nj.net
Subject: Comments on the Hudson Tunnel Project
Attachments: comments nephew tunnel.docx

21 August 2017

Richard Nephew

Weehawken, NJ 07086

Hudson Tunnel Project

c/o Fitzgerald & Halliday, Inc

11 Hanover Square

New York, NY 10005

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I believe that the alternative proposal that has been briefed to you by Weehawken government officials would more effectively support this particular construction project while avoiding the undue burden that might otherwise be created. I urge you to please consider carefully the logistical burden created by adding those additional trucks on our local roads – let alone 495, a parking lot for large parts of the day – and to consider, instead, the alternative approach the Weehawken government has outlined.

Sincerely,

Richard Nephew

hudson tunnel

From: John Newman
Sent: Sunday, August 20, 2017 8:00 AM
To: hudson tunnel
Cc: gahmed@tow-nj.net
Subject: Disruption in Weehawken Shades

Dear Sir or Madame,

The current plan to remove tunnel detritus through the site on 18th Street places my family in danger. A 16 hour a day parade of huge trucks through a residential area throwing dirt in the air and leaving muck on the streets poses real hazards. The noise and air pollution threaten our health.

Vibrations from heavy digging machines and trucks may damage the foundations of houses.

In addition, it's not practical to move 100 trucks per day through the area because of the congested roads in the area.

Please consider removing all of the debris through the Tonnelle Ave side of the tunnel. There is no residential development there and you have the additional possibility of moving it by rail.

Thank you,

John Newman

Weehawken, NJ 07086

hudson tunnel

From: kevie kevie.com
Sent: Sunday, August 20, 2017 6:28 PM
To: hudson tunnel; gahmad@tow-nj.net
Subject: Concerned citizen in Weehawken

Hi,

I am a resident of the Shades in Weehawken and have a vested interest in the Hudson Tunnel Project. I am vehemently opposed to the project commencing in my neighborhood when there is a viable option that will not involve a residential community. There are 400+ homes that would be affected by starting in Weehawken. The quality of life, not to mention the noise and dust pollution, is not acceptable. It seems that locating the project to Tonnele Avenue, where it is all commercial, is the best option. Not only will it provide better access for the construction crew (the traffic at rush hour around the Lincoln Tunnel is horrendous), but the hours that the crew can work is limitless, because it is not residential.

Please reconsider.

Thank you

Kevie Newman

From: Margaret O'Brien

Sent: Wednesday, August 9, 2017 5:02:48 AM (UTC-05:00) Eastern Time (US & Canada)

To: hudson tunnel

Subject: What happened to the original PLAN? It was much better made more sense and it was scrapped for lack of funds and planning.



Hudson Tunnel Project

DEIS Public Hearing

August 1, 2017
Hotel Pennsylvania, Skytop Ballroom, 18th floor
401 7th Avenue at W. 33rd Street, New York, NY

Please use this comment form to let us know your thoughts.

Name (required): SUSAN O'KANE

Organization/Affiliation: SHADES OF WESHAWKEN

Street Address: _____

City: WESHAWKEN State: NJ Zip Code: 07086

Comments: *I live and am a property owner in the Shades of Weshawken. I recognize the importance of the Hudson Tunnel Project and look forward to its successful construction.*

However, of great concern to me is the permanent placement of the exhaust fan shaft adjacent to the Shades. It will provide fresh air and allow smoke to escape during an emergency. However, during the smoke escape period, a south/east wind current were to occur, this would blow the smoke down over us in the shades, trapping it there because of the bend

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by August 21, 2017:

(OVER)

Email: comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsontunnelproject.com

For more information, please visit the project website at: www.hudsontunnelproject.com.



Hudson Tunnel Project

DEIS Audiencia Pública

1 de agosto del 2017

Hotel Pennsylvania, Skytop Ballroom, 18th floor
401 7th Avenue at W. 33rd Street, New York, NY

Por favor, utilice este formulario de comentarios para dejarnos saber sus pensamientos.

Nombre (necesario): Susan O'Kane (cont)

Organización/Afiliación: _____

Dirección: _____

Ciudad: _____ Estado: _____ Código Postal: _____

Correo Electrónico: _____

Comentarios: *cont in the 100' foot plus high Palisade Cliffs where the Shades is located. Breaching this smoke would be injurious to us and would create an adverse effect on our health and lives.*

I therefore request, this exhaust fan shaft be relocated to another site, possibly to the NJ Transit location west of the Palisades where no one lives.

Also, I request the relocation of the removal site near the Shades for the "spoils" from the excavated material from the digging of the Tunnel. The reason for this is the traffic congestion and conditions near the

Por favor deje este formulario con nosotros hoy en día o envíe por correo o correo electrónico o por el sitio web a NJ TRANSIT por el 21 de agosto del 2017:

Lincoln Tunnel. The noise and dust and the length of time to complete this project would contribute to making our lives here in the Shades nearly intolerable and perilous.

Correo Electrónico: comment@hudsontunnelproject.com
Correo: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

*Thank you for considering these requests
Sincerely,
Susan O'Kane*

Sitio Web: www.hudsontunnelproject.com

Para obtener más información, visite el sitio web del proyecto en: www.hudsontunnelproject.com.



Hudson Tunnel Project

Community Meeting

July 27, 2017

St. Lawrence Catholic Church, St. Lawrence Community Center
22 Hackensack Avenue, Weehawken, NJ 07086

Please use this comment form to let us know your thoughts.

Name (required): DR. PETER J. OLIVIERI
Organization/Affiliation: _____
Street Address: _____
City: WEEHAWKEN State: NJ Zip Code: 07086
Email: _____

Comments: on separate sheet

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by August 21, 2017:

Email: comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsontunnelproject.com

For more information, please visit the project website at: www.hudsontunnelproject.com.

July 30,2017

Dear Sirs,

It is my opinion, that your proposal concerning the Hudson Tunnel Project , will be the final death blow to the section of Weehawken, known as "The Shades". This area is already suffering because of its location at the northern part of Hoboken and the mouth of the Lincoln Tunnel. The carbon monoxide emitted by the exhaust from cars, trucks and busses is perhaps the greatest of any other city in New Jersey. On the other end, the area is adjacent to a sewage plant which serves four towns. The Shades is affected by the overflow, as well as the odor which is sometimes emitted by the sewage plant.

Now, you introduce your project into the mix. This will finish off the, already jeopardized, population. The traffic will be increased fifty-fold making it almost impossible to travel easily in, or out of The Shades. Suspended particles in the air will surely increase pollution. Thus, affecting the elderly and infants, as well as any resident with allergies or asthma. The health, as well as the quality of life in the area, will be in jeopardy.

People who currently rent apartments, will leave. Store owners will lose business, small children and the elderly will not be able to be outdoors during the day due to the danger of trucking the soil as well as the pollution caused by that trucking. By the time your project is completed you will have destroyed the quality of life of the entire area. The Shades will never be the same.

I suggest, that with three portals, you start excavating in the Meadowlands and continue excavating and trucking the soil back to the Meadowlands until you get to Weehawken where you will build one fan plant. After the building is completed, you continue to excavate until you reach Manhattan, again trucking the soil to the Meadowlands.

I sincerely hope that you will take our concerns into consideration. I believe that the above suggestion is the only just thing to do.

Sincerely,

Dr. Peter J. Olivieri

hudson tunnel

From: Anup Patel
Sent: Friday, August 18, 2017 7:54 PM
To: hudson tunnel
Subject: Tunnel in north hoboken

Hi,

I believe a train station in north hoboken is necessary. The buses in north hoboken usually are full by the time they get to north hoboken, which means sometimes I wait for 7-8 busses to go by before having a place to stand. Also, with all the new rentals and condos coming to north hoboken, the issue will continue to get worse,

Thanks,
Anup Patel

From: b&p

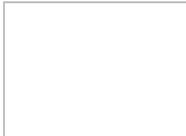
Sent: Friday, July 7, 2017 2:15:28 PM (UTC-05:00) Eastern Time (US & Canada)

To: hudson tunnel

Subject: Re: DEIS

One simple comment: the purpose and need are obvious. The rest is bureaucracy and politics; one must break a few eggs to make an omelet. JUST BUILD IT ALREADY before the existing tunnel collapses and decimates the region's – and country's – economy.

Thank you,
Paul Payton



From: comment@hudsontunnelproject.com
Sent: Monday, August 21, 2017 12:41 PM
Subject: Comment from Hudson Tunnel Project

The information below was received from the Hudson Tunnel Project website form:

E-Mail:

Title:

First name: Mina

Last name: Penna

Company:

Address 1:

Address 2:

Town/city: Hoboken

State: NJ

Zipcode: 07030

Comment or question: As a mother and Hoboken resident, I'm HIGHLY concerned about the air pollution this is going to cause. I saw that in the last meeting that this project received an air quality exemption. This will be risking the safety of all local residents and our children. There may not be an immediate health decline but there will likely be long lasting affects...like when children start getting cancer in 10 years. In addition, the increased traffic and impact to home values. Isn't there any other less populated place you can conduct this work?? Thanks for adding my comment to the public record.

Comment Type: DEIS Comment - General

End of message

From: Jean Public
Sent: Tuesday, July 25, 2017 2:50:25 PM (UTC-05:00) Eastern Time (US & Canada)
To: hudson tunnel
Subject: Re: PUBLIC COMMENT ON Hudson Tunnel Project DEIS Public Hearings

Sent: Tuesday, July 25, 2017 2:42 PM
Subject: Re: PUBLIC COMMENT ON Hudson Tunnel Project DEIS Public Hearings

I OPPOSE TAXING EVERY CITIZEN IN THIS AREA FOR THIS TUNNEL. A UNNEL IS A BAD IDEA AND A WORTHLESS IDEA IN THESE TIMES OF ECONOMIC UNCERTAINTY. THE FACT IS THE VOLUME O FPEOPLE NEEDING TO GO TO NYC COULD CHANGE AT ANY TIME. COMPANIES MOVE ALL OF THE TIME.

MORE ARE MOVING OUT OF THE USA THAN EVER. IT IS ALSO A VERY VULNERABLE WAY OF CROSSING THE RIVER. THE COST IS OUT OF CONTROL FOR THIS TUNNEL. ITS COST IS EXCESSIVE AND WHATEVER NUMBER IS GIVEN TO THE PUBLIC, IT WILL BE DOUBLE OR TRIPLE THAT NUMBER AS ALL CONSTCUCTION CORRUPTION PROJECTS ARE IN THIS AREA. THE GOVT CANT DO ANYTHING PRUDENTLY. IT IS ALWAYS OUT OF CONTROL DUE TO CORRUPTION.

I AM TOTALLY AGAINST THIS TUNNEL AND SEE NO NEED FOR IT AT ALL. MORE CAN TAKE THE BUS OR THE TRAIN OR THE PLANE OR TH EBOAT. PUT MORE FERRIES ON. THISCMMENT IS FOR THE PUBLIC RECORD. PLEASE RECEIPT. JEAN PUBLIEE

Dear Stakeholder,

The Federal Railroad Administration and NJ TRANSIT have prepared a Draft Environmental Impact Statement (DEIS) to evaluate the Hudson Tunnel Project. The Project is intended to preserve the current functionality of the Northeast Corridor's Hudson River rail crossing between New Jersey and New York and strengthen the resiliency of the Northeast Corridor. The DEIS also contains a Draft Programmatic Agreement prepared in compliance with Section 106 of the National Historic Preservation Act; the Draft Programmatic Agreement explains what impacts to historic and archaeological resources are and how they will be avoided, minimized, or mitigated.

Members of the public will be able to provide oral comments or submit comments in writing at the following hearings:

- August 1, 2017
Hotel Pennsylvania Skytop Ballroom, 18th floor
401 Seventh Ave at West 33rd St
New York, NY 10001

- August 3, 2017
Secaucus Junction Rail Station
Upper Level Long Hallway
County Rd & County Ave
Secaucus, NJ 07094
- August 10, 2017
Union City High School
2500 Kennedy Blvd
Union City, NJ 07087

Each hearing will include an afternoon and evening session, from 3-5 PM and from 6-8 PM with a brief presentation about the Project at 3:15 PM and again at 6:15 PM. Comments will be accepted through **August 21, 2017**. The hearing facilities will be accessible to persons with disabilities. Spanish and American Sign Language translators will be present. If special translation or other accommodations are needed, please contact the Project team at least five days prior to the hearing at 973-261-8115, or email team@hudsonunnelproject.com. For more information or to review the Draft Environmental Impact Statement, visit www.hudsonunnelproject.com.

To review the DEIS, please visit: www.hudsonunnelproject.com/deis.html. Comments may be submitted through **August 21, 2017**:

- Via the project website: www.hudsonunnelproject.com/contact.html
- Via email: comment@hudsonunnelproject.com
- By US mail to the following address:

HUDSON TUNNEL PROJECT
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Note that all information in submitted comments is subject to public release (e.g., names, addresses, email addresses, etc.) unless otherwise stated by commenter.

Thank you for your interest in the Hudson Tunnel Project!

[Click to view this email in a browser](#)

If you no longer wish to receive these emails, please reply to this message with "Unsubscribe" in the subject line or simply click on the following link: [Unsubscribe](#)

HUDSON TUNNEL PROJECT
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

hudson tunnel

From: Jessi Rausch
Sent: Thursday, August 17, 2017 7:44 AM
To: hudson tunnel
Cc: gahmed@tow-nj.net; gahmad@tow-nj.net
Subject: PLEASE reconsider the Lincoln Tunnel Project
Attachments: Rausch_Colbi-2.jpg

To Whom It May Concern,

I am following suit with the majority of my neighborhood and begging you to reconsider the location of the Lincoln Tunnel Project. I have lived in Weehawken for over 6 years and have enjoyed every day of it...until a few months ago when I received notice that you are moving forward with this project. Since then, I've had a constant pit in my stomach that such a project would even be considered in this area.

One of my favorite things about the Shades is how family-focused the area is. I've attached a picture of my two daughters...two of the faces that will be affected by this project most. I do not like to wish ill on others; however honestly should you decide to move forward with this project, I hope these faces are glued on your mind. My daughters and I stay home during the day. So not only will my family pay the consequences for this project economically as it will no doubt lower the value of our properties. but we will also be affected by every construction noise, every truck that speeds by not looking for little children, and most importantly by every chemical that is released. It is impossible for me to even fathom how you could move forward with this project without testing for chemicals. It hurts my heart to know that there is absolutely nothing I can do at this point to keep my daughters safe other than to sit here and type this message hoping that it's not placed in a pile and never read.

I'm sure you will sleep fine at night knowing your children and grandchildren are safe. But imagine how I will feel? Knowing they are breathing in toxins daily and there is nothing I can do about it. And there is nothing their state cares enough to do anything about. I strongly urge you to re-consider this project...for the safety of this neighborhood and the future of the families that will be so negatively impacted.

Best,

--

Jessi Rausch

From: team@hudsontunnelproject.com
Sent: Tuesday, September 26, 2017 11:02 AM
Subject: Comment from Hudson Tunnel Project

The information below was received from the Hudson Tunnel Project website form:

E-Mail:
Title:
First name: michael
Last name: rausch
Company:
Address 1:
Address 2:
Town/city: Weehawken
State: nj
Zipcode: 07086
Comment or question: Has there been any progress in accessing the feasibility of moving the construction to tonnelle ave?

Obviously, construction in the shades would be a major issues for the residence of that community.

Thanks n advance for your response

End of message

From: David Reeves

Sent: Wednesday, August 9, 2017 7:07:12 PM (UTC-05:00) Eastern Time (US & Canada)

To: hudson tunnel

Subject: Tunnel Project

There are families that have been here for generations. It is sad that this was a done deal before anyone had a chance to oppose the project or cared about our neighborhood and its residents.

Taxes up property value down. Plus health issues for all the children for the future.

Sent from my iPhone

From: Lori Reeves

Sent: Tuesday, August 8, 2017 1:39:07 PM (UTC-05:00) Eastern Time (US & Canada)

To: hudson tunnel

Subject: Hudson Tunnel Project

Being a lifetime resident of Weehawken I strongly oppose this proposed project in Weehawken. I feel a project of this magnitude will have devastating effects on our children's health, our way of life, and our township in general. Please reconsider and seek alternative options for this project.

Thank you

Lori Reeves

From: Lori Reeves

Sent: Wednesday, August 9, 2017 7:12:39 PM (UTC-05:00) Eastern Time (US & Canada)

To: hudson tunnel

Subject: Hudson Tunnel Project

As a lifelong resident of the Shades section of Weehawken I strongly oppose the proposed project in our area. We live in a secluded community and this type of construction in our area would be detrimental to our township. I'm concerned about the welfare of our elderly and children due to the dust and contamination this project would cause. Please reconsider your choice in location.



Hudson Tunnel Project

Community Meeting

July 27, 2017

St. Lawrence Catholic Church, St. Lawrence Community Center
22 Hackensack Avenue, Weehawken, NJ 07086

Please use this comment form to let us know your thoughts.

Name (required): Tam Rodriguez

Organization/Affiliation: Resident & Property owner

Street Address: _____

City: Weehawken State: N.J Zip Code: 07086

Email: _____

Comments: I strongly oppose the Hudson Tunnel project being staged and carried out in our neighborhood. This is a heavily congested traffic area. More trucks & heavy equipment will cause significantly more delays, congestion disrupting thousands of commuters, businesses & families. Not only will this impact business causing loss of money, it will severely threaten our quality of life in our neighborhood. Children & pets will never be safe to walk & play, air quality will be compromised, structures of our homes not supported & property values will be decreased.

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by August 21, 2017:

There are other alternatives which will not destroy quality of life, families, children, communities or business.

Email: comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsontunnelproject.com

For more information, please visit the project website at: www.hudsontunnelproject.com.


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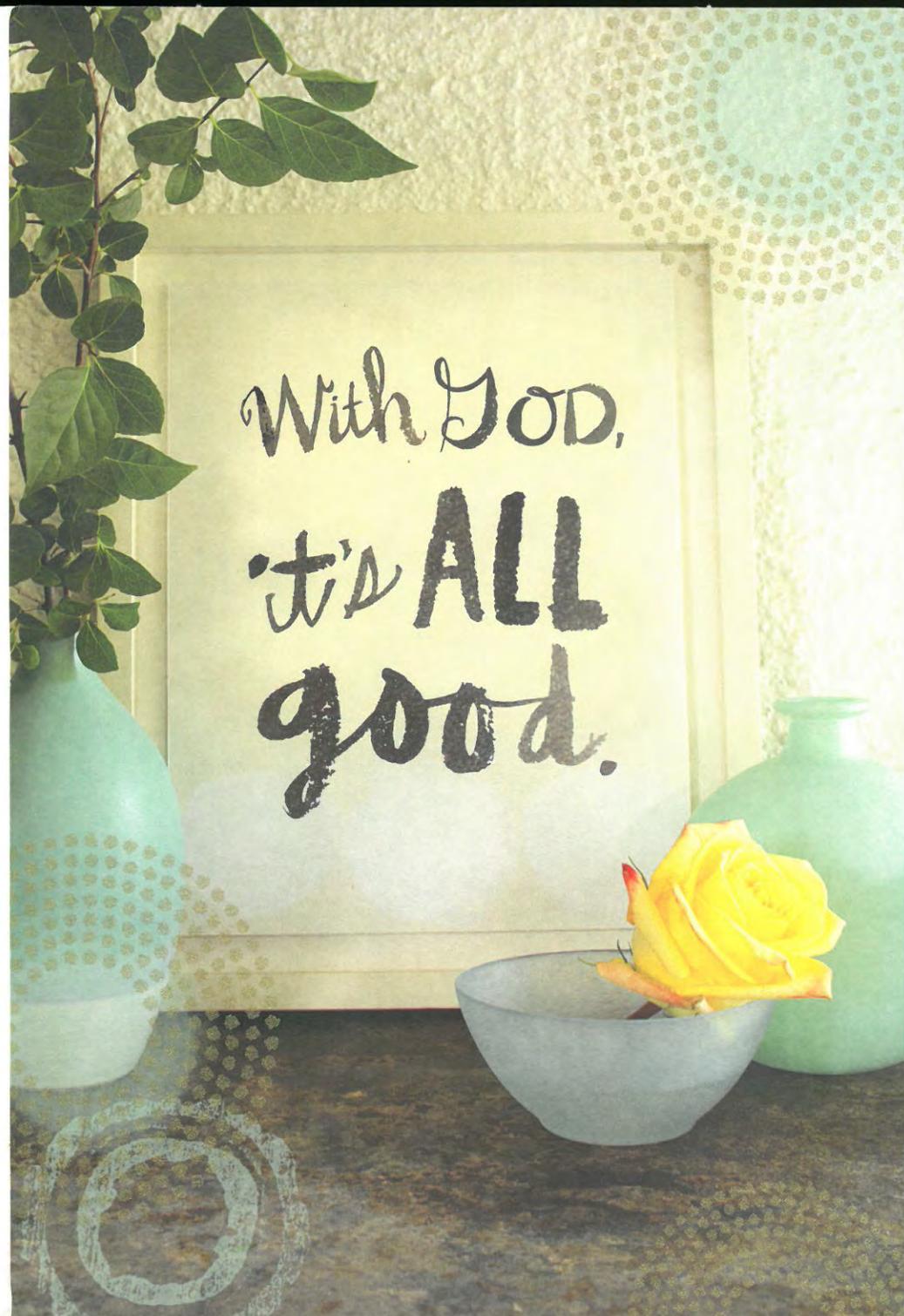


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Congratulations
on the
Success of
The Hudson Tunnel Project

And we know
that **ALL THINGS**
work together for good
to them that **LOVE**
GOD...

ROMANS 8:28 (KJV)

IT WILL ALL BE OKAY.
NO, REALLY, IT WILL.

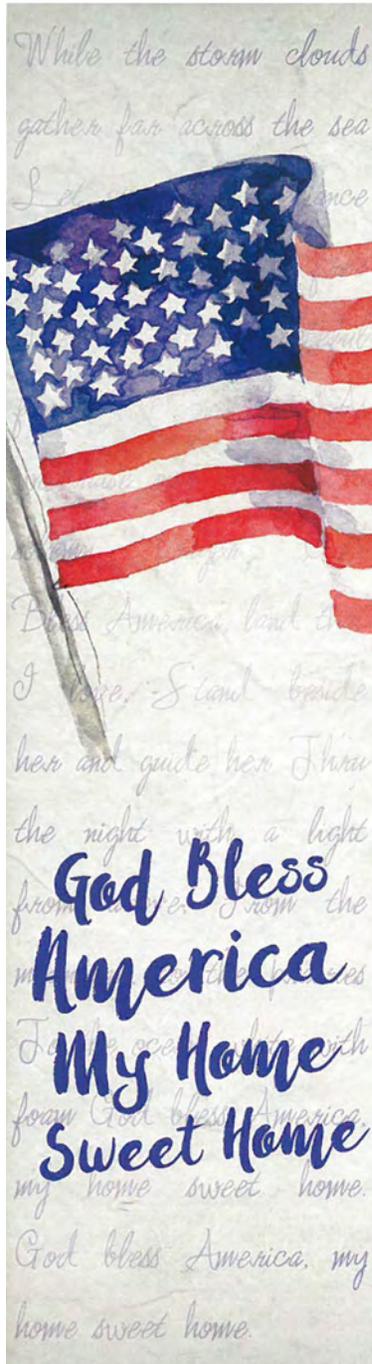
Hudson Tunnel
Built to last
With the very best
takes time



Joyce Rolle

Jamaica, NY





First heard on the *Kate Smith Hour* in 1938, Irving Berlin's *God Bless America* was a solemn prayer of thanks inspired by his Russian immigrant mother's deep gratitude and loyalty to her new home and its brave boys who helped win the Great War.

God Bless America

By Irving Berlin 1918,
revised 1938

While the storm clouds
gather far across the sea
Let us swear allegiance
to a land that's free
Let us all be grateful
for a land so fair,
As we raise our voices
in a solemn prayer.

God Bless America,
land that I love,
Stand beside her
and guide her
Thru the night with a
light from above;
From the mountains,
to the prairies
To the oceans white
with foam
God bless America,
my home sweet home.
God bless America, my
home, sweet home.



To Know Christ and to Make Him Known®
866-568-7827
www.navigators.org

From: darcy ronchi
To: [Team at Hudson Tunnel Project](#)
Subject: FW: Hudson Tunnel Project
Date: Saturday, August 5, 2017 6:04:39 PM

I apologize for not attending a public hearing due to prior plans out of state. I have a great concern on the subject of the Hudson Tunnel project with regards to the Condominium development of Riviera West, 2200 Paterson Plank Road, North Bergen, NJ. I've been an investor for 30 years and experienced the infestation of large rodent along with their filth which inundated the building when the Hudson Tunnel project started production years ago. Along with the excessive amount of noise and traffic. Which lead to very irate tenants along with vacancies.

Please consider the impact of these people that reside at 2200 Paterson Plank Road, North Bergen, NJ. Project timeline is projected for many years.

Thank you in advance for your time an consideration in this matter.

Regards,

Darcy A. Ronchi

From: Joe Rovito

Sent: Monday, August 7, 2017 9:27:10 PM (UTC-05:00) Eastern Time (US & Canada)

To: hudson tunnel

Subject: Residential comment

I strongly oppose this project due to the adverse effect it will have on our community,our health,and our way of life.This is a densely populated,yet quiet community.A diverse neighborhood of retired elderly residents,families raising small children,and young professionals.The impact that a project of this magnitude would have on our community would be devastating with insurmountable consequences.Please consider alternate project sites.



Hudson Tunnel Project

Community Meeting

July 27, 2017

St. Lawrence Catholic Church, St. Lawrence Community Center
22 Hackensack Avenue, Weehawken, NJ 07086

Please use this comment form to let us know your thoughts.

Name (required): JOSEPH ROVITO
Organization/Affiliation: RESIDENT
Street Address: _____
City: WEEHAWKEN State: NJ Zip Code: 07086
Email: _____

Comments: I STRONGLY OPPOSE THIS PROJECT DUE TO THE ADVERSE EFFECT IT WILL HAVE ON OUR COMMUNITY, OUR HEALTH, AND WAY OF LIFE. THIS IS A DENSELY POPULATED, YET QUIET COMMUNITY. A DIVERSE NEIGHBORHOOD OF RETIRED ELDERLY RESIDENTS, FAMILIES RAISING SMALL CHILDREN, AND YOUNG PROFESSIONALS. THE IMPACT THAT A PROJECT OF THIS MAGNITUDE WOULD HAVE ON OUR COMMUNITY WOULD PUT EVERYTHING THAT WE HOLD DEAR IN JEOPARDY, AND HAVE INSURMOUNTABLE CONSEQUENCES. PLEASE CONSIDER ALTERNATE PROJECT SITES.

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by August 21, 2017:

Email: comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsontunnelproject.com

For more information, please visit the project website at: www.hudsontunnelproject.com.



Hudson Tunnel Project

Community Meeting

July 27, 2017

St. Lawrence Catholic Church, St. Lawrence Community Center
22 Hackensack Avenue, Weehawken, NJ 07086

Please use this comment form to let us know your thoughts.

Name (required): JOSEPH ROVITO

Organization/Affiliation: RESIDENT

Street Address: _____

City: WEEHAWKEN State: NJ Zip Code: 07086

Email: _____

Comments: WE STRONGLY OPPOSE THIS PROJECT DUE TO THE ADVERSE EFFECT IT WILL HAVE ON OUR COMMUNITY, OUR HEALTH, AND WAY OF LIFE. THIS IS A DENSELY POPULATED, YET QUIET COMMUNITY. A DIVERSE NEIGHBORHOOD OF RETIRED ELDERLY RESIDENTS, FAMILIES RAISING SMALL CHILDREN, AND YOUNG PROFESSIONALS. THE IMPACT THAT A PROJECT OF THIS MAGNITUDE WOULD HAVE ON OUR COMMUNITY WOULD PUT EVERYTHING THAT WE HOLD DEAR IN JEOPARDY, AND HAVE INSURMOUNTABLE CONSEQUENCES. PLEASE CONSIDER ALTERNATE PROJECT SITES.

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by August 21, 2017:

Email: TO comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsontunnelproject.com

cc: ~~SAFARI~~
gahmad@tow-nj.net

For more information, please visit the project website at: www.hudsontunnelproject.com.

hudson tunnel

From: Joe Rovito <joerovito@icloud.com>
Sent: Monday, August 21, 2017 1:19 PM
To: Giovanni Ahmad; hudson tunnel
Subject: Petition opposed to digging at the Weehawkin/Hoboken site for the "Hudson tunnel project"
Attachments: scan tunnel.pdf

**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

NAME	ADDRESS	SIGNATURE
369 Michael Rothenberg		[Signature]
370 Lydia Ruder		[Signature]
371 Erin Babrocie		[Signature]
372 Troy Hablitz		[Signature]
373 Maria Marvin		[Signature]
374 Rob Cooney		[Signature]
375 Ana Laura Cooney		[Signature]
376 Dave Reeves		[Signature]
377 Aly Stepkovich		[Signature]
378 Doug Bottrell		[Signature]
379 SARAH Fishbein		[Signature]
380 Joseph Winderl		[Signature]
381 Tim Bottrell		[Signature]
382 Parsha Shau		[Signature]
383 Nilay Bacak		[Signature]
384 John Morris		[Signature]
385 Jennifer Satten		[Signature]
386 Isaac Satten		[Signature]
387 Patricia REEVES		[Signature]
388 Lori Reeves		[Signature]
389 TRACY VAUREAN		[Signature]

**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

NAME	ADDRESS	SIGNATURE
148	Blake Selzman	Blake Selzman
149	Keith Hablitz	Keith Hablitz
150	Michael Stepkovich	Michael Stepkovich
151	Chris Menter	Chris Menter
152	Luca McLaughlin	Luca McLaughlin
153	Clarissa Bachman	Clarissa Bachman
154	SANIGITA AHLAWAT	Sanigita Ahlawat
155	Michael Ruzena	Michael Ruzena
156	John Vaskis	John Vaskis
157	Nicole Vaskis	Nicole Vaskis
158	Meredith Ross	Meredith Ross
159	Shellen Dexter	Shellen Dexter
160	Saba Sivakel	Saba Sivakel
161	Brittany Imbardini	Brittany Imbardini
162	Paul Borrelli	Paul Borrelli
163	Gilbert Parkam	Gilbert Parkam
164	Mysiamphacos	Mysiamphacos
165	Doris Maloney	Doris Maloney
166	Jessica Kirsch	Jessica Kirsch
167	Jennie London	Jennie London
168	KEVIN ICENBERG	Kevin Icenberg

**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

NAME	ADDRESS	SIGNATURE
127	Ninoshka Rodriguez	Ninoshka Rodriguez
128	José Mario Ortiz	José Mario Ortiz
129	Señoritas Ortiz	Señoritas Ortiz
130	Maureen Kovito	Maureen Kovito
131	Jordan Horowitz	Jordan Horowitz
132	Rachel Horowitz	Rachel Horowitz
133	Janelle Gross	Janelle Gross
134	MATT LEONARD	Matt Leonard
135	Rose Bartkus	Rose Bartkus
136	John Bartus	John Bartus
137	Chris Devario	Chris Devario
138	Sharon Avdette	Sharon Avdette
139	Michael Avdette	Michael Avdette
140	Amanda Bartkus	Amanda Bartkus
141	Walter Bartkus	Walter Bartkus
142	TINA SHARMA	Tina Sharma
143	Sudeshan Sharma	Sudeshan Sharma
144	Michael Sebra	Michael Sebra
145	Colleen Sebra	Colleen Sebra
146	Jonathan Hodgson	Jonathan Hodgson
147	Charmaine Opinion	Charmaine Opinion

PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"

NAME	ADDRESS	SIGNATURE
169	ELLEN FITZGERALD	Ellen Fitzgerald
170	Stephen Bolcar	St. Bolcar
171	Sally Nee	Sally Nee
172	Melissa Lombardi	Melissa Lombardi
173	Paul Vetter	Paul Vetter
174	Jimmy Lopez	Jimmy Lopez
175	Patricia Varrean	Patricia Varrean
176	Carlos Sandoval	Carlos Sandoval
177	Audreia Biancamano	Audreia Biancamano
178	Lina Biancamano	Lina Biancamano
179	Paige Fitzgerald	Paige Fitzgerald
180	Nicole Biancamano	Nicole B
181	NATALIE Bionetti	Natalie Bionetti
182	Peter Delapuz	Peter Delapuz
183	Dakota	D. Delapuz
184	Gregory	Gregory
185	Beth Salonia	Beth Salonia
186	Cris Slitruff	Cris Slitruff
187	Jim Beery	Jim Beery
188	Helen Beery	Helen Beery
189	VERNON BARTHELEMY	Vernon Barthelemy

PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"

	NAME	ADDRESS	SIGNATURE
200	Jordan DeJesus		Jordan DeJesus
201	Bibi Mohamed		Bibi Mohamed
202	Svetlana Parliert		Svetlana Parliert
203	JIMMY CHASEY		Jimmy Chasey
204	TAMAS Teibolt		Tamas Teibolt
205	FELIPE PANTOJA		Felipe Pantoja
206	CHARLES Fishkin		Charles Fishkin
207	SARA Fishkin		Sara Fishkin
208	Aaron Bombardieri		Aaron Bombardieri
209	Kerrin McLaughlin		Kerrin McLaughlin
210	John Rovi To		John Rovi To
211	margherita Cirio		margherita Cirio
212	Jai n Anand		Jai n Anand
213	Ken Rubenstein		Ken Rubenstein
214	Mary Ann Radetich		MARY ANN RADETICH
215	Anthony DeGennaro		Anthony DeGennaro
216	Vince Vettore		Vince Vettore
217	Angelo Canonico		Angelo Canonico
218	Joshua A. Hablitz		Joshua A. Hablitz
219	ANTHONY PONS		Anthony Pons
220	Don D'Agostino		Don D'Agostino

PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"

	NAME	ADDRESS	SIGNATURE
221	Sage Martin		Sage Martin
222	Sabrina Lee		Sabrina Lee
223	Thomas Gambardella		Thomas Gambardella
224	Marie Hablitz		Marie Hablitz
225	Samantha Nicholson		Samantha Nicholson
226	Michael Nicholson		Michael Nicholson
227	Bryan Cover		Bryan Cover
228	Anthony Pella		Anthony Pella
229	Anthony Pella		Anthony Pella
230	Joseph O'Keefe		Joseph O'Keefe
231	Paul Pella		Paul Pella
232	Edwin Miller		Edwin Miller
233	DORIS MILLER		Doris Miller
234	Anthony Pella		Anthony Pella
235	Thomas Chepic		Thomas Chepic
236	RAY FELICIANO		Ray Feliciano
237	Elber Feliciano		Elber Feliciano
238	Gloria Perez		Gloria Perez
239	Shamapia Rafal		Shamapia Rafal
240	Francesco Mezzina		Francesco Mezzina
241	Margorie Woodruff		M Woodruff

**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

WH

	NAME	ADDRESS	SIGNATURE
242	Christopher Dewey		Christopher Dewey
243	Danielle Devaney		D. M.
244	Steve Maraca		Steve Maraca
245	Anthony Strutton		Anthony Strutton
246	John Moore		John Moore
247	Karen Chaplin		K. Chaplin
248	Charlie Chaplin		Charlie Chaplin
249	Juan Garcia		Juan Garcia
250	Kelly Aways		Kelly Aways
251	Leis Cata		Leis Cata
252	Willy Mitolo		Willy Mitolo
253	Marcia Mitolo		M. Mitolo
254	Samantha Cheng		Samantha Cheng
255	Karla Resantes		Karla Resantes
256	Erin Purcell		Erin Purcell
257	Karen Purcell		Karen Purcell
258	Jeremy Purcell		Jeremy Purcell
259	Ashley Gonzalez		Ashley Gonzalez
260	Alice Uao		Alice Uao
261	Matthew Garcia		Matthew Garcia
262	Mang Tambora		Mang Tambora
263	Yvonne		Yvonne

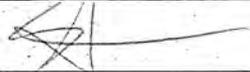
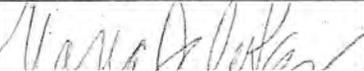
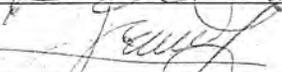
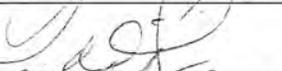
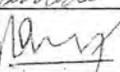
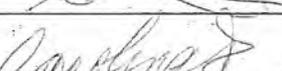
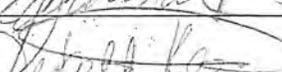
**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

NAME	ADDRESS	SIGNATURE
264	Guadalupe Adams	<i>[Signature]</i>
265	Men Carson	<i>[Signature]</i>
266	America Hernandez	<i>[Signature]</i>
267	Narciso Espinoza	<i>[Signature]</i>
268	Carmen Carrillo	<i>[Signature]</i>
269	Kathryn D. Carrillo	<i>[Signature]</i>
270	Angel Carrillo	<i>[Signature]</i>
271	María Canejo	<i>[Signature]</i>
272	Victor Carrillo	<i>[Signature]</i>
273	ADRIANA VALENIA	<i>[Signature]</i>
274	DAVID TREJOS	<i>[Signature]</i>
275	Valerie Cancio	<i>[Signature]</i>
276	Melissa Valera	<i>[Signature]</i>
277	Dulce Fern	<i>[Signature]</i>
278	Meghan O'Jore	<i>[Signature]</i>
279	Kenny D. Dent	<i>[Signature]</i>
280	Willie GAMBLY	<i>[Signature]</i>
281	LISA DESTEF	<i>[Signature]</i>
282	Thomara Walker	<i>[Signature]</i>
283	Ashley Carrigan	<i>[Signature]</i>
284	Lorraine Romeo	<i>[Signature]</i>

**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

NAME	ADDRESS	SIGNATURE
285	Paul Chales	Pearl Chambers
286	Terry Thompson	Terry Thompson
287	Bianca Thakur	Bianca Thakur
288	Terence Thompson	Terry Thompson
289	Naim Yilmaz	Naim
290	Carmen Padrone	Carmen Padrone
291	Catherine Padrone	Carmen Padrone
292	Greg Farrow	Greg
293	Meena Amin	meena
294	Munazza Rafiq	Munazza
295	Srima Rafiq	Srima
296	Lynn Earle	Lynn
297	Michelle Weber	Michelle
298	Allyson Jacobs	Allyson
299	Patricia	Patricia
300	Grace	Grace
301	Cambria ^{Supriya}	Cambria
302	Patricia	Patricia Emmerich
303	Nick Duro	Nick
304	Wally Martinez	Wally
305	Jenny Pomroy	Jenny Pomroy

**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

NAME	ADDRESS	SIGNATURE
306	Stella Hayes	
307	Maria Aleman	MA
308	Maria Heinert	
309	Wanda Romero	
310	Helen Ray	
311	Tiana Delacruz	
312	Scott Demir	
313	LUSIAVO ARUANA	
314	Nonno Daley	
315	Bill Solan	
316	Liliana Martinez	
317	Charlotte Parrella	
318	Rosy Thakur	
319	Amy Babic	
320	Rose Benschoshan	
321	Flecia Berchoshan	
322	Carolina Padilla	
323	Lizbeth Borrero	
324	Lissette Rodriguez	
325	Juliette Rodriguez	
326	Olena Zakharova	

PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"

	NAME	ADDRESS	SIGNATURE
327	Michael F. P.		
328	Lebona Perez		
329	Chen Lu		
330	Jaimie Lee		
331	Benny Lee		
332	Jin Hai Lu		
333	Yunm Chen		
334	WIS ROXER		
335	Ryan Earle		
336	Joe Ranuro		
337	Lisa Mulvaney		
338	RAYmond A Kingsbury Jr		
339	Kimberley Kingsbury		
340	CHARLENE Kingsbury		
341	Thomas DePascale		
342	Paedine DePascale		
343	Andrea Eberhard		
344	Robert Eberhard		
345	Nia Eberhard		
346	Michelle McRae		
347	Carol McRae		

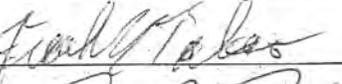
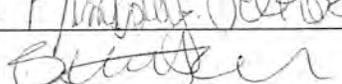
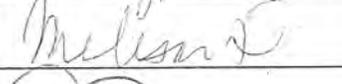
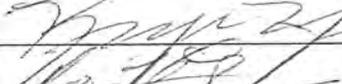
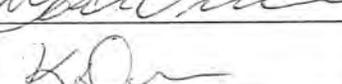
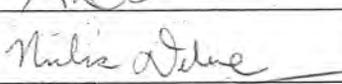
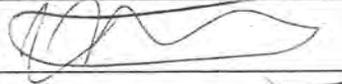
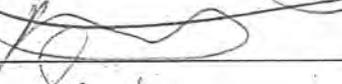
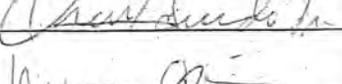
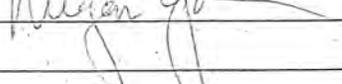
**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

	NAME	ADDRESS	SIGNATURE
348	Terence Shewlin		<i>Ter</i>
349	Kevin Gasiorowski		<i>Kevin Gasiorowski</i>
350	Terence Smalley		<i>Terence Smalley</i>
351	CHRISTOPHER DELPATO		<i>[Signature]</i>
352	PAUL LOPEZ		<i>[Signature]</i>
353	FRED LEAGRAFT		<i>[Signature]</i>
354	MICHAEL CONCO		<i>[Signature]</i>
355	Michael [unclear]		<i>[Signature]</i>
356	SEAN McLellan		<i>SMcLellan</i>
357	Stephen Hagarby		<i>[Signature]</i>
358	JERRY ZAPATA		<i>[Signature]</i>
359	Scott DellaSilla		<i>[Signature]</i>
360	Leo Caho		<i>[Signature]</i>
361	Chris Lockman		<i>[Signature]</i>
362	M. DONNARUMMA		<i>[Signature]</i>
363	A. PEREZ		<i>[Signature]</i>
364	JOHN PALOMBINI		<i>[Signature]</i>
365	Nasser Warrad		<i>[Signature]</i>
366	Nour Warrad		<i>Nour Warrad</i>
367	Joaquin Nieto		<i>[Signature]</i>
368	Jude Ann Kovito		<i>[Signature]</i>

**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

	NAME	ADDRESS	SIGNATURE
1	JOSEPH ROVITO		H. Joseph Rovito
2	Karen Rovito		Karen Rovito
3	Joey Rovito		Joseph Rovito
4	Michael Rovito		Michael Rovito
5	EDWARD MULHART		Edward Mulhart
6	Michael Rausch		Michael Rausch
7	Natasha Kedimik		Natasha Kedimik
8	Alexander Louppas		Alexander Louppas
9	Robert McLaughlin		Robert McLaughlin
10	Aaron Schellinck		Aaron Schellinck
11	Lara Schlachter		Lara Schlachter
12	Ivan Schlachter		Ivan Schlachter
13	KIM EDER		Kim Eder
14	Kyle Harrigan		Kyle Harrigan
15	CAROL MATHIAS		Carol Mathias
16	Erica Garcia		Erica Garcia
17	Adriam Morales		Adriam Morales
18	J M Ortiz		J M Ortiz
19	Adaya Saez		Adaya Saez
20	Willoughb Herrick		Willoughb Herrick
21	Cole Gallagher		Cole Gallagher

**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

	NAME	ADDRESS	SIGNATURE
22	Michael		
23	Frank R. Talano		
24	Frank Frankl		
25	AMPARO Ruiz		
26	Kimberly Tepper		
27	Batman Fried		
28	Rebekah Quasim		
29	Peter Spordello		
30	Melissa Davidson		
31	Stacy Severe		
32	Brian Zeayya		
33	RAYMOND KINGSDALE		
34	ALAN DEMBROE		
35	KAREN DEMBROE		
36	Nicholas Dembroe		
37	Tim Battrell		
38	Doug Battrell		
39	Sara Coblenz		
40	Ophelia Schell		
41	Oscar Acevedo Jr		
42	Megan Garvin		

PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"

NAME	ADDRESS	SIGNATURE
43	Jocelyn Kemper	Jocelyn Kemper
44	Terry Haynes	Terry Haynes
45	Patrick Higgins	Patrick Higgins
46	Justin Cheng	Justin Cheng
47	Brenda Li	Brenda Li
48	Harrison Haynes	Harrison Haynes
49	Victor Minervin	Victor Minervin
50	Susan Ortiz	Susan Ortiz
51	Kyle Gravelle	Kyle Gravelle
52	Amy Maturana	Amy Maturana
53	Maurice McLaughlin	Maurice McLaughlin
54	Christina Glackin	Christina Glackin
55	Destiny Glackin	Destiny Glackin
56	HELLEN GLACKIN	Hellen Glackin
57	Kari Vetter	Kari Vetter
58	Ayesha Anwar	Ayesha Anwar
59	David Vetter	David Vetter
60	Darlene Vetter	Darlene Vetter
61	Martha Minervin	Martha Minervin
62	Danny Minervin	Danny Minervin
63	Kenneth DeJesus	Kenneth DeJesus

**PETITION OPPOSED TO DIGGING AT THE WEEHAWKEN/HOBOKEN SITE
FOR THE "HUDSON TUNNEL PROJECT"**

	NAME	ADDRESS	SIGNATURE
64	JOHN HOSFORD		<i>[Signature]</i>
65	LIZZA HOSFORD		<i>[Signature]</i>
66	Eileen Vitter		<i>[Signature]</i>
67	Paul Vitter		<i>[Signature]</i>
68	MICHAEL		<i>[Signature]</i>
69	COUS		<i>[Signature]</i>
70	Thomas Rovito		<i>[Signature]</i>
71	James McCall		<i>[Signature]</i>
72	Juan Pineda		<i>[Signature]</i>
73	Orlando Hernandez		<i>[Signature]</i>
74	Jack Montanik		<i>[Signature]</i>
75	JEREMY HANN		<i>[Signature]</i>
76	Greg Miller		<i>[Signature]</i>
77	<i>[Signature]</i>		<i>[Signature]</i>
78	Mike Martinez		<i>[Signature]</i>
79	Johan Tzig		<i>[Signature]</i>
80	MARK PLOTT		<i>[Signature]</i>
81	ROBERT BARSA		<i>[Signature]</i>
82	Alice Barsa		<i>[Signature]</i>
83	DAVID FLOOD		<i>[Signature]</i>
84	Michelle J. McLEWAN		<i>[Signature]</i>



Hudson Tunnel Project

DEIS Public Hearing

August 10, 2017
Union City High School
2500 Kennedy Boulevard, Union City, NJ 07087

Please use this comment form to let us know your thoughts.

Name (required): Robert Rovito
Organization/Affiliation: Resident
Street Address: ~~Weehawken~~
City: Weehawken State: NJ Zip Code: 07086
Email: _____

Comments: The lack of due diligence and flat out rushed nature of this proposal is baffling. I, along with every other resident of my neighborhood, feel absolutely blind-sided by this proposal. I cannot fathom the fact that there has not been ~~an~~ a study on the effects on air quality in a residential neighborhood full of children. I, along with many others, am concerned about the contamination of the involved soil. Continuing this project as proposed is a blatant disregard for the health, quality of life, and overall well-being of thousands of loyal residents. In over 100 years my family has never considered living anywhere other than our neighborhood, until now. You are literally playing with the lives of children. I just hope this is kept in mind with every ~~decisive~~ decision that is made going forward.

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by August 21, 2017:

Email: comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsontunnelproject.com

For more information, please visit the project website at: www.hudsontunnelproject.com.

Mr. R. J. Palladino
Senior Program Manager
NJ TRANSIT Capital Planning
One Penn Plaza East – 8th Floor
Newark, NJ 07105

October 26, 2017

Dear Mr. Palladino,

Your Draft Environmental Impact Statement for the Hudson Tunnel Project just came to my attention from David Leonard at Bloomberg Business Week. I was a principal investigator at Columbia University for a project in 1999-2000 funded by the New York State Department of Environmental Conservation. During the course of our investigations we mapped the entire Hudson River estuary from the Verrazano Bridge to the Troy dam using side-looking sonar, sub-bottom profiling and multibeam echo-sounding methods, along with extensive sampling of the sediment on the bed of the estuary. All of our results were submitted in interim and final reports to NYDEC and all of the digital mapping data was delivered on CD-ROMS in ArcGIS formats.

As shown in the attached image, I have superimposed the path of the existing railway tunnel and the version 4 path of the proposed new Amtrak version 4 tunnel over the depth contours we obtained from our surveys. The Hudson riverbed depths exceed 50 feet at locations where the existing tunnel and proposed tunnel have their thinnest sediment overburden. These depths are significantly greater than those shown in Figure 2-5 of your June 2017 draft impact statement (New Tunnel Alignment (Plan and Profile) Hudson River and New York).

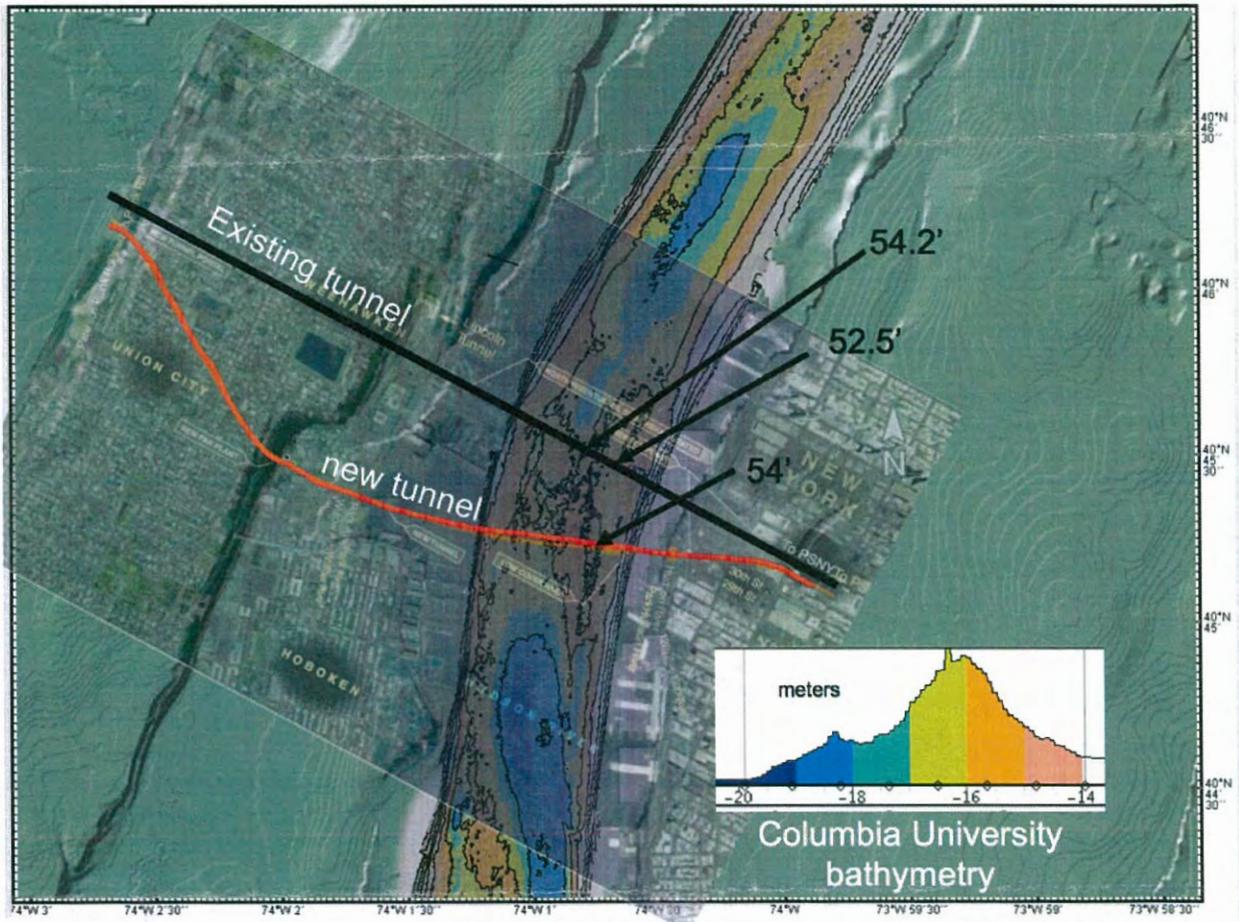
We discovered from our mapping and sampling that in response to the narrowing of the river by the construction of Battery Park City, the subsequent locally-accelerated daily tidal flow and ebb had led to the abandonment of the previous natural channel hugging the western margin of Manhattan and had cut a new channel in the middle of the river. Our acoustic sub-bottom profiling showed that substantial sediment had been removed since the early 1970s from the riverbed above the Holland and Lincoln tunnels. This change in riverbed elevations was confirmed by differencing the soundings between our maps and maps created prior to the construction of Battery Park City. We found wide-spread evidence of on-going erosion as shown in a second attached image. For example, the pipeline that crosses the river south of the Holland tunnel and had been once buried in a trench was exposed on the riverbed as the result of the removal of its former cover. We reported our concerns at that time to NYDEC and to the Army Corps of Engineers.

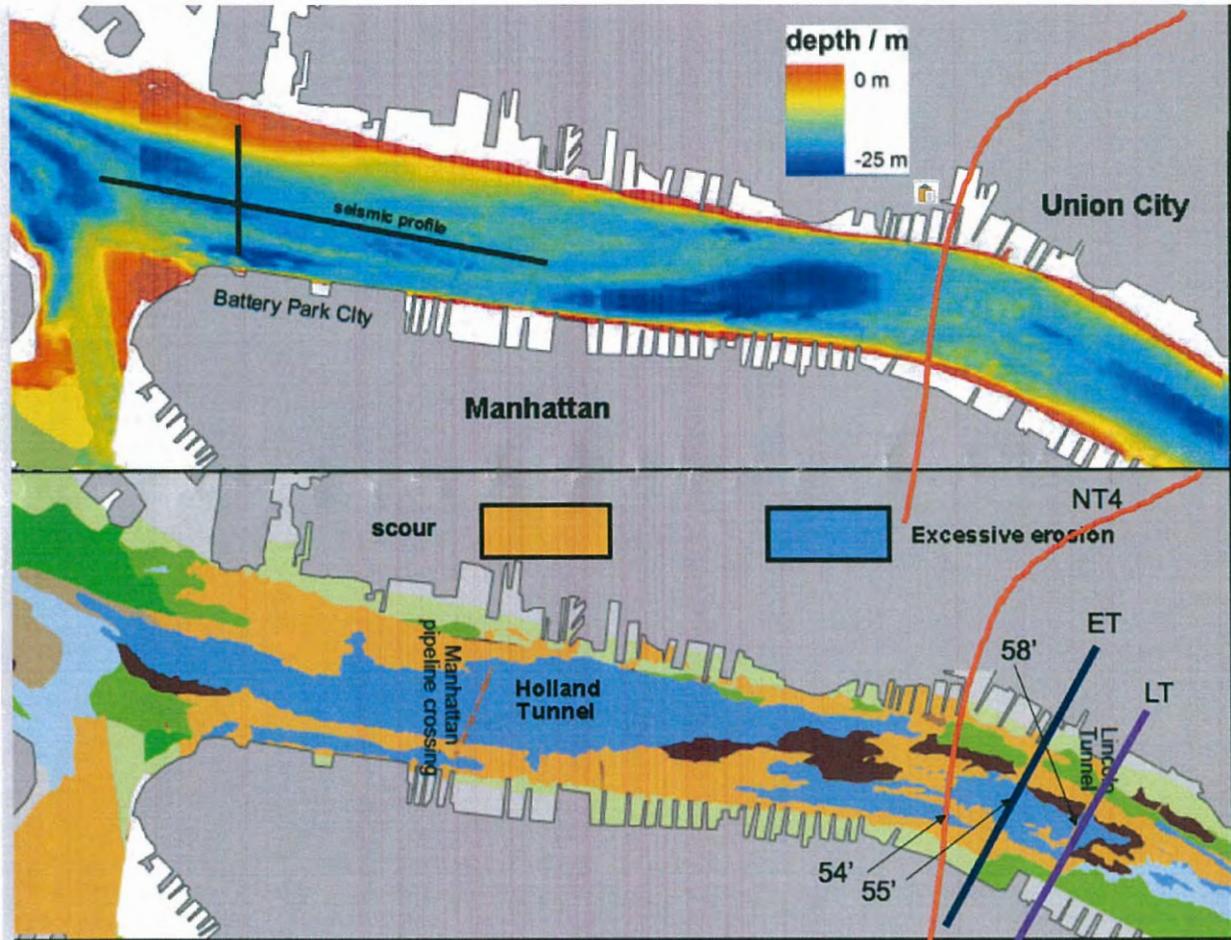
The removal of sediment above the tunnels is not only an environmental issue but one of safety to the integrity of the tunnels and national security. Your proposed plan to harden the cover as described to your plan does no account adequately for its present thinness and the need to also

address the thinning cover above the existing train tunnel and the adjacent Lincoln tunnel.

I would be glad to elaborate on these concerns if you wish to put me in touch with the appropriate person(s).

Sincerely,
William B F Ryan
William B. F. Ryan





cc
 Ms. Amishi Castelli, Ph.D.
 Environmental Protection Specialist
 USDOT Federal Railroad Administration
 One Bowling Green, Suite 429
 New York, NY 10004

hudson tunnel

From: Isaac S
Sent: Friday, August 18, 2017 2:03 PM
To: hudson tunnel
Cc: gahmed@tow-nj.net; Jennifer Satten
Subject: Hudson Tunnel Project - Alternative actions needed

Hello,

I'm a concerned resident who lives at the corner of Grand and 18th street.

In addition to having a small child 2 years of age and another due in January, I'm concerned with both the physical and noise pollution that will take place if this project progresses.

We moved to the Shades area of Weehawken in order to have an area outside our home where our children could freely play and enjoy the neighborhood. With trucks passing through all hours of the night, I'm greatly worried for their safety.

I make my living working from home - this project will greatly interfere with my ability to continue my livelihood, as the constant noise from the trucks would not allow me to make phone calls and conduct my normal course of business.

I encourage you to explore the alternatives presented by the Weehawken Township officials, as it offers a viable solution without impacting the health and well-being of the many families or reside in the Shades neighborhood of Weehawken.

A concerned citizen,

Isaac Satten

From: Aaron Schellinck
To: [hudson tunnel](#)
Subject: Pollution
Date: Monday, August 21, 2017 5:01:05 PM

To whom it may concern.

Hello. My name is Aaron Schellinck. I live in the Weehawken section called the Shades, or downtown. My family and I live in the neighborhood most directly impacted by your proposed plan to complete this project, according to your proposed plan. For the health and well being of my family and my neighbors will you please consider the alternative plan being proposed by the Weehawken government. Neither I , my family, nor my neighbors want any exposure to the toxic chemicals employed in the tunneling process that is necessary to achieve your projects goal. Please consider our health concerns in the near future.

Thank You,
Aaron Schellinck

August 16, 2017

Ivan Schlachter

Weehawken, NJ 07086

Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc
11 Hanover Square
New York, NY 10005

To Whom It May Concern,

My name is Ivan Schlachter. I reside at 80 West 18th Street in Weehawken, directly across from where the proposed construction of the ventilation tower will be taking place. My wife and I have two small children, 2 and 4 year old. We chose this neighborhood because of the quiet, family friendly environment. We have many concerns regarding this Tunnel Project.

We are concerned about pollution and contamination. I am a stay at home mom and we have a 2 and 4 year old in part time preschool. They spend most of their time at home. The 85,000 sqft site is extremely contaminated and core samples have shown to have hazardous chemicals in them. Driving 100 trucks a day from 7am-11pm will certainly kick up this contamination and spread it all over our residential neighborhood.

Digging the tunnel from this neighborhood makes no sense at all when you have a 415,000 sqft site in an industrial neighborhood on Tonnelle Ave right near the freight train. You can use the freight train to haul the hazardous debris away instead of using trucks. If you must use trucks, RT 1 and 9 is right there, a known truck route.

The hours of 7am -11pm is preposterous for the residential neighborhood and makes an unacceptable living condition for everyone especially the children. However, those long hours make a lot of sense for the industrial site near Tonnelle ave.

Our children's bed time is 7pm and this will surely cause them sleep deprivation along with other health issues that come along with that. The pollution this project will cause our neighborhood is unthinkable and long term effects on our children will be on your hands. We will be unable to sell our homes and but if we stay we will all die of cancer. Please don't do this to our families.

The trucks will also be massive amounts of added traffic at rush hour at the mouth of the Lincoln Tunnel. We are asking you to move the main site for construction of the tunnel to Tonnelle Ave. If the main site of construction is moved, how long will you be working on the construction of the ventilation tower in our neighborhood? Will there be any pollution from exhaust of the ventilation tower once complete?

We are concerned about how our house will withstand the drilling. Our house has a basement with the original foundation built in 1900. We feel unsafe being in the house with little kids if the house would start to crumble. We are worried about structural damage. This is a horrible idea but if this does actually happen we would like a survey of the house done before construction. If the house is deemed unsafe to live in, we will ask that the basement will be filled and house lifted before the damage happens to keep our family safe. What steps will you take to make sure our foundation does not crumble?

We are concerned about the noise levels. Will the soundproof wall be high enough to keep most sound out? Sounds has been known to bounce off the Palisades and reverberate through the neighborhood. We would like the wall far enough from the road to allow for parking on the south side of the street as we have now. We would also like evergreen landscape in front of the wall as we will be staring at it from our front yard for the duration of construction. Can we get soundproof windows as stated in the paperwork? Will we be able to hear the ventilation tower from our backyard once it is up and running—can we get a decibel example? Will the ground shake in the basement as trains go by? Will we be able to hear the trains?

We would like to know the actual placement and footprint of the final building. How tall will it be? How close to 18th street will it be? We would like it to be as close to the Light Rail track and elongated along the track to keep as much of it in the back as possible. Will there be evergreen trees and grass disguising the ventilation tower once construction is complete and a park that the neighborhood would be able to access? Would the soundwall come down once the park is in place? This land is also contaminated so will you be cleaning it up before a park where children play is put in place?

We will assume our taxes will be lowered because of this construction project. However, how will we be compensated if this project does happen? We will be unable to live in our home, unable to sell our home and most likely unable to rent our home. How can the State and Fed do this to a hard working family? Is this the American dream I've been working so hard for? Who is protecting my family and I? This would be a living nightmare if this project happens because we would lose everything we've worked for.

Here are the rest of our concerns:

Weehawken Residents' Objections to the Hudson Tunnel Project

- **Unreasonable Burden on a Small Community:** The current proposal of the Hudson Tunnel Project places an unreasonable burden on a small, local community that will be responsible for shouldering the vast majority of the disruption, inconvenience, and negative health impacts of a proposed project plan, that is not only outdated but entirely unrealistic given the current dynamics and development of the neighborhood.
- **Unreasonable Proposed Working Hours:** The Hudson Tunnel Project currently proposes a 7:00 a.m. to 11:00 p.m. working-hour schedule. This is completely unreasonable for a densely populated area with families and young children. The fact that this schedule is even being entertained demonstrates a deplorable lack of disregard for the families and children residing in the neighborhood.
- **Unrealistic Assumptions Regarding Truck Traffic:** The Hudson Tunnel Project proposes to regularly move 100 trucks per day into and out of the construction area. Even assuming the unreasonable proposed working hours of 7:00 a.m. to 11 p.m., this results in over six trucks per hour,; more than one every 10 minutes. Expecting to add large trucks into an already congested mix of cars and frequent commuter buses belies an absurd disregard and lack of sufficient study of the area and its current dynamics. In the years following the proposal of the ARC Project, traffic patterns in the Weehawken area have changed significantly, and cannot accommodate the volume of trucks that was proposed in the ARC Project and continues to be proposed today in the Hudson Tunnel Project.
- **Increased Risk of Vehicular Accidents and Debris Spillages from Trucks:** Because the Draft Environmental Impact Statement (DEIS) proposes to haul construction materials and debris which may include hazardous materials on trucks (rather than safer alternatives, like by train), there is a significantly increased risk of vehicular accidents occurring in an area that is already heavily congested with traffic. Additionally, transporting construction materials, debris, and hazardous materials by truck poses a significantly increase risk of leakages and spills, incurring considerable health risks to residents.
- **Overlap with Other Concurrent Projects:** Construction of flood barriers as well as construction on the helix outside of the Lincoln Tunnel will be taking place at the same time as the proposed Hudson Tunnel Project. Accordingly, the surrounding area will not be able to bear the burden of multiple projects taking place concurrently. This, too, will inevitably result in delays and only extend the negative effects of the project on the Shades neighborhood, not to mention overall project time and costs.

Thank you for reading our concerns. We look forward to hearing your response.

Sincerely,

Ivan, Lara, Addison, and Weston Schlachter

hudson tunnel

From: Ivan Schlachter
Sent: Sunday, August 20, 2017 11:52 PM
To: hudson tunnel
Subject: Ivan Schlachter - Our comments and questions
Attachments: Hudson Tunnel Project.pdf

August 16, 2017

Ivan Schlachter

Weehawken, NJ 07086

Hudson Tunnel Project

c/o Fitzgerald & Halliday, Inc

11 Hanover Square

New York, NY 10005

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so hard for? Who is protecting my family and I? This would be a living nightmare if this project happens because we would lose everything we've worked for.

More concerns are on the attached PDF.

Please move this dig site to the Tonnelle Ave site.

Thank you for reading our concerns. We look forward to hearing your response.

Sincerely,

Ivan, Lara, Addison, and Weston Schlachter

August 20, 2017

Ivan Schlachter

Weehawken, NJ 07086

Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc
11 Hanover Square
New York, NY 10005

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How will we be compensated if this project does happen? We will be unable to live in our home, unable to sell our home and most likely unable to rent our home. How can the State and Fed do this to a hard working family? Is this the American dream I've been working so hard for? Who is protecting my family and I? This would be a living nightmare if this project happens because we would lose everything we've worked for.

If this project does happen whether it's just the ventilation tower or the entire boring process, our home that we have worked so hard for, renovating and even rebuilding will be rendered useless for the duration of the project. We will not be able to stay in our home in good conscious knowing that the contaminated air, the

unbearable construction noise, and relentless traffic will take it's toll on our children's development and our own.

We will be forced to move away, but NO one will want to buy our house. So maybe we can rent our house, but let's face it, NO one will rent our house either under these conditions. So this locks us into paying for our home while paying for another place to live for the duration of the project. This is not the American Dream we were sold by our government that we bought and work so hard for each day.

If this project does move forward, we think it is only fair to pay us rent on our home of fair market value (pre-proposed construction value) for the duration of the project and construction. Buying our home from us will not work because after the project, the value will go back up and that is not ethical for you to make us move and then make us sell low under the circumstances. A rental agreement at fair market value makes perfect sense and seems fair to all parties in this crucial situation.

Thank you for reading our concerns and ideas. We look forward to hearing your response.

Sincerely,
Ivan, Lara, Addison, and Weston Schlachter

hudson tunnel

From: Ivan Schlachter
Sent: Monday, August 21, 2017 11:27 AM
To: hudson tunnel
Subject: Ivan Schlachter revised comments and ideas - Please read
Attachments: Ivan Schlachter Hudson Tunnel Project.pdf

August 20, 2017

Ivan Schlachter

Weehawken, NJ 07086

Hudson Tunnel Project

c/o Fitzgerald & Halliday, Inc

11 Hanover Square

New York, NY 10005

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We are concerned about the noise levels. Will the soundproof wall be high enough to keep most sound out? Sound has been known to bounce off the Palisades and reverberate throughout the neighborhood. We would like the wall far enough from the road to allow for parking on the south side of the street as we have now. We would also like evergreen landscape in front of the soundwall as we will be staring at it from our front yard for the duration of construction. We will need soundproof windows as stated in the paperwork.

Will we be able to hear the ventilation tower from our backyard once it is up and running—can we get a decibel example? Will the ground shake in the basement as trains go by? Will we be able to hear the trains?

We would like to know the actual placement and footprint of the final building. How tall will it be? How close to 18th street will it be? We would like it to be as close to the Light Rail track and elongated along the track to keep as much of it in the back as possible. Will there be evergreen trees and grass disguising the ventilation tower once construction is complete and a park that the neighborhood would be able to access? We want the soundwall to come down once the park is in place so our children can play on the new park that surrounds the ventilation tower. This land is also contaminated so you will need to clean it up before a park where children play is put in place.

How will we be compensated if this project does happen? We will be unable to live in our home, unable to sell our home and most likely unable to rent our home. How can the State and Fed do this to a hard working family? Is this the American dream I've been working so hard for? Who is protecting my family and I? This would be a living nightmare if this project happens because we would lose everything we've worked for.

If this project does happen whether it's just the ventilation tower or the entire boring process, our home that we have worked so hard for, renovating and even rebuilding will be rendered useless for the duration of the project. We will not be able to stay in our home in good conscious knowing that the contaminated air, the unbearable construction noise, and relentless traffic will take it's toll on our children's development and our own.

We will be forced to move away, but NO one will want to buy our house. So maybe we can rent our house, but let's face it, NO one will rent our house either under these conditions. So this locks us into paying for our home while paying for another place to live for the duration of the project. This is not the American Dream we were sold by our government that we bought and work so hard for each day.

If this project does move forward, we think it is only fair to pay us rent on our home of fair market value (pre-proposed construction value) for the duration of the project and construction. Buying our home from us will not work because after the project, the value will go back up and that is not ethical for you to make us move and then make us sell low under the circumstances. A rental agreement at fair market value makes perfect sense and seems fair to all parties in this crucial situation.

Thank you for reading our concerns and ideas. We look forward to hearing your response.

Sincerely,

Ivan, Lara, Addison, and Weston Schlachter

August 16, 2017

Lara Schlachter

Weehawken, NJ 07086

Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc
11 Hanover Square
New York, NY 10005

To Whom It May Concern,

My name is Lara Schlachter. I reside at 80 West 18th Street in Weehawken, directly across from the proposed construction site of the ventilation tower. My husband and I have two small children, 2 and 4 years old. We chose this neighborhood because of the quiet, family friendly environment. We have many concerns regarding this Tunnel Project.

Because of the contamination and pollution that the digging, boring, and drilling will stir up directly across our tiny street of 18th street, we won't feel safe in our homes. This will place our children's and our own health and lives at risk.

The sounds of the construction, boring, pile driving, and digging will disturb my children, my husband who works from home, and myself. The hours from 7am – 11pm are completely unacceptable for a quiet residential area like ours. This will place our children's development and place my husband's job in jeopardy.

The added traffic of 100 trucks a day into our neighborhood, filtering into the mouth of the Lincoln tunnel, will cause utter chaos and make it impossible to move in and out of the neighborhood as we attempt to drive our kids to school, classes, part-time pre-school and my husband to client meetings. Also, these trucks will be transporting hazardous and toxic material. We run the risk of spillage or this toxicity contaminating our neighborhood air that we breathe.

Our neighborhood was flooded by 6 feet of water during Super Storm Sandy. How will this digging affect our neighborhood in terms of flooding? We do not want to go through that trauma again.

If this project does happen whether it's just the ventilation tower or the entire boring process, our home that we have worked so hard for, renovating and even rebuilding will be rendered useless for the duration of the project. We will not be able to stay in our home in good conscious knowing that the contaminated air, the unbearable construction noise, and relentless traffic will take it's toll on our children's development and our own.

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Thank you for reading our concerns and ideas. We look forward to hearing your response.

Sincerely,

Lara, Ivan, Addison, and Weston Schlachter

hudson tunnel

From: Lara Wozniak
Sent: Monday, August 21, 2017 11:31 AM
To: hudson tunnel
Subject: Lara Schlachter - Comments and Ideas
Attachments: Lara Schlachter Hudson Tunnel Project.pdf

August 16, 2017

Lara Schlachter

Weehawken, NJ 07086

Hudson Tunnel Project

c/o Fitzgerald & Halliday, Inc

11 Hanover Square

New York, NY 10005

To Whom It May Concern,

My name is Lara Schlachter. I reside at 80 West 18th Street in Weehawken, directly across from the proposed construction site of the ventilation tower. My husband and I have two small children, 2 and 4 years old. We chose this neighborhood because of the quiet, family friendly environment. We have many concerns regarding this Tunnel Project.

Because of the contamination and pollution that the digging, boring, and drilling will stir up directly across our tiny street of 18th street, we won't feel safe in our homes. This will place our children's and our own health and lives at risk.

The sounds of the construction, boring, pile driving, and digging will disturb my children, my husband who works from home, and myself. The hours from 7am – 11pm are completely unacceptable for a quiet residential area like ours. This will place our children's development and place my husband's job in jeopardy.

The added traffic of 100 trucks a day into our neighborhood, filtering into the mouth of the Lincoln tunnel, will cause utter chaos and make it impossible to move in and out of the neighborhood as we attempt to drive our kids to school, classes, part-time pre-school and my husband to client meetings. Also, these trucks will be transporting hazardous and toxic material. We run the risk of spillage or this toxicity contaminating our neighborhood air that we breathe.

Our neighborhood was flooded by 6 feet of water during Super Storm Sandy. How will this digging affect our neighborhood in terms of flooding? We do not want to go through that trauma again.

If this project does happen whether it's just the ventilation tower or the entire boring process, our home that we have worked so hard for, renovating and even rebuilding will be rendered useless for the duration of the project. We will not be able to stay in our home in good conscious knowing that the contaminated air, the unbearable construction noise, and relentless traffic will take it's toll on our children's development and our own.

We will be forced to move away, but NO one will want to buy our house. So maybe we can rent our house, but let's face it, NO one will rent our house either under these conditions. So this locks us into paying for our home while paying for another place to live for the duration of the project. This is not the American Dream we were sold by our government that we bought and work so hard for each day.

If this project does move forward, we think it is only fair to pay us rent on our home of fair market value (pre-proposed construction value) for the duration of the project and construction. Buying our home from us will not work because after the project, the value will go back up and that is not ethical for you to make us move and then make us sell low under the circumstances. A rental agreement at fair market value makes perfect sense and seems fair to all parties in this crucial situation.

Thank you for reading our concerns and ideas. We look forward to hearing your response.

Sincerely,

Lara, Ivan, Addison, and Weston Schlachter

From: comment@hudsontunnelproject.com
Subject: Comment from Hudson Tunnel Project
Date: Monday, August 21, 2017 4:41:31 PM

The information below was received from the Hudson Tunnel Project website form:

E-Mail:

Title:

First name: Justin

Last name: Schwartz

Company:

Address 1:

Address 2:

Town/city:

State:

Zipcode: 07030

Comment or question: The project should take special care not to preclude the addition of a station in the northern Hoboken/Weehawken area. While rail capacity enhancement may arguably be outside the scope of this particular project, an additional station would be beneficial to the entire region.

Buses currently carry tens of thousands of Hoboken residents through the Lincoln Tunnel to the Port Authority Bus Terminal. This is especially true for northern Hoboken residents who save a great deal of time by not backtracking down to the PATH. If many of these people switched to rail instead, NJ Transit could operate fewer buses from Hoboken to the over capacity bus terminal. This would free up gates to provide more service to areas that are well outside the parts of New Jersey served by rail.

Comment Type: DEIS Comment - Project Purpose and Need

End of message

From: comment@hudsontunnelproject.com
Sent: Saturday, August 12, 2017 7:51 PM
Subject: Comment from Hudson Tunnel Project

The information below was received from the Hudson Tunnel Project website form:

E-Mail:
Title:
First name: Caitlin
Last name: Sherman
Company:
Address 1:
Address 2:
Town/city: weehawken
State: NJ
Zipcode: 07086
Comment or question: Is it in any way feasible to add a train station in Weehawken or Union City, or at least designing it so that one could be added later? It seems unfair that we will bear the brunt of the construction without gaining anything for the area.
Comment Type: DEIS Comment - Transportation

End of message

hudson tunnel

From: Silva, Victoria
Sent: Saturday, August 19, 2017 11:12 AM
To: hudson tunnel
Cc: gahmad@tow-nj.net; jpisa@nsfunding.com
Subject: Concerns

To Whom It May Concern:

I am an attorney at Harwood Lloyd and a resident of Weehawken. It has come to my attention that the proposed Amtrak construction would significantly impact an already overburdened area.

I used to commute into NYC until I could no longer endure the burden of traveling on NJ Transit. The Amtrak work during this summer alone has already had an effect on the area. Bringing this new tunnel work to the Shades portion of Weehawken would make the commute for residents impossible and quite frankly an undesirable place to live. I implore you to consider other alternatives that would be less cumbersome on Weehawken.

Thank you in advance for your consideration,

Victoria D. Silva, Esq.

Hackensack, New Jersey 07601

From: Robert Sternlieb
Sent: Thursday, August 10, 2017 9:26:11 PM (UTC-05:00) Eastern Time (US & Canada)
To: hudson tunnel
Subject: comments re: Hudson Tunnel Project

Hello,
I attended and spoke at the DEIS Public Hearing at Union City High School.
I am attaching a PDF with my talking points.
Thank you.
--
Rob.

Good Afternoon

My name is Robert Sternlieb

I live at 1500 Washington Street, Hoboken, NJ 07030.

I am here today to request that structural monitoring of the Hudson Tea Buildings, for any type of movement, be implemented during the construction of the Hudson River Tunnel **and** for a period of time after the tunnel becomes operational.

The planned vibration sensor at the planned RBD flood wall near 1600 Park Ave is insufficient.

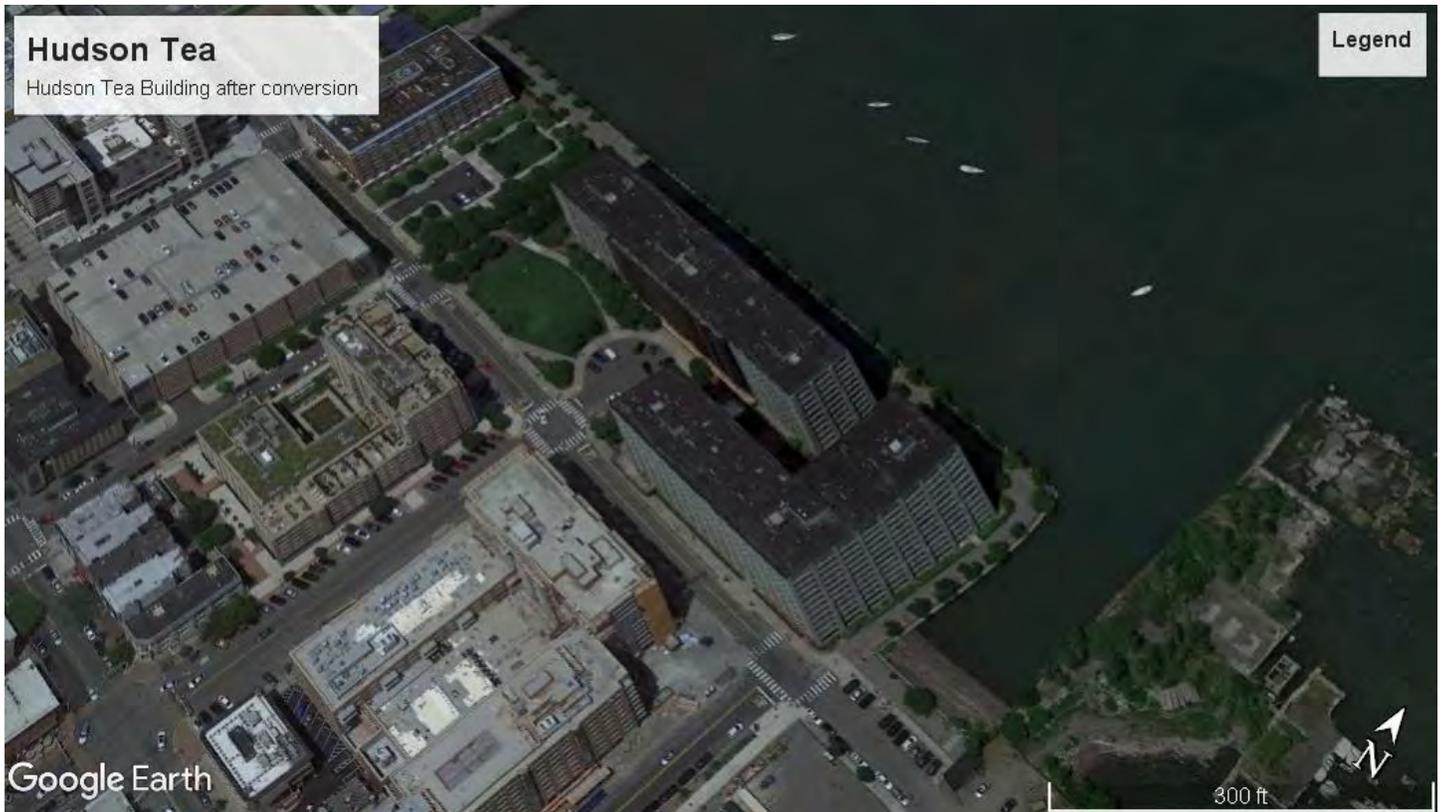
The Hudson Tea Buildings

The Hudson Tea Buildings (HTB) are located at 1500 Washington Street and 1500 Hudson Street. These buildings are adjacent to Weehawken Cove at the northern end of Hoboken.

These two buildings had originally been a single J shaped. The original warehouse/industrial building was constructed over 110 years ago. I expect that the foundation is supported by either wood or concrete pilings. We do know that the ground below the buildings is landfill (confirmed in chapter 15 of the DEIS). A picture of the Hudson Tea Building from 1951 is below.



In the late 1990's a conversion of the original building into 2 separate residential buildings was performed. This was done by removing a section of the building



I mention this because there is most likely no way to fully understand the effects of vibration on the HTB. The foundation (and presumably pilings) of the original building may act differently now that the buildings have been separated.

The 2 HTBs now contain approximately 425 individual condo apartments. I would give a ballpark estimate of over \$500 million for the value of these units.

I expect that there is a possibility that TBM activity - and potentially rail activity once the tunnel is in service - could cause changes to the building foundations - especially because the single building has now been converted into two separate buildings.

Sinatra Drive Collapse: October 08, 2010

[Giant hole created by collapsed roadway on Sinatra Drive in Hoboken expected to grow](http://www.nj.com/hobokennow/index.ssf/2010/10/giant_hole_created_by_collapse.html)

http://www.nj.com/hobokennow/index.ssf/2010/10/giant_hole_created_by_collapse.html

Weehawken Cove Bulkhead: September 2nd, 2015:

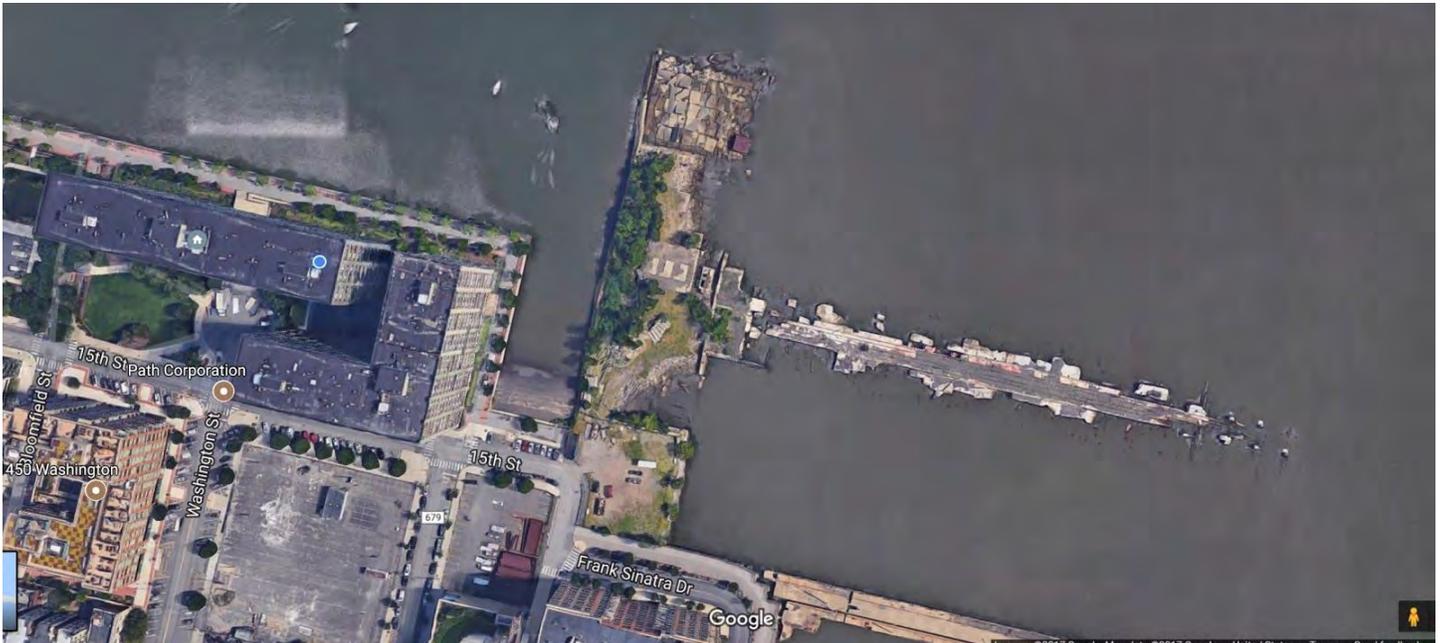
Hudson Tea Building Condo Assoc. notified by Hoboken Cove Umbrella Association (responsible for the maintenance of the Hudson River Riverfront Walkway) that the bulkhead at the southeast end of Weehawken Cove was shifting seaward and required repairs. Work to be done by McLaren Engineering Group.

Sinatra Drive Collapse: November 17th, 2016

[Sinatra Drive Walkway Temporarily Closed Between 14th & 15th Streets](#)

<http://hobokennj.gov/2016/11/sinatra-drive-walkway-temporarily-closed-between-14th-15th-streets/>

The Piers East of the Hudson Tea Building are crumbling.



3.2.2 GROUND IMPROVEMENT TECHNIQUES

In the process of constructing tunnels, it is often necessary to improve or strengthen soils through which tunnel boring or mining operations would be undertaken to make the process easier or the soils less prone to collapse during tunneling operations. The two types of ground improvement techniques most likely to be used for the Preferred Alternative are described below.

3.2.2.1 JET GROUTING

Jet grouting consists of drilling a pattern of small-diameter holes into the soil and then injecting cement grout and optionally air and water in a mixture under high pressure into the ground. Once the grout sets, it forms columns that are designed to overlap each other and form a block.

There are precautions ([Chapter 3.2.2.1: Jet Grouting & Ground Freezing](#)) that can be implemented to stabilize the geology through which the TBM is boring.

My concern is that without sufficient monitoring of structures NEAR the TBM's path, the requirement for these ground stabilization techniques will not be recognized and therefore not be utilized.

The tunnel underneath Weehawken, Hoboken, and Weehawken Cove (and the Hudson River all the way to NYC) will be dug by **Tunnel Boring Using Mixed-Face TBM** (tunnel boring machine).

In [Chapter 12: Noise and Vibration](#) - nothing about the Hudson Tea buildings. Although the RBD flood wall along Park Avenue in Weehawken is explicitly mentioned. (12.3.1.3 VIBRATION RECEPTOR LOCATIONS)

[Chapter 9: Historic and Archaeological Resources](#): Nothing about the Hudson Tea buildings.

[Chapter 15: Geology and Soils](#) - 15.3.1.2

Excavation and filling for residential, commercial, or industrial purposes have altered a large percentage of the surficial soils in the Project area. Earth and man made materials have been placed as fill, including gravel, sand, silt, clay, trash, cinders, ash, and construction debris. **Large land areas along the Hudson River shoreline in Hoboken were reclaimed by filling tidal marsh and other low-lying areas with a variety of materials, including clean granular fill, cinders, ash, shotrock (irregular-shaped angular broken stones from excavation activities) from construction of various tunnels, other construction debris, and garbage.**

For background and reasons for my concern I'll cite 2 documentaries I've recently seen:

I watched a PBS documentary on the [London Super Tunnel underground extension project](#) where they used exceptionally sensitive devices to monitor for movement of buildings due to the tunneling beneath. Basically, lasers and receivers were used make sure there was no movement of historically important (expensive) buildings.

Our buildings should be monitored for movement.

There are so many variables. It's possible that the TBM was closer to the buildings in question. The TBM could have been closer to the surface. There were several other "Tube" tunnels already in place the the TBM needed to avoid. But the bottom line is that the tools to monitor the situation were put in place. Without sensors being put in place for our Hudson Tunnel Project we will not know of a problem until it is too late.

I also saw a documentary on the [How the Tokyo Skytree Became the Tallest Free-Standing Tower in the World](#) in Tokyo, Japan. Due to seismically active location, the construction of the foundation was an extraordinarily important consideration. Thousands of piles were used to make sure the foundation would not move during an earthquake. The foundation of the Hudson Tea Buildings would not have been designed to meet

From: comment@hudsonstunnelproject.com
Subject: Comment from Hudson Tunnel Project
Date: Wednesday, August 30, 2017 1:52:49 PM

Hello!

The information below was received from the Hudson Tunnel Project website form:

E-Mail:

Title:

First name: Keith

Last name: Taylor

Company:

Address 1:

Address 2:

Town/city:

State:

Zipcode: 07087

Comment or question: Since you are already digging a tunnel under the hudson, make it a little wider so a separate smaller tunnel can be made for cycling and pedestrians. Have the entrance/exit to the cycling tunnel in Hoboken on the NJ side. I'm sure thousands would commute to Manhattan by bicycle since the busses and PATH are so overcrowded. It would reduce traffic flow through the Lincoln Tunnel. It would reduce car congestion in Manhattan. It's better for the environment and will promote healthier lifestyles and help battle the obesity epidemic. It would also promote tourism in Hudson County NJ as curious New Yorkers would bike into Hoboken, Weehawken and Jersey City...

Comment Type: DEIS Comment - Project Purpose and Need

End of message

From: team@hudsontunnelproject.com
Subject: Comment from Hudson Tunnel Project
Date: Friday, September 1, 2017 3:03:44 PM

The information below was received from the Hudson Tunnel Project website form:

E-Mail:

Title: Engineer/machinist

First name: Nick

Last name: Taylor

Company: D&N Machine

Address 1:

Address 2:

Town/city: Bakersfield

State: Ca

Zipcode: 93314

Comment or question: New tubes need to be constructed. Maybe some tubes would work better, as far as space is concerned above the river. People are always mentioning the cost, how much or, NY NJ doesn't have the money to do it. It's too expensive, it will never happen. If they built the Hudson Tubes back after the turn of the century, when men were real men,, it can definitely be done today. The men today need to be trained like the men that originally constructed the original tubes. Trust me, a lot of those men exist. They live and work in the New York area. Italian, Irish and Hispanic men are the ones that have the most talent. Some of these companies are already in place with heavy equipment. The actual boring equipment exists. Look at countries like Norway, Switzerland and Sweden to name a few. Some of the equipment that those countries mentioned possess, would get the job done much quicker than the time the city of NY has been spending discussing it. Look, whatever the c

ost it HAS to be done. The money needs to be taken out of the bank, PAY these great people to do the job correct ONCE, like the laborers did almost 100 years ago. Also, the best fastener company in the world ARP (Automotive Racing Products) in California should supply ALL of the fasteners to DO the job. They will NEVER fail under any circumstance. Trust me, if ARP fasteners are used in the construction of new tubes above or under the Hudson River, they will out live anyone being conceived next year 2018 and there generations. They are expensive, but if used, they will only be needed once, "with original construction." This is the type of thinking that should be used when people are together designing, discussing, and constructing and planning a project as such. Not how much it actually costs.

End of message

From: Kimberly Telker
To: [hudson tunnel](#)
Subject: Plea for Reconsideration
Date: Monday, August 21, 2017 11:56:22 PM

To the minds behind the Hudson Tunnel Project:

It hasn't been much longer than a year since I closed the door on "the renter's life." After stints in four different apartments over five years and three towns, I tired of living under a landlord's thumb. After a point, I came to dislike the uncertainty of my monthly bills and certainly disliked the vagabond requirements inherent to indefinite leases. So, when I closed on my first home in The Shades section of Weehawken, I looked forward to many new freedoms. Finally, I could paint my house orange if I wanted to and be sure that my monthly charges would only go up if I got needy with the air conditioning. I savored the promise of consistency and assurance that nothing would change my neighborhood unless I chose it.

The Hudson Tunnel Project is not something I choose. I realize that no one likes the idea of construction, disruption and debris. However, when it's completely unavoidable and necessary, it's easy to make allowances. I'm just not certain that this project needs to take place in my town, when there seems to be a better option. I make no claims to engineering expertise or even a basic understanding of construction. But I do know that this small town would be wholly disturbed by the massive undertaking of the Hudson Tunnel Project.

I used to live with roommates from Shanghai. They told me how it was commonplace to travel around the city with a mask around their mouths and noses, since pollution was such a presence. So, when they came to New Jersey and were able to breathe air untainted by factory smog, to put it lightly, it was a breath of fresh air. I don't want to imagine my neighborhood coming to the commonplace they knew. Under the current plan for the transportation of debris incurred by the Hudson Tunnel Project, though, I'd need to start buying my masks now.

One of the reasons I fell in love with my home was because it reminded me of my childhood. A quick look down a street of lined trees and young children playing hopscotch brought me back to a time when I rode a yellow bus to learn cursive. I'm a suburban woman deep down, though I relish the fact that I'm between the vastness of Manhattan and its mini counterpart, Hoboken. I enjoy being between two boisterous areas yet not close enough to be kept awake at night. The current plans for the Hudson Tunnel Project, however, would dismantle that for me. With a 7am-11pm schedule of trucks coming in and out of my neighborhood, I'd no longer be between urban girth -- I'd be in it. I didn't invest so much real estate searching to come to that.

I'd appreciate a closer look into the options for the Hudson Tunnel Project. There's no doubt that the work needs to be done and that the end result will produce ample benefits to tri-state commuters. However, the end benefits can't overshadow the instant repercussions. Considering the immediate cost of your current plan, and its immediate impact on Weehawken's cost of life, is crucial.

Thank you for listening.

Very sincerely,
Kimberly Telker

From: comment@hudsontunnelproject.com
Sent: Monday, August 14, 2017 5:50 PM
Subject: Comment from Hudson Tunnel Project

The information below was received from the Hudson Tunnel Project website form:

E-Mail:
Title:
First name: LINDA
Last name: TOM
Company:
Address 1:
Address 2:
Town/city: Jersey City
State: NJ
Zipcode: 07310

Comment or question: I own a property in the Weehawken shades and have lived there for 13 years before renting it out currently. With the amounts of trucks going in and out of the area it is concerning that the vibrations will cause the buildings to shift. our neighboring building is already leaning into our building and pressing into the side with some beam they attached without consulting with the owners first. The streets are small and parking is limited. The trucks throughout hours of the night and quality of air will be questionable both a nuisance and health concern to the residents and tenants residing in the area. If this causes our tenants to leave our building because of the area construction who is going to be responsible for our loss? They will only use our area to add an exhaust fan but what positive results do we get out of this in the Shades? Do we get a transit stop there as well??

Comment Type: DEIS Comment - Noise and Vibration

End of message

From: Linda Tom
Sent: Monday, August 14, 2017 5:52 PM
To: hudson tunnel
Subject: concerns Hudson Tunnel Project

I own a property in the Weehawken shades and have lived there for 13 years before renting it out currently. With the amounts of trucks going in and out of the area it is concerning that the vibrations will cause the buildings to shift. our neighboring building is already leaning into our building and pressing into the side with some beam they attached without consulting with the owners first. The streets are small and parking is limited. The trucks throughout hours of the night and quality of air will be questionable both a nuisance and health concern to the residents and tenants residing in the area. If this causes our tenants to leave our building because of the area construction who is going to be responsible for our loss? They will only use our area to add an exhaust fan but what positive results do we get out of this in the Shades? Do we get a transit stop there as well??

Best regards,
Linda,

From: Aydin Torun
Sent: Monday, July 10, 2017 3:49:38 PM (UTC-05:00) Eastern Time (US & Canada)
To: hudson tunnel
Subject: Hudson Tunnel Project

Gentlemen:

I have some good news. In consideration of the importance of maintaining at all costs the continued viability of the NEC link, I have this day received assurance from Sammy, the seniormost starfish elder authorized to speak for attribution on behalf of all species of fishes, crabs and the sole remaining colony of oysters native to these interstate waters, assuring me in writing of his intention to relocate at his own expense, any and all living creatures now residing within the area subject to the environmental impact review shortly to be undertaken.

If I can be of further assistance to you in this or any related matter, please do not hesitate to contact me.

Aydin Torun

New York N Y 10029
(646) 234-9829

hudson tunnel

From: John Vaskis
Sent: Sunday, August 20, 2017 10:36 PM
To: hudson tunnel
Subject: Opposition to the tunnel

Hello tunnel feedback team,

I am writing you to discuss my opposition to the current proposed plan for the tunnel in the shades of Weehawken. My wife, our one year old daughter Layla and myself live a block away from this proposed plan would greatly effect our lives in a negative way. The traffic and the pollution that will cause my family harm and discomfort. The proposed plan will directly hurt our property value and our quality of life.

I know that there is another area where this tunnel can be placed that does not affect a residential area and I recommend using that space for the well being of my family.

Thanks for your time and I hope that you reconsider
John Vaskis

hudson tunnel

From: Nicole Vaskis
Sent: Sunday, August 20, 2017 10:36 PM
To: hudson tunnel
Subject: Opposition to the Tunnel

Good evening,

I am writing to express my concerns regarding the proposed tunnel that you would like to construct in Weehawken. I live in the Shades section of Weehawken with my one year old just a block a way from where the construction would be taking place. I think it is deplorable that you would consider this tremendous project in such this close knit residential area. The idea you are proposing of having working hours from 7:00 AM to 11:00 PM is atrocious and not practical. My daughter is at the park across this street several days a week, the environmental concerns I have for the air that she would be breathing keeps me up at night. I strongly believe that if there is another option as our Mayor has proposed it should be strongly considered. There is no room for hundreds of trucks to pass through these narrow streets. It is very clear that little consideration has been given to our neighborhood or how this major undertaking would effect our quality of life. Do our lives or the lives of our children not matter? How would you feel if your children or grandchildren were forced to live in conditions such as the ones you are proposing?

I really hope that you take into consideration the concerns of the people who would be made to take on the burden of this project by having it in their everyday life.

Sincerely,

Nicole Vaskis

Sent from my iPhone

hudson tunnel

From: Tracey Vavrecan
Sent: Friday, August 18, 2017 2:25 PM
To: hudson tunnel
Subject: Propose Digging of the Hudson Tunnel Project

Hello,

I am very concerned about this project and the lasting effects it will have on my community. I have lived in Weehawken my entire life, I am, in fact, the fourth generation of my family to be born and raised in the "Shades". My first concern is that since we are now considered a "high risk" for flood with extreme raises in flood insurance rates, how does digging into the ground and constructing large concrete structures impact the flood risk? There will be less absorption of rain/ground water after this tunnel is installed. Will this further increase our insurance rates which are already out of control? I find it to be poor planning considering that an underground rail system (The Path Train) was decimated by Sandy and a decision was made to create another underground rail system in the same area. Another area of concern is the digging proposed in Weehawken. Having lived in this area my entire life, I know that illegal dumping with possible (and more than likely probable) contamination occurred in this area. I also know that the digging and bringing to the surface of these contaminants would create a public health risk. How will you address the children of this area who may become sick due to these contaminants? Would you accept the explanation that an easier commute was worth the health of your child? Finally, the proposal of 100 hundred trucks per day in and out of this very small, very congested area is, quite frankly, ludicrous. This neighborhood has one road in and one road out of it and you want add 100 trucks per day from 7:00AM to 11:00PM carrying hazardous materials on these roads. As we have seen in the past, commercial vehicles are driven haphazardly in this region and at this volume, it is a tragic accident waiting to happen. Another concern with this digging is maintaining the structural integrity of the homes in this area. These homes are primarily older houses (mine is 87 years old) which may not withstand the constant vibration of such large scale digging. There is also the noise and dust pollution to take into account. Would you find it acceptable to have constant vibration and noise well into the night at your home on a daily basis? Would you be comfortable living with the worry that this constant vibration may cause your home to topple upon you and your family? I fully understand the need for updated public transportation, however, the cost of this project seems too steep a price to pay. We ask that you reconsider this project and look to alternatives that will alleviate the transportation issue without destroying our homes.

Thank you for your time and consideration.

Regards,

Tracey Vavrecan

Weehawken, NJ

From: comment@hudsontunnelproject.com
Sent: Monday, August 14, 2017 9:15 PM
Subject: Comment from Hudson Tunnel Project

The information below was received from the Hudson Tunnel Project website form:

E-Mail:
Title:
First name: Darlene
Last name: Vetter
Company:
Address 1:
Address 2:
Town/city: Weehawken
State: New Jersey
Zipcode: 07086
Comment or question: Please look at alternative routes to remove the truckloads of dirt. My family and I live in the small neighborhood that is going to be greatly impacted by your decision to truck the dirt out thru Weehawken. It is going to diminish the quality of life for all of us that reside in one of the oldest neighborhoods in Hudson County.
Comment Type: DEIS Comment - General

End of message

Request for Information (RFI)

13 November 2017

The New York City Economic Corporation (NYCEC) recently put out a RFI for potential contractors to be involved with the presently under construction Gateway Development Project aka Hudson Yards Development. The multi-billion dollars project includes offices, condos, and rental apartments. It also the site of the third tunnel at this location since the Lincoln and Holland tunnels are well past their design age and are overwhelmed with under capacity. These tunnels are approaching 100 years old. [Please Google- Gateway Project, NYC] The development project is rapidly approaching a stumbling point since it either has to stop or build the shore side tunnel tubes for the high rises to be built above the tunnels. Neither the \$12.5 billion new tunnel nor the \$400 million shore tubes have been funded. Given the last major tunnel project, the Big Dig, in Boston there many critics of such an undertaking. (The Big Dig was budgeted a \$1.5 billion with a 3 years for completion and eventually cost >\$12 billion and >20 years construction)

It highly unlikely the new tunnels will ever be built which leaves all the partners of the Gateway Development at a delicate point since it is composed of local, state and federal agency involved.

The partners-

- Oxford Development-private developer of Hudson Yard
- City of New York
- State of New Jersey
- State of New York
- NJ Transit- the second largest, by capacity, users of buses >2,000 and subway type electric (Catenary) trains > 50 subway trains and hundreds of standard electric trains
- AMTRAK- with hundreds of suitable passenger (Catenary) cars. The problem is the tunnels are at maximum capacity. Hence the new tunnels that are unlikely to be built in the next ten years. *It should be remembered the small Hurricane Sandy flooded all the existing tunnels for months.*
- The Federal Highway Administration

Both the destination, for the trains the Jacob Javits Center with connection to all the other subways in New York City and the Grand Terminal for bus transfers are less than ¼ mile from the Hudson Yards project. (Gateway Development)

It is my goal to build a cadre team:

1. Pardon- Brinkerhoff- engineers for sites including catenary system for shore sides and vessels and to liaison with all various agencies.
2. MacGregor Marine- designers of ship ramps suitable for the tidal variations and weights.
3. Knud E. Hansen Naval Architects-to design the vessels (ABS) that are suitable for this short crossing. The vessels will be diesel-electric w/hybrid batteries of 800 kW for dock time only.

4. Damen USA-The designer and builders of the floating dock systems, mechanical damping devises [no spuds because existing tunnels] and overall project management of the construction the vessels building, design overview and implementation of the project. [Operation will be by the Port of New York & New Jersey that operate the Staten Island Ferries]

5. VB-C- as coordination of services. {Clearing house}

* Its anticipated to have [2] garages in Hoboken and [2] garages in Hudson Yards; [3] three vessels of 300' long 60' wide with molded depth of 12' and block coefficient of 500 tons per foot. The floating docks will have 4'-5' freeboard to go along with same as the ferries 4'-5' freeboard loaded/unloaded. Trip crossing distance is less than one mile.

** It is anticipated a similar situation will be proven for the East River for mass intermodal movement of passengers to Mid-town, Down-town and from a landing at Yankee Stadium with light rail and bus services to airport in the future. The Master Plan of these venues will be Parsons-Brinkerhoff area of expertise. The existing and new fleet of [mosquito] small passenger ferries does not allow for the exposure to the (Heat, rain, cold, bleak) elements and the cattle car mentality of a ziggurat of open air ramps.

If your firm is interested in this project in your area of expertise, then please send a Letter of Interest in participation of this RFI and a basic cost of service per vessel and/or dockage and/or shore side infrastructure.

I have already sent in RFI without named cadre partners. The original proposal was for buses only, but this has changed based on the needs to handle both. This new proposal would increase its compass allowing the larger vessels to carry either/or a mix of electric rail passenger cars (12) or (20) NJ Transit buses. (1,000 riders with a 10 minute headway; that is equivalent 3,000 riders in each ½ hour in both directions for a total of 12,000 riders per hour)

Feel free to critique the approach, the design, the docks and the relationships.

Sincerely,

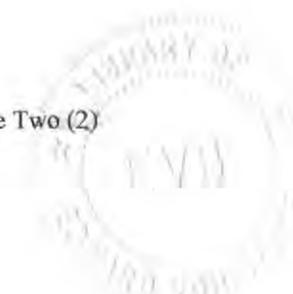
Captain Edward von Bergen

PS: I bid this same project over 20 years ago against Arthur Imperitore [New York Waterways] who owned the land from the George Washington Bridge to Hoboken that was the bankrupt Penn Central RR staging rail yards. He only bid the ferries with 5 small vessels so he could develop the land that was against a man-made cliff for the railroad yards. The Lincoln and Holland Tunnels caused the rail lines to move to trucking to NYC which Mr. Imperitore was the largest [IPA].

VB-C Maritime Consultancy 400 West Romana Street, Pensacola, Florida 32502

(850) 712.9243 vonbergenedward@gmail.com (CST)

Page Two (2)



The amalgamation of the Port Authority of New York & New Jersey [Ferry managers], Gateway Development Corporation [John Porcari- Executive Director] Amtrak [Wick Moorman-CEO; Stephen Gardener], Oxford Property Groups and Related Companies..... 9 November 2017

RE: Hudson Yards Development-Alternative to tunnel to make your project truly intermodal; subway trains on dedicated ferries; European model

Gentlemen,

I have recently sent a proposal to the Port of New York & New Jersey to aid in alleviating of the grid-lock of the Lincoln and Holland Tunnels. The idea was to keep unnecessary vehicles out of the tunnels. The *segway* was to use bus ferries with floating garages similar to the ferries crossing from Hoboken out of the Lackawanna Terminal of the late 19th century when the tunnels were that are still operating, but overwhelmed. These were modeled after the short crossing of double-ended ferries throughout Europe. In my proposal we supplied the floating docks systems and the vessels (*installed*) that could travel between Lincoln Tunnel New Jersey Portal and the NYC Lincoln Tunnels portal. In both cases the vessels carried only NJ Transit style 50 passenger busses. The proposed ferries could carry 16 busses with 50 passengers [800 passengers]. The trip is 4,200 lineal feet which is less than 10 minutes. With two vessels running at rush hours capable of almost 5,000 passengers per hour on busses that could go into the mass transit system of NYC. The trip less than ten minutes so the riders stay on the busses.

When asked about the ability to carry Amtrak passenger cars [87.5 tons; 85' long; 10'.2" high; 25,000v rectifier for catenary] I had to re-think the matter because of weight on deck modeling that will need: higher pounds per square foot, electrical requirements, electrolysis isolation from the steel from wayward currents. A longer body for the ability to carry (3) 85' long passengers. This alternate design allows for 12 passenger cars [1,000 riders] or 20 passenger buses [1,000 riders] on the same vessels. They can take a mix of trains and buses since the tracks are deck height with rubberized deck between rails.

The reason I bring this to your attention is that the same subway cars and buses ferries could go directly without any backup *seamlessly*. These are modern floating platforms on the ferries from origins in New Jersey to Hudson Yard and the Gateway Development and reduce the new development costs by the \$12.5 billion that is planned for the tunnel infrastructure, not to mention the ten years to complete. This ferry system should be ancillary of any solution in your Master Planning.

(The EPA has mandated the conversion of all commercial vehicles [trucks, buses, trains from diesel to Liquid Natural Gas (LNG)] over the next decade. LNG is heavier than air and highly explosive. The Federal Highway Administration has prohibited LNG in all tunnels since a leaked pool would lay at the bottom and explode with concussive force.)

The use of such ferries would ameliorate the bottle neck that subways tunnels always approach. The use of ferries can be staggered in response to needs of transit authorities. It is far more secure than a tunnel from storms, rising water or terrorist attack. It could be *seamless* without effecting your plans at a huge discount to the cost of building tunnels. The ferries could be hybrids with diesel electric generators with electric motors for main drivers, but batteries when at dock which are silent. The diesels generators are used to create electrical power to electric

motors and once we knew the household load of the subways can be modified. I have attached a General Arrangement (GA) for your view showing lane meters.

We would be glad to explore your needs. We will need a Letter of Interests or another RFP to mass transportation developers that will allow us to move forward. If you would like to proceed we can make a formal presentation which would include a consortium of marine experts as follows:

VB-C Maritime Consultants [designer of ferry concept plan]; McGregor Marine [Designer of ramps and deck loading]; Knud E. Hansen Naval Architect [Designer of ferries hull form and diesel-electric synchronization] DAMEN/USA [Designer and project manager of construction in the United States]

The operations could be done by Port of New York/New Jersey that run the Staten Island Ferry System or McAllister Marine that have experience with Z-pods drives.

Captain Edward von Bergen-*leader of the consortium*

C: NJ Transit; Amtrak; Port Authority of NY/NJ; Hudson Yard- Gateway Development Corporation; Related Companies; Oxford Partners; Mayor de Blasio

VB-C Maritime Consultancy 400 West Romana St. Pensacola, Florida 32502

(850) 712.9243 vonbergenedward@gmail.com (CST)

August 10, 2017

HUDSON RIVER TUNNEL PROJECT

C/O Fitzgerald and Halliday

11 Hanover Square, New York, NY 10005

My name is Chris von der Lieth. My wife, my young son, and I reside in the Shades Neighborhood also known as Downtown Weehawken. I am dismayed by the hurried public review and comment process, especially given the massive size of this project and the obvious detrimental impact it will have on the many families in our community. Our neighborhood is receiving absolutely NO benefit from this project, and will be subjected to significant financial, structural, and health losses as a result.

These are realities we need to independently study in far greater detail, and are omitted in relation to our specific community and population in the DEIS. In short, the Hudson Tunnel Project's notice and review period is far too short enough time to make appropriate formal comments.

It is clear to me that the Draft Environmental Impact Study (DEIS) was written with the preconceived conclusion that the proposed preferred alternative was the only option. I reject this conclusion.

With regard to the timing of notice, I received the 1st notice in my mailbox less than 30 business days ago. It stated public comments would be closed by August 21st. This is not enough time for our community to grasp, study and review the project. In reality, it was not FAIR NOTICE with adequate time to respond given this size of this project.

This is highly unusual given that the *Hudson Tunnel Project* is the largest construction project in the State of New Jersey in over 50 years at over \$20 Billion dollar cost. The hurried process indicates the proposed preferred alternative was dusted off from the prior ARC tunnel plan from 2009. The Study appears to be a retread of ARC with little if any additional improvement a decade later.

The most concerning to me was that there were no other serious alternatives presented in the STUDY. This, again, strongly indicates a preconceived decision to write the report to justify the preferred alternative.

Based on this, I took the time to review the *Draft Environmental impact Study* (DEIS) in its entirety, and was taken back by the numerous omissions and outright holes in the document.

There is a litany of issues and flaws with the study. I will try to narrow the list of issues to the most important here to summarize.

- 1) Although technically within the Hoboken border, the Weehawken Shades community will be most impacted by the work done in the Hoboken **Construction Staging Area. THIS IS A RESIDENTIAL neighborhood full of families, children, and senior citizens.** According to the The impact of the Air Quality and Pollution alone is enough to give this project location pause, as our residents will be subjected to the harsh breathing conditions due to the construction of and related trucks carrying soil and other output away from the site. The routes suggested in the study pass our homes and playgrounds, and will force many residents indoors in fear for their own and their children's health.
- 2) Appendix 13 indicates that the project has been granted an Air Quality Conformity Exemption. Given the make-up of this residential population (children, seniors, families), this site is in no way an option when considering the risk to public health. According to the American Lung Association, Ozone and Particle Pollution are the most widespread and dangerous. Children, pregnant women and the elderly are the most impacted by these pollutants.

ALA also notes that children are especially impacted by particle pollution because their lungs are growing and they are so active. They typically spend more time outside than adults, and end up breathing in more pollutants than adults.

The Particle Pollution given the industrial and environmental history of the site is of great concern. This site has had a history of dumping going back to the 1880's. My greatest concern is a complete lack of care with regard to the handling, transportation, and excavation of the soil and output of this project. Our children and elderly will be greatly affected by this and that will be the responsibility of the Hudson Tunnel Project.

Given our residential population, the Project should reconsider this site as an option. Although I respectively understand the great need for this project regionally, I object to it being done at a risk to my family and community. The Shades should not be asked to give up their health for the greater good of the region.

- 3) The Construction site in the Shades has a very low water table. The site is in a flood zone that has flooded in Hurricane Sandy. In Hurricane Sandy, the entire area was submerged by at least 5 feet of water. There appeared to be little if no consideration of this in the STUDY. NJ Transit has a long history of issues with flooding of its sites especially during peak floods such as SANDY. There was little if any written concern on the flooding impact to the site.
- 4) In the traffic section, there was no pedestrian traffic study done, and assumptions appear to not take into any consideration the tremendous growth in traffic since the time of the ARC project. Rest assured this will impact construction time schedules and elongate the project. The fairy tale that 100 trucks are going to make it to the site daily with the extremely narrow streets of the Shades is a ridiculously poor premise.

- 5) The path of the tunnel is circuitous – runs south easterly from Meadowlands to the Shades neighborhood and then north easterly under the Hudson River to New York. It was surprising to me why our forefathers between 1904 and 1908 with markedly less technology than we have today, had the common sense to build the 2 existing tunnels in a straight line across the Palisades. Now, the preferred alternative with over 100 years of advances in technology is taking a longer circuitous route just to ensure the route goes to the lot that NJ Transit owns. Why not build this proposed 3rd tunnel next to the other existing tunnel in a straight line that may reduce construction costs? There was no explanation of this in the STUDY at all.

- 6) Another issue is the necessity of the construction staging area in the Shades. Many tunnels of this magnitude run for miles with no shafts or fans. One can think of the tunnel that runs from the UK to France which has vehicles and trains under the English Channel for example. Why not just run the tunnel directly from the Meadowlands to New York without all of the construction and shaft in the SHADES? IE move the construction staging area to North Bergen which is industrial and easier to access for the construction trucks?

- 7) There was extremely little forethought about the SHADES residents including my family that will be impacted if the timelines go as planned which we all know they never do for at least 7 years, and 5 months of pile driving, a water treatment plant, warehouse, shop, and an air compressor as well. In all likelihood, as is the case with most construction projects, there will be timeline overruns, and this will drag out to a decade of impact for the SHADES residents.

- 8) There is no compensation for the EXTREME proposed disruption to our family's lives and reduction of value of our real estate assets – our homes. Again, it is outrageous. In my view, this is inverse condemnation as this public project will take significant value from our home values for a prolonged period with no compensation.

- 9) Most importantly, Our voices – RESIDENTS of the SHADES, and OUR TOWNSHIP OF WEEHAWKEN have not been given due process and true consideration given the magnitude of this project. Based on my preliminary conversations with legal, construction, and engineering experts, there are SERIOUS flaws in this project's assumptions and design. We need time to respond with facts to counter the flaws in the study. I would like to come back and submit a counter study from our own experts based on irrefutable scientific facts to counter the poorly drafted design and study that we are commenting on now.

- 10) the project seems to have zeroed in on one preferred alternative, without fully examining other potentially viable alternatives. The current preferred alternative will lead to serious cost overruns and serious issues given the lack of planning for air quality, traffic, flood control, among many other issues.

In closing, I ask that public comments be extended by at least 180 days so that there can be further detailed comment and analysis.

Sincerely,

Chris von der Lieth

Weehawken, NJ 07086

From: comment@hudsontunnelproject.com
Sent: Sunday, August 20, 2017 7:10 AM
Subject: Comment from Hudson Tunnel Project

The information below was received from the Hudson Tunnel Project website form:

E-Mail:

Title:

First name: Vinita

Last name: W

Company:

Address 1:

Address 2:

Town/city: Hoboken

State: Nj

Zipcode: 07030

Comment or question: Dear recipient,

The Hoboken weehawken site has a lot of children: infants and toddlers. This will impact their lungs and sleep cycles with construction traffic. Please can you consider changing the site location away from this area.

Comment Type: DEIS Comment - Air Quality

End of message



Hudson Tunnel Project

DEIS Public Hearing

August 10, 2017
Union City High School
2500 Kennedy Boulevard, Union City, NJ 07087

Please use this comment form to let us know your thoughts.

Name (required): Maurice Wells

Organization/Affiliation: _____

Street Address: _____

City: Allentown State: Penn. Zip Code: 18109

Email: _____

Comments: The building of the second Hudson River Tunnel must take place. In order for the current rail tunnel, that was damaged during Superstorm Sandy, to be repaired the new tunnel must be built and operational. To repair the current tunnel, without a new tunnel, would be disastrous not only for the Northeast region, but for the whole country. To maintain and also prepare for more expansion of commuter and intercity rail traffic into Penn. Station, funding for the new tunnel must be funded for this project.

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by August 21, 2017:

Email: comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsontunnelproject.com

For more information, please visit the project website at: www.hudsontunnelproject.com.

hudson tunnel

From: Whitney, Craig
Sent: Monday, August 21, 2017 3:09 PM
To: hudson tunnel
Subject: Hudson Tunnel - Hoboken/Weehawken station needed

To Whom It May Concern:

I am a Hoboken homeowner writing to express my frustration about the lack of a transit connection point for Hoboken/Weehawken residents in the current plan. A connection point would serve all of Hudson County – numerous NJ commuters flow through Hoboken, in addition to the local residents.

Without a transit connection point, local residents will bear the burden of a substantial portion of the construction and without any benefits. Please consider adding a transit connection point.

Thank you,
Craig Whitney

Frankfurt Kurnit Klein & Selz Disclaimer

This e-mail message, including any attachments hereto, is not intended or written to be used, and cannot be used, by a taxpayer to (i) avoid tax penalties, or (ii) promote, market or recommend a transaction or matter to another person. It is intended solely for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. Any use, disclosure, copying or distribution of this e-mail message or the attached files by anyone other than the intended recipient is strictly prohibited. If you have received this e-mail message in error, please notify the sender by reply e-mail or collect call to (212) 980-0120 and delete this e-mail message and attached files from your system. Thank you.

From: Jennifer Whitney

Sent: Tuesday, August 8, 2017 3:31:21 PM (UTC-05:00) Eastern Time (US & Canada)

To: hudson tunnel

Subject: Hudson Tunnel- add Hoboken/Weehawken connection!

I am a Hoboken homeowner and am writing to express my frustration about the lack of a transit connection point for Hoboken/Weehawken residents in the current plan. In addition to the local residents, a huge number of NJ commuters flow through Hoboken. A connection point would serve all of Hudson County. Local residents will also bear the burden of a substantial portion of the construction and will not reap any benefits if a transit connection point isn't added. Please consider adding a transit connection point.

Thanks,
Jennifer Whitney

From: Erika Wise
To: [hudson tunnel](#); [Kimberly von der Lieth](#)
Cc: [Robert Shiflet](#); trevor@hdsgrupp.com
Subject: Hudson Tunnel
Date: Monday, August 21, 2017 11:07:17 PM

To whom it may concern,

This Hudson tunnel project is already out of control and impacting my business. I work from home at 25 Hackensack and though construction has not even started there are trucks in and out of my street that are impacting my livelihood. I work out of my home so my business is impacted by my surrounding environment and health.

1. Large tandem construction dump trucks constantly on a residential street drive at all hours no matter what schedule they are on. Since the project has been public, large dump trucks are parked at the end of my street and they are constantly driving up and down at all hours of the day. I am on calls and in meetings in my home and no doubt my business will suffer and I will be subject to financial damages.
2. If the work hours are 7 am - 11 pm I will need to find alternate working arrangements that could cost me up to 1000+ per month
3. I need to sleep to be capable at my job and I am in bed by 10 pm nightly. The proposed construction hours for 8 years will again significantly impact my livelihood. I work from home and rely on a quiet and stable environment to maintain my job.
4. I am already experiencing dust and health issues due to the debris from the trucks driving up and down my street from just the boring tests that have been done, which likely indicates I may also have health issues as a result of this construction. As I am already experiencing health issues as a result of the construction. I will be seeking medical attention.
5. We are planning to move to another state for my boyfriends job- and now per consult of local realtors - my home value will be impacted for rental significantly and with the news of this now public I may not be able to rent my home at all resulting in a 4-5K loss per month.

Since Amtrak has many issues beyond just having a new track into NYC, I would hope they would engage more with the community to ensure our health, livelihood and home value is protected as part of this initiative. I am seeking counsel for myself and my neighbors to ensure we are protected during this proposed construction period.

Thank you,

Erika Wise
Global Client Partner
FICO



Hudson Tunnel Project

DEIS Public Hearing

August 1, 2017

Hotel Pennsylvania, Skytop Ballroom, 18th floor
401 7th Avenue at W. 33rd Street, New York, NY

Please use this comment form to let us know your thoughts.

Name (required): Jonathan Woolley
Organization/Affiliation: _____
Street Address: _____
City: Fort Lee State: N.J. Zip Code: _____
Email: _____

Comments: I would like to see through running between New Jersey or Orange County, N.Y. and Queens or Long Island (or The Bronx). This would alleviate some of the capacity issues at NY's Penn Station because the additional commuter trains going to/from West of Hudson points, by continuing to/from East of Hudson points, would alleviate the need for separate LIRR trains going to/from those points to take up platform space for loading or unloading at Penn Station.
Also, has the possibility of a connecting station with HBLR light rail been investigated?

Please leave this form with us today or submit by email or mail or via the project website to NJ TRANSIT by August 21, 2017:

Email: comment@hudsontunnelproject.com

Mail: Hudson Tunnel Project
c/o Fitzgerald & Halliday, Inc.
11 Hanover Square, 3rd Floor
New York, NY 10005

Project Website: www.hudsontunnelproject.com

For more information, please visit the project website at: www.hudsontunnelproject.com.

DEIS Public Hearing Transcripts

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Public Hearing – Session One

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FEDERAL RAILROAD ADMINISTRATION

&

NJ TRANSIT

-----X

HUDSON TUNNEL PROJECT

RE: DEIS PUBLIC HEARING

-----X

Hotel Pennsylvania

401 Seventh Avenue

New York, New York

August 1, 2017

3:16 p.m.

B E F O R E:

RJ PALLADINO,

Senior Program Manager

NJ TRANSIT

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A P P E A R A N C E S :

For the Federal Rail Administration:

Amishi Castelli

For AKRF:

Julie Cowing

Stephen Holley

Other Project Participants:

The Public

The Press

The Media

Nicole Ellis, Stenographer

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1 8/1/17 Hudson Tunnel Project Public Hearing

2 P R O C E E D I N G S

3 MR. PALLADINO: Good afternoon,
4 everyone.

5 Just before we get started, I'd
6 like to point out that we have our American
7 Sign Language translator up on stage and we do
8 have our Spanish language interpreter.

9 (Spoken in Spanish.)

10 MR. PALLADINO: Good afternoon.

11 On behalf of the Federal Railroad
12 Administration and NJ TRANSIT, I'd like to
13 welcome all of you here to the public hearing
14 on the Draft Environmental Impact Statement or
15 DEIS for the Hudson Tunnel Project.

16 My name is RJ Palladino. I'm the
17 Senior Program Manager for the Project for the
18 NJ TRANSIT.

19 For the record, this meeting is
20 part of the environmental review process for
21 the proposed Hudson Tunnel Project. For the
22 Project, the Federal Railroad Administration,
23 or FRA, and NJ TRANSIT have prepared a DEIS in
24 compliance with the National Environmental
25 Policy Act or NEPA. The DEIS was made

1 8/1/17 Hudson Tunnel Project Public Hearing
2 available to the public on July 7, 2017.

3 At this hearing, we're accepting
4 oral comments on the Project and the DEIS.
5 We're also accepting comments on the Draft
6 Section 4(f) evaluation, which is part of a
7 component of DEIS, and the related Section 106
8 of the National Historic Preservation Act.

9 In addition, we're taking comments
10 on the US Army Corps of Engineers project's
11 proposed permit in accordance with Section 404
12 of the Clean Water Act and Section 10 of the
13 Bridges and Harbor Act.

14 In just a moment, we'll provide a
15 short presentation on the Project. At the end
16 of the presentation, we'll provide information
17 on how you can provide comments on the
18 Project, and the comment period extends
19 through August 21, 2017.

20 With me today to the table, to my
21 right, your left, is Amishi Castelli with the
22 Federal Railroad Administration; Julie Cowing
23 with AKRF, one of our lead consultants for the
24 Project; Stephen Holley with AKRF, who will be
25 assisting and calling out speakers for the

1 8/1/17 Hudson Tunnel Project Public Hearing
2 meeting.

3 I'd also like to point out, in the
4 back of the room, we have Charles Ingoglia.
5 If you're here with the press and you have any
6 media related questions, we're happy to direct
7 them to Charles.

8 At this point, I'm going to turn
9 to the presentation.

10 So for outline of the
11 presentation, we'll talk about the purpose of
12 this meeting, the Project background and
13 alternatives, what the proposed project is,
14 talk about the Draft Environmental Impact
15 Statement as an overview, and then talk about
16 how we're going to run public comments.

17 The purpose of the public hearing
18 is to address the environmental analysis and
19 potential impacts of the Project. We'll
20 discuss and hear comments on proposed
21 mitigation to address those potential impacts.
22 And it's the opportunity for comments on the
23 Draft Environmental Impact Statement, the
24 Draft Programmatic Agreement for Section 106
25 Historic Preservation, and the proposed US

1 8/1/17 Hudson Tunnel Project Public Hearing
2 Army Corps of Engineers Section 404 and
3 Section 10 permits for the Project.

4 So just to talk for a moment about
5 what an EIS is. The National Environmental
6 Policy Act or NEPA, provides that before
7 providing funds or issuing a permit, federal
8 agencies must consider the environmental
9 impacts and effects of a project. This is
10 achieved by preparing the Environmental Impact
11 Statement or EIS for the Project.

12 To discuss the Project partners
13 that we have in the Project, we have Federal
14 Railroad Administration, the federal lead
15 agency for NEPA;

16 NJ TRANSIT, my organization, who
17 is the co-lead and local agency for NEPA;

18 We have Amtrak, who's working with
19 us in partnership for the Project design and
20 engineering;

21 And we have the Port Authority of
22 New York and New Jersey who's working the
23 Project coordination and development.

24 In terms of the need for the
25 Project, both tubes of the North River Tunnel,

1 8/1/17 Hudson Tunnel Project Public Hearing
2 that's the tunnel that's used by Amtrak and NJ
3 TRANSIT every day, were inundated during
4 Superstorm Sandy, the tunnel was closed for
5 five days. The tunnel is safe for use, but
6 the storm damage continues to create systems
7 and needs to be addressed.

8 And this can really only be
9 addressed by a comprehensive, long-term rehab
10 of North River Tunnel. And the issue that we
11 have is that the existing train service,
12 approximately 450 trains per day, must be
13 maintained while that reconstruction is
14 underway.

15 So our project purpose is to
16 preserve the current functionality of Amtrak's
17 Northeast Corridor by repairing the North
18 River Tunnel. We want to strengthen the
19 Northeast Corridor's resiliency and achieve
20 these improvements while maintaining
21 uninterrupted service.

22 Our project goals then translate
23 to improving service reliability and upgrading
24 the existing tunnel in a cost-effective
25 manner;

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2 Maintaining uninterrupted service
3 and making sure that these repairs happen as
4 quickly as possible;

5 Strengthening the Northeast
6 Corridor's resiliency to provide reliable
7 service across Hudson River, enhancing
8 maintenance and long-term operational
9 flexibility;

10 Not to preclude future
11 Trans-Hudson rail capacity expansion projects;

12 And minimize impacts to the
13 natural and built environment.

14 Through the alternatives
15 evaluation process, we looked at how we might
16 be able to develop a project that met those
17 goals and we looked at alternatives that were
18 explored during the prior Access to the
19 Region's Core project. We looked at
20 alternatives presented in the Project scoping
21 document and alternatives during scoping.

22 Through that process, we
23 identified a build alternative that meets the
24 purpose and need, which is to build a new
25 two-track tunnel connecting from just east of

1 8/1/17 Hudson Tunnel Project Public Hearing
2 the Secaucus Junction station in New Jersey to
3 Penn Station in New York and rehabilitating
4 the existing tunnel.

5 To discuss the Preferred
6 Alternative, it involves two new tracks on the
7 Northeast Corridor beginning, as I said, just
8 east of Secaucus Junction, going beneath --
9 close to the Palisades, underneath Hoboken and
10 the Hudson River, and then connecting to the
11 existing approach tracks that lead to Penn
12 Station New York.

13 There are three new ventilation
14 shafts/fan plants that are directly above the
15 tunnel. And when that work is done, when the
16 new tunnel and the new construction is done,
17 at that point, the rehabilitation of the
18 existing tunnel would begin.

19 When it is complete, we would have
20 increased operational flexibility for both
21 Amtrak and NJ TRANSIT.

22 This is a little bit of a better
23 map, shows you in a larger scale the metes and
24 bounds of the Project. Again, originating
25 from just east of Secaucus Junction through to

1 8/1/17 Hudson Tunnel Project Public Hearing
2 existing Penn Station New York.

3 Some of the areas where we would
4 have some significant project activity include
5 some of the construction staging locations.
6 We have locations that have been identified in
7 North Bergen off of Tonnelle Avenue, in
8 Hoboken at the Hoboken/Weehawken border, and
9 in New York on the West Side of Manhattan at
10 Block 675.

11 One of the questions that we get
12 often is: How does this project differ from
13 the prior ARC Project? There's a couple of
14 key differences:

15 One, the scope of the Project is
16 smaller. We're really talking about just
17 improving the track connections that we have
18 between Secaucus Junction and Penn Station New
19 York. That's the metes and bounds of the
20 Project, so it's a smaller footprint. As a
21 result, there are no loop tracks, no storage
22 yard.

23 We're going to be serving existing
24 Penn Station. There's no changes at Penn
25 Station. And we have a bit of a shallower

1 8/1/17 Hudson Tunnel Project Public Hearing
2 approach to Manhattan under the Hudson River,
3 again, 'cause we're going to be serving
4 existing Penn Station.

5 Common elements between the two
6 projects are the new service tracks
7 approaching the tunnel in New Jersey. That
8 approach is essentially the same as what we
9 had under ARC.

10 The new tubes beneath the
11 Palisades, Hoboken and the Hudson River, the
12 alignment is very similar to what we had under
13 ARC.

14 And really throughout all of New
15 Jersey, we're almost at exactly the same
16 alignment and depth.

17 So there's a lot of similarities
18 on that side, but because we're serving
19 existing Penn Station, the alignment does vary
20 a little bit here in New York.

21 At this point, I'm going to ask
22 Julie Cowing with AKRF to come up and talk in
23 broad overlay -- overview on the Draft
24 Environmental Impact Statement.

25 MS. COWING: Hi.

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2 At the end of June 2017, FRA and
3 NJ TRANSIT completed the Draft Environmental
4 Impact Statement or DEIS for the Hudson Tunnel
5 Project.

6 The purpose of the DEIS is to
7 evaluate impacts to the natural and human
8 environment that might occur because of the
9 Hudson Tunnel Project and identify measures to
10 reduce and avoid those impacts.

11 The DEIS compares the impacts of
12 the Preferred Alternative, which is the
13 proposed project, to the No Action
14 Alternative, which is what would happen if you
15 don't build the Project. The DEIS considers
16 the impacts during the Project's 11-year
17 construction period and the impacts when the
18 Project is complete.

19 The Hudson Tunnel DEIS was made
20 available for public review at the beginning
21 of July. After this public comment period,
22 all the comments received will be reviewed and
23 responded to, and the analyses in the EIS will
24 be revised as appropriate for the Final EIS,
25 which FRA will use in making its decision on

1 8/1/17 Hudson Tunnel Project Public Hearing
2 the Project, which is called the Record of
3 Decision.

4 The DEIS includes an analysis of
5 the full range of impacts on the community and
6 the natural environment. Most of the impacts
7 that are described would occur during
8 construction at and near the construction
9 sites for the Project, in the Meadowlands and
10 at the three staging areas that were on the
11 map that RJ showed you; North Bergen, Hoboken
12 and Weehawken, and New York City.

13 Once the Project is complete and
14 operational, train operations would be more
15 reliable and resilient. And the only notable
16 difference that you would be able to see is
17 the two above-ground fan plants; one in New
18 Jersey and one in New York.

19 The analysis of historic and
20 archaeological resources in the EIS was
21 conducted in accordance with Section 106 of
22 the National Historic Preservation Act, which
23 includes a process of consultation with the
24 State Historic Presentation Offices in New
25 York and New Jersey, and other parties with an

1 8/1/17 Hudson Tunnel Project Public Hearing
2 interest in historic properties.

3 The DEIS identifies adverse
4 effects to the North River Tunnel, the
5 existing train tunnel, which is a historic
6 resource as part of the Pennsylvania Railroad
7 system, and impacts to the New York Hudson
8 River bulkhead. The rehabilitation of the
9 existing tunnel would obviously result in
10 changes to the tunnel, which would cause
11 adverse effects to its historic qualities, and
12 the new tunnel beneath the Hudson River would
13 pass through the foundation of the Hudson
14 River bulkhead.

15 Mitigation to resolve these
16 adverse effects is set forth in a Draft
17 Programmatic Agreement, which is included in
18 the DEIS for public review.

19 The DEIS also includes a draft
20 evaluation in accordance with Section 4(f) of
21 the USDOT Act. Section 4(f) is the regulation
22 that protects parks, wildlife refuges, and
23 historic properties from being used or
24 impacted unless there's no feasible and
25 prudent way to avoid that impact.

1 8/1/17 Hudson Tunnel Project Public Hearing
2 The Hudson Tunnel Project's
3 impacts to the New York Hudson River bulkhead
4 is considered a use of a Section 4(f)
5 resource, and the draft evaluation concludes
6 there's no feasible prudent way to avoid that
7 because of the need for a relatively shallow
8 alignment to connect to Penn Station.

9 The Draft Programmatic Agreement
10 in the DEIS identifies measures to mitigate
11 that impact.

12 The DEIS was completed at the end
13 of June, as we said, which marks the beginning
14 of this public review process, and we're now
15 in the public comment period. The public
16 comment period will end on August 21st, and
17 after that, we'll prepare the Final EIS that
18 responds to the comments we receive. FRA will
19 issue its Record of Decision using that
20 information in the Final EIS and we expect
21 that will happen in spring 2018.

22 But when you look at the overall
23 project schedule, you can see that this
24 environmental review process is just the
25 beginning. After we finish in 2018, the

1 8/1/17 Hudson Tunnel Project Public Hearing
2 Project can receive its permits and property
3 can be acquired. And after that, construction
4 of the new tunnel will take about seven years.

5 When the new tunnel's complete,
6 train traffic can be shifted out of the old
7 tunnel one tube at a time and the old tunnel
8 can be rehabilitated. The rehabilitation will
9 take about four years. All together,
10 construction will be about 11 years with both
11 tunnels in operation in 2030.

12 MR. PALLADINO: Okay. Thank you
13 very much, Julie.

14 While NJ TRANSIT and FRA are the
15 sponsoring agencies for this EIS, you, the
16 public, are an essential part of the process.
17 Your comments will become part of the official
18 record as mandated as part of the federal
19 environmental process.

20 NJ TRANSIT and the FRA will review
21 all comments received, prepare a summary of
22 those comments, and responses to those
23 comments. They will be considered when we
24 develop the Final EIS, and as appropriate, any
25 adjustments to the analysis of the EIS.

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2 One thing, just to be clear, and a
3 couple things. As you're providing testimony,
4 one, we're not directly responding back. This
5 is your opportunity at this point to give us
6 feedback about the Project. It will be part
7 of the feedback that we provide to you as part
8 of the Final Environmental Impact Statement.

9 In addition, we may be looking
10 down at times because we're taking notes.
11 This is not us being inattentive, quite the
12 opposite. We want to make sure, outside of
13 the transcription that we have, that we're
14 getting the essence of what you're talking
15 about on any comments.

16 Not that all information submitted
17 on comments is subject to public release. For
18 example, names, addresses, e-mail addresses,
19 et cetera, unless otherwise stated by the
20 commenter. So it does go into an official
21 record and you should be aware, it will be on
22 the record.

23 There are a number of ways you can
24 comment on the Project. First, we do have the
25 DEIS available on the Project website,

1 8/1/17 Hudson Tunnel Project Public Hearing
2 www.hudsontunnelproject.com. You'll find a
3 page dedicated to the DEIS. We will be taking
4 public comments, as we've said a couple times,
5 through August 21st, where you can do so in
6 writing, you can do so at any one of the three
7 public hearings, including the one that we're
8 having today. And you can find more
9 information on the Project website.

10 We do have outlets for written
11 comments, where you can also submit these
12 comments by US mail, by e-mail or via the
13 Project website at
14 www.hudsontunnelproject.com, at any point
15 during the comment period.

16 And we have more detail on that
17 information at the back of the room at the
18 registration table.

19 Finally, I do want to stress that
20 all your comments are treated equally. You're
21 welcome to make comments -- oral comments here
22 for the record. But if you don't, the
23 comments are treated equally. If you submit a
24 letter, submit it via e-mail or the Project
25 website, all comments will be looked at and

1 8/1/17 Hudson Tunnel Project Public Hearing
2 looked at in their totality.

3 If you're speaking tonight, your
4 name will be called. We have a registration
5 in the back. If you haven't had an
6 opportunity and you do want to speak, just
7 sign up in the back and we'll get you slotted
8 in to speak.

9 Each speaker will be given three
10 minutes for your remarks, and our timekeeper
11 will alert you when you have 30 seconds left.
12 If you have additional comments, you can
13 submit them in writing to us here at the
14 hearing or at any time during the comment
15 period.

16 If you have a written copy of your
17 statement that you'd like to leave with us,
18 please hand it to the stenographer over to my
19 left.

20 At this point, this portion of the
21 meeting will last until 5:00 p.m. We'll then
22 convene for another session beginning at
23 6:00 p.m.

24 So we're going to run this through
25 Mr. Stephen Holley. He's going to call up the

1 8/1/17 Hudson Tunnel Project Public Hearing
2 first speaker. And, again, we'll progress
3 through the afternoon.

4 So thank you very much for coming
5 out. With that, I'm going to turn it over to
6 Steve.

7 MR. HOLLEY: Thank you, RJ.

8 Our first speaker will be Betty
9 Mackintosh.

10 And I'd like to remind all the
11 speakers to please state their name, and if
12 they're affiliated with the organization,
13 please state the name of the organization for
14 the record. And you'll be limited to three
15 minutes. I will wave a 30-second card up so
16 that you'll know when your time is nearing the
17 end.

18 MS. MACKINTOSH: Good afternoon.

19 My name is Betty Mackintosh. I'm
20 a member of Community Board 4 and co-chair of
21 the Chelsea Land Use Committee.

22 Community Board 4 is very pleased
23 that the Hudson Tunnel Project is advancing.
24 We have a number of concerns about the DEIS.

25 According to the DEIS, there are

1 8/1/17 Hudson Tunnel Project Public Hearing
2 two potential locations for the Twelfth Avenue
3 fan plant; the southeast corner of Twelfth
4 Avenue and West 30th Street or West 29th
5 Street east of Twelfth Avenue.

6 From the local perspective, the
7 location of the fan plant on West 29th might
8 be advantageous because it might not block the
9 views from the High Line; however, this
10 location might create further difficulties for
11 new development on Block 675, Lot 1. The pros
12 and cons of these two potential locations need
13 to be fully described.

14 For either location, the Twelfth
15 Avenue fan facility could be either oriented
16 vertically or horizontally. Illustrations of
17 the vertical orientation are only provided in
18 the DEIS. Illustrations of the lower
19 horizontal building in two potential locations
20 should be included as well.

21 We are glad that the design of the
22 fan plant is to be compatible with the New
23 York City Block 675 planning framework. The
24 DEIS states the design of visible elements of
25 the fan plant will be coordinated with New

1 8/1/17 Hudson Tunnel Project Public Hearing
2 York City Department of City Planning. We ask
3 that this coordination include Community
4 Board 4 and our local elected officials. The
5 community is very concerned about the
6 ventilation building not to block the southern
7 view from the High Line. The DEIS should
8 discuss the possible impacts on the view for
9 each of the potential fan facility designs.

10 The DEIS states that the fan plant
11 would not be out of context with the bulk or
12 height of the surrounding buildings, but only
13 references the very high Hudson Yards
14 buildings to the north. The DEIS statement
15 should be corrected to include the building
16 heights to the east and south, which are not
17 as high as those in Hudson Yards.

18 And we are concerned about the new
19 development on Block 675 because of the
20 seven-year delay of transfer of air rights
21 from the Hudson River Park. There would be a
22 loss of funds for development for the Park,
23 and the owners of Block 675 would have less
24 revenue due to construction delay, drop in
25 appraised value, construction noise, and

1 8/1/17 Hudson Tunnel Project Public Hearing
2 ongoing noise from the new vent facility.

3 MR. HOLLEY: Time.

4 MS. MACKINTOSH: Okay. Thank you.

5 (Applause.)

6 MR. PALLADINO: I will mention,
7 and you do have the option of using either.
8 We do have a microphone in the middle of the
9 audience or if you'd like to come up here for
10 your convenience and have the space to lay
11 stuff out, whatever works better for you.

12 MR. HOLLEY: Our next speaker will
13 be Barry Caro.

14 MR. CARO: Good afternoon. Thank
15 you for the opportunity to provide testimony
16 today on this crucial issue.

17 My name is Barry Caro, and I'm
18 here representing ReThinkNYC, a transportation
19 planning firm and think tank.

20 I'm here today on behalf of our
21 founder, Jim Venturi, to convey our absolute
22 support for building two new tunnels under the
23 Hudson River and rehabilitating the existing
24 North River Tunnels.

25 Phase 1 of the Gateway Program is

1 8/1/17 Hudson Tunnel Project Public Hearing
2 economically essential to the New York
3 Metropolitan region and to the broader
4 Northeast Corridor. Right now though, the
5 uncertainty surrounding funding for Gateway is
6 making it extremely difficult to make rational
7 long-term plans for the future of rail transit
8 along the Northeast Corridor.

9 Without Gateway, Penn Station
10 faces the certainty -- not a chance, but a
11 certainty -- of crippling closures when one or
12 both of the North River Tunnels need to be
13 taken out of service to repair the damage done
14 by Hurricane Sandy. That would be a
15 devastating blow to our regional economy and
16 the long-term economic competitiveness of New
17 York City, and it would be an entirely
18 preventable self-inflicted wound.

19 Once we know for certain that
20 these tunnels will be built, we look forward
21 to having a robust and respectful conversation
22 with our regional partners about the best way
23 to maximize the potential of those tunnels.
24 Part of that conversation should include some
25 of our own big ideas.

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2 We at ReThinkNYC believe that all
3 of Gateway west of Tenth Avenue, including the
4 portions not mentioned in this DEIS, are
5 necessary, and are prerequisites to our own
6 RUN proposal; to bring regional rail through
7 running to Penn Station as existing in our
8 peer cities around the world.

9 We strongly believe that through
10 running at Penn Station is the answer to our
11 long-term transportation needs. We believe
12 that at a fundamental level. What New York
13 City needs is not just better access to the
14 region's core, but to build infrastructure
15 that allows us to expand the region's core, in
16 the same way that Grand Central and Penn
17 Station did a century ago.

18 We're grateful to Amtrak and to
19 regional rail operators in the New York City
20 region for engaging with us in constructive
21 dialogue about our proposal, and about the
22 right way to gain the most out of Gateway and
23 the new Hudson Tunnels. We're certain that if
24 Phase 1 of Gateway is assured funding, we can
25 continue to have a measured, productive

1 8/1/17 Hudson Tunnel Project Public Hearing
2 exchange of ideas.

3 To conclude, when Robert Moses set
4 his vision of New York in concrete, he walked
5 us into an inadequate regional transportation
6 network that has persisted for generations.
7 Gateway can be the key that unlocks our
8 region's potential and begins to right those
9 wrongs. To do that, we must take the hardest
10 step, this first one: Build the new tunnels
11 or watch our region miss out on the
12 opportunity of the century.

13 Thank you.

14 MR. HOLLEY: Thank you.

15 (Applause.)

16 MR. HOLLEY: Our next speaker will
17 be Michael Replogle.

18 MR. REPLOGLE: Good afternoon.

19 My name is Michael Replogle. I'm
20 deputy commissioner for policy at the New York
21 City Department of Transportation.

22 I'm pleased to be here on behalf
23 of the City DOT and the City of New York to
24 express our strong support for the
25 Trans-Hudson Tunnel Project, a critical need

1 8/1/17 Hudson Tunnel Project Public Hearing
2 for this region as we build a new Hudson
3 Tunnel and refurbish the existing one.

4 As the Draft EIS points out, New
5 York City and New Jersey are economically
6 reliant on each other. Recent census data
7 indicate that almost 14 percent of the
8 Manhattan workforce is composed of New Jersey
9 residents, a number that's growing each year.
10 It's estimated that about 8 percent of all New
11 Jersey workers are commuters to Manhattan. A
12 large number of those employees come through
13 the Hudson River Tunnel.

14 In 2016 alone, Amtrak and New
15 Jersey Transit carried a combined 215,000
16 daily commuters on 450 trains between New
17 Jersey and New York. The importance of the
18 tunnel and the connection it provides can
19 hardly be overstated. If the existing tunnel
20 were forced to close before this project is
21 complete, it would result in a 75 percent
22 decrease in capacity, from 24 trains per hour
23 to as few as 6.

24 The Trans-Hudson Tunnel, along
25 with the Portal Bridge, represents the single

1 8/1/17 Hudson Tunnel Project Public Hearing
2 point of failure for approximately 10 percent
3 of the United States gross domestic product.

4 As the Project sponsors have
5 explained, failure of this project would have
6 dire consequences for the City, the region,
7 and the nation's economy. The expeditious
8 completion of this project is the only way to
9 avoid this nightmare scenario, and it's a down
10 payment on the future we want for our region.

11 At completion, this will double
12 capacity under the Hudson River for the next
13 generation of commuters traveling from growing
14 New Jersey communities to a thriving and
15 dynamic employment market here in New York
16 City.

17 For these reasons, New York City
18 commends the entire project team on the
19 tremendous work that has been done to date on
20 the planning and preliminary engineering
21 reflected in this Draft EIS. The City's
22 agencies are reviewing this document closely.

23 Moving forward, we intend to work
24 in partnership with the Project team to
25 minimize impacts on local communities, City

1 8/1/17 Hudson Tunnel Project Public Hearing
2 infrastructure and facilities, and
3 construction-related impacts, such as traffic
4 and noise.

5 We're grateful for the productive
6 and working relationship that the Project team
7 has developed with the City of New York,
8 ensuring the Project proceeds is responsive to
9 the needs the City and our constituents as
10 possible.

11 The City will submit written
12 comments on the DEIS and will identify any
13 specific areas where continued engagement
14 could help eliminate, minimize or mitigate
15 potential project impacts. We look forward to
16 this continued partnership and pledge our
17 ongoing assistance in facilitating the
18 advancement of this essential project.

19 Thank you very much.

20 (Applause.)

21 MR. HOLLEY: Our next speaker will
22 be Robert Hale.

23 MR. HALE: Good afternoon, and
24 thank you for the opportunity to comment.

25 The need for the Hudson Tunnel

1 8/1/17 Hudson Tunnel Project Public Hearing
2 Project has been apparent as long as I've been
3 riding the rails. To that end, the funding
4 needs to be secured now and we need to explore
5 ways to accelerate the pace of work.

6 I think that one of the points of
7 the purpose and need warrants reexamination.
8 The delivery of a full complement of service
9 throughout construction has the potential to
10 cause major cost and schedule risk.

11 Insistence on full service
12 preservation has undoubtedly delayed and
13 increased the cost of East Side Access. We
14 absolutely cannot afford a repeat of that
15 experience here.

16 I believe we should use this
17 summer service diversion as a template for the
18 years ahead. Although any disruption is
19 painful, the quiescence of the media after the
20 start of the summer's service changes speaks
21 to their relative success. Most commuters are
22 weathering the change well, and the work
23 interlocking is progressing, for once, on if
24 not slightly ahead of schedule.

25 It stands to reason that periodic

1 8/1/17 Hudson Tunnel Project Public Hearing
2 summer time or year-round diversion of traffic
3 will hasten the completion of the Hudson
4 Tunnel Project. In Penn Station, I suspect a
5 reduced load may enable construction crews to
6 start excavation through the Tenth Avenue
7 bulkhead to the Hudson Yards box earlier than
8 2024 as planned.

9 Furthermore, reduced traffic will
10 undoubtedly simplify tie-in work at the
11 conclusion of the Project. I note that it is
12 precisely this type of work, inherent
13 interlocking, that constitutes the critical
14 path for East Side Access.

15 Thinking bigger, I imagine that a
16 well publicized 18-month diversion of service,
17 partial diversion of service, could enable
18 both Hudson River tubes to be rehabilitated
19 simultaneously. Although service disruptions
20 are costly, so is every day that we muddle
21 along with the suboptimal railroad we have
22 now.

23 Moreover, I believe that Alignment
24 Alternative 3 warrants further examination.
25 Unlike Alternatives 1 and 2, it would not

1 8/1/17 Hudson Tunnel Project Public Hearing
2 displace any actively used buildings. The
3 site contemplated for the ventilation shaft in
4 Alternative 3 is currently a parking lot.
5 Alternative 3 would require around 180
6 easements, not much more than the 140 needed
7 for Alternative 4.

8 For a slightly increased
9 pre-construction risk compared to Alternative
10 4, Alternative 3 would build a shorter and
11 less curved tunnel, reducing cost and schedule
12 risk and cutting travel time for eventual
13 passengers. By EIS's own estimate, the
14 savings in construction risk have the
15 potential to offset the slightly increased
16 cost of line acquisition and easements many
17 times over.

18 The bottom line is, this tunnel is
19 needed now. Every possibility to speed up
20 construction -- simplified construction and
21 give crews more breathing room needs to be on
22 the table.

23 Thank you.

24 (Applause.)

25 MR. HOLLEY: Our next speaker will

1 8/1/17 Hudson Tunnel Project Public Hearing
2 be Scott Spencer.

3 And just a reminder, please, at
4 the beginning of your testimony, clearly state
5 your name and organizational affiliation if
6 you have one.

7 MR. SPENCER: Good afternoon. I'm
8 Scott Spencer with Empire State Gateway.

9 The need for safe and reliable
10 Trans-Hudson mobility between New Jersey and
11 New York is critical for the economic
12 viability of the region. The once in a
13 lifetime opportunity to build a new
14 Trans-Hudson link should choose the best
15 alternative based on cost and capacity to
16 serve the needs of New Jersey and New York for
17 the next 100 years.

18 However, as I stated in a
19 November 17, 2016 letter to the Project
20 office, which was never answered, the
21 Environmental Impact Statement to evaluate the
22 Hudson Tunnel project is flawed because it
23 failed to conduct a tradeoff analysis to
24 document and compare the cost, capacity, and
25 constructability of each alternative.

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2 The Preferred Alternative of
3 building two tracks and tunnels that connect
4 to existing Penn Station New York is also
5 fatally flawed because it will provide no
6 increase in transportation capacity for the
7 region. In the history of New York City, no
8 tunnel or bridge project for both rail and
9 highways has ever been completed without
10 increasing transportation capacity.

11 The Project stated purpose and
12 need that all alternatives must connect to the
13 existing Penn Station New York is arbitrary
14 and capricious. This requirement distorts the
15 evaluation of all alternatives and the
16 unbiased selection of an innovative,
17 cost-effective solution that provides
18 Trans-Hudson transportation capacity for the
19 next 100 to 200 years, without the constraints
20 of a 100-year-old platforms and tracks at Penn
21 Station. In fact, the Hudson Tunnel project
22 website stated that these platforms and tracks
23 are fully utilized during peak travel times
24 and no additional peak rail service can be
25 operated.

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2 Now, given the cost and complexity
3 of expanding Penn Station's limitations of the
4 100-year-old East River tunnels, it's unlikely
5 that additional station capacity will ever be
6 financed and built at Penn Station. This is a
7 mega project with mega flaws in cost, capacity
8 and capability.

9 At a time when infrastructure
10 needs in the New York region are so critical,
11 it's unacceptable to propose a multibillion
12 dollar transportation alternative that will
13 provide no improvements in capacity, service
14 and congestion relief.

15 For zero capacity increase,
16 taxpayers will face the 100 percent risk of
17 the Project's unknown cost. And, in fact, the
18 Project cost has increased several billions of
19 dollars since the Preferred Alternative was
20 selected. In the competition for limited
21 federal dollars, why should the USDOT fund
22 this project over other critical projects
23 nationwide that actually provide increased
24 capacity to reduce congestion?

25 Because of these flaws, I'm

1 8/1/17 Hudson Tunnel Project Public Hearing
2 requesting that the Preferred Alternative
3 recommendation be retracted and the EIS
4 scoping summary report be revised and reissued
5 to consider the cost, capacity and
6 constructability to manage the Empire State
7 Gateway alternatives that was proposed during
8 the alternatives process on May 26th.

9 As documented in the EIS record,
10 the Empire State Gateway provides a multimodal
11 transit solution for both buses and trains
12 between New Jersey and New York with an
13 innovative use of twin suspension bridges
14 using the air rights over the Hudson and East
15 River and air rights, at least, over 120 feet
16 above 38th and 39th Streets across Manhattan.

17 And more than half of the Project
18 can be privately financed and repaid from user
19 fees. This is something that I will
20 communicate to this project team once again
21 and copy of US Secretary of Transportation on
22 that.

23 Thank you.

24 (Applause.)

25 MR. HOLLEY: The next speaker is

1 8/1/17 Hudson Tunnel Project Public Hearing
2 George Haikalis.

3 MR. HAIKALIS: Good afternoon.

4 My name is George Haikalis. I'm
5 president of the Institute for Rational Urban
6 Mobility. IRUM is a New York City-based,
7 nonprofit working to reduce motor vehicle
8 congestion and improving the livability of
9 dense urban places.

10 IRUM fully supports initiatives to
11 expand Hudson River passenger and freight rail
12 tunnel capacity; however, IRUM finds the
13 current EIS segmented and seriously flawed and
14 suggests the following changes be made:

15 One, the geographic scope should
16 be expanded to include the full range of
17 options from the City of Newark to the City of
18 New York, including considerations of options
19 that would route new Hudson River Tunnels by
20 way of the Hoboken Terminal area.

21 Full consideration should be given
22 to all options, including the economic impact
23 of postponing or even eliminating the
24 replacement of the Portal Bridge. Routing the
25 new tunnels by way of the Hoboken Terminal

1 8/1/17 Hudson Tunnel Project Public Hearing
2 clearly should be included in one of the
3 options, and we'll be commenting on that
4 shortly in writing.

5 Manhattan Terminal options should
6 be considered in the EIS process, including
7 the direct Penn Station-Grand Central
8 connection. Studied and detailed in the
9 access to the Region's Core Project, the full
10 details of all options studied in that project
11 should be made available to the public as part
12 of the EIS and this project.

13 The advantages of this option
14 should be weighed against the serious adverse
15 impacts of expanding Penn Station to the south
16 with its substantial displacement of thousands
17 of employees and dozens of structures that
18 would have to be demolished in the blocks
19 south of Penn Station.

20 Linking west- of- Hudson commuters
21 employees with a concentration of office
22 buildings in East Midtown, which has been
23 approved to have been greatly expanded, would
24 make the new tunnel much more useful.

25 Our full written comments will be

1 8/1/17 Hudson Tunnel Project Public Hearing
2 sent to you shortly.

3 Thank you.

4 (Applause.)

5 MR. HOLLEY: Our next speaker will
6 be Steven Morrison.

7 MR. MORRISON: Good afternoon.

8 My name is Steven Morrison. I'm
9 president of the Coalition for the Northeast
10 Corridor.

11 We are a collection of companies,
12 universities and institutions located along
13 the Northeast Corridor between Washington and
14 Boston. And our purpose is to advocate for
15 sufficient federal funding for all of the
16 Project's identified by the Northeast Corridor
17 Commission as being necessary for improved
18 mobility, particularly passenger rail along
19 the Corridor.

20 The Coalition will be submitting a
21 letter with more detailed comments, but I
22 wanted to state for the record today our
23 strong support for the Hudson Tunnel Project,
24 our recognition of its criticality as a
25 linchpin for the entire Corridor, and in

1 8/1/17 Hudson Tunnel Project Public Hearing
2 particular, its impact and potential impact
3 going forward on the tens of thousands of
4 employees and their family members who live
5 and work along the Northeast Corridor as well
6 as the economic vitality of the Northeast
7 region.

8 We commend you for the work you've
9 done thus far and look forward to seeing this
10 project progress as rapidly as possible. And
11 we are committed to doing everything we can to
12 ensure that the appropriate level of federal
13 funding is in place to deliver the Hudson
14 Tunnel Project.

15 Thank you.

16 (Applause.)

17 MR. HOLLEY: Our next speaker will
18 be Santos Rodriguez.

19 MR. RODRIGUEZ: Good afternoon.

20 I am Santos Rodriguez. I'm here
21 to testify on behalf of the Building and
22 Construction Trades Council of Greater New
23 York and vicinity. I'm here to testify in
24 support of the Hudson Tunnel Project.

25 The Building and Construction

1 8/1/17 Hudson Tunnel Project Public Hearing
2 Trades Council is an organization of local
3 building and construction trades unions that
4 are affiliated with 15 international unions in
5 the North American Building Trades Unions.

6 Our local union affiliates
7 represent approximately 100,000 construction
8 workers. The Building Trade's mission is to
9 raise the standard of all living for all
10 workers, to advocate for safe work conditions,
11 and to collectively advance working conditions
12 for our affiliates, members, as well as all
13 workers in New York City.

14 The Building and Construction
15 Trades Council has long been a strong
16 proponent of infrastructure projects as a way
17 of sustaining and stimulating economic growth
18 as well as improving quality of life. We have
19 fully supported Governor Cuomo's plan to
20 update New York State's transportation
21 facilities and fully support the efforts to
22 redevelop and revitalize our State's
23 infrastructure.

24 The Hudson Tunnel Project is
25 another key infrastructure project that will

1 8/1/17 Hudson Tunnel Project Public Hearing
2 stimulate growth, create jobs, improve
3 transportation, and provide a more pleasant
4 experience for commuters and citizens.

5 As we have said before,
6 infrastructure projects like the Hudson Tunnel
7 Project are the types of win/win projects that
8 are crucial to growing our economy in a
9 short -- in the short- and long-term. The
10 Hudson Tunnel Project is a smart investment
11 that is estimated to create more than 72,000
12 jobs and \$19 billion in economic output over
13 11 years.

14 Additionally, this project will
15 provide crucial system support for
16 transportation in the Northeast Corridor,
17 where commuters and inner city passengers
18 currently make 200,000 trips daily.

19 We applaud the cooperation of all
20 stakeholders and elected representatives
21 involved in moving this project forward. The
22 Hudson Tunnel Project has earned support from
23 the US Department of Transportation, Federal
24 Railroad Administration, Federal Transit
25 Administration, and the Army Corp of Engineers

1 8/1/17 Hudson Tunnel Project Public Hearing
2 and the Building and Construction Trades
3 Council of Greater New York.

4 I thank you for the opportunity to
5 testify in support of this exciting project
6 that will continue to rebuild the
7 infrastructure of our region and revitalizing
8 the vital transportation needs. We ask to
9 approve this project.

10 Thank you.

11 (Applause.)

12 MR. HOLLEY: Our next speaker will
13 be Nick Martin representing Senator Schumer's
14 office.

15 MR. MARTIN: Hello, good
16 afternoon. I'm going to read a statement on
17 behalf of US Senator Chuck Schumer.

18 "The Hudson Tunnel Project and
19 larger Gateway Program is the most important
20 and pressing infrastructure project in the
21 country. A single 106-year-old, two-track
22 tunnel inundated with corrosive saltwater
23 during Hurricane Sandy, threatens to grind our
24 regional economy, representing 10 percent of
25 the nation's GDP, to the halt.

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2 "This tunnel provides 200,000
3 daily passenger trips, including both regional
4 commuters and long distance travelers, on the
5 Northeast Corridor from Maine to Virginia. If
6 this tunnel fails, tens of thousands of daily
7 commuters would be diverted, including more
8 cars and buses on our already congested
9 roadways, creating an economic and
10 environmental nightmare.

11 "The Project's urgency is clear,
12 and we're in a race against time as the tunnel
13 becomes less reliable every day. It is
14 welcomed news that the Environmental Impact
15 Study is proceeding at an expedited pace so we
16 can realize the clear environmental and
17 economic benefits of this project.

18 "Now, we must continue moving full
19 speed ahead, ensuring the lengthy reviews are
20 sped up and federal grant dollars are ready to
21 use.

22 "Along with my colleagues, I will
23 fight to make sure the federal government
24 meets the permitting deadline and delivers on
25 its financial commitments to keep the Hudson

1 8/1/17 Hudson Tunnel Project Public Hearing
2 Tunnel Project and Gateway Program on track.
3 There's simply no time to waste when it comes
4 to the countless jobs that depend on a safe
5 and functioning Hudson Tunnel.

6 "Thank you."

7 (Applause.)

8 MR. HOLLEY: Our next speaker will
9 be Michael Blaustein.

10 MR. BLAUSTEIN: I'm Michael
11 Blaustein with the Partnership for New York.

12 Thank you for the opportunity to
13 testify today in support of Phase 1 of the
14 Gateway Project.

15 The Partnership for New York City
16 represents the City's business leaders and
17 largest private sector employers. We work
18 together with government, labor and the
19 nonprofit sector to promote economic growth
20 and job creation in New York.

21 Each day the 100-year-old
22 deteriorating tunnels connecting New York's
23 Penn Station and New Jersey move more than
24 200,000 daily commuters into the busiest
25 transportation in the western hemisphere. But

1 8/1/17 Hudson Tunnel Project Public Hearing
2 the infrastructure in place is already
3 strained, and we're experiencing how an
4 expanding population and an economy being
5 stifled by inadequate infrastructure.

6 The urgent improvements needed to
7 maintain cross Hudson access are evidence that
8 we need the Gateway Project and the North
9 River Tunnels cannot handle the 100 percent
10 ridership increase we expect to see by 2040
11 without major investment.

12 Neglect has proven costly and
13 disruptive for the region's economy. For each
14 hour of delay on NJ TRANSIT, employers in New
15 York City incur \$534 million in losses. The
16 New York business community considers Gateway
17 our top priority infrastructure project. It
18 will provide essential connectivity between
19 the global, financial and commercial center in
20 New York City with the rest of America.

21 Thank you for the opportunity to
22 testify today.

23 (Applause.)

24 MR. HOLLEY: Our next speaker will
25 be Kevin Kelly.

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2 MR. KELLY: Good afternoon.

3 My name is Kevin Kelly. I'm a
4 business rep for Local 46, the Metallic
5 Lathers Union. We're part of the Reinforcing
6 Ironworkers in the City of New York.

7 This project with the Northeast
8 Corridor is essential to not only all New
9 Yorkers, but all the people in the entire
10 Northeast.

11 We've seen what happened when
12 Hurricane Sandy came, how many people were
13 displaced, how much turmoil, how many people
14 were late, couldn't come to and from work
15 safely.

16 It's over 100 years, these tunnels
17 were built. It is time to do something that
18 will take care of New York State and New
19 Jersey for the next 100 years.

20 I am 54 years old. I have two
21 children of my own. I am a grandfather. I
22 have been in the construction industry over 30
23 years. Local 46 has 1,700 members that live
24 and work in our region. It is essential to
25 them and the 450 apprentices that are

1 8/1/17 Hudson Tunnel Project Public Hearing
2 currently enrolled in our New York State
3 Apprentice Program to afford them the
4 opportunity not only to have a job, but to
5 have a good job. A job that pays benefits,
6 that has a pension plan, that provides
7 scholarship funds to educate our children.

8 I ask you: What is the price if
9 we do not go forward? Where are those
10 children going to be in the future? Even when
11 we work two jobs, with two parents working in
12 a household, we struggle each and every day to
13 get to and from work and to provide housing
14 and food and education for our families.

15 With me here today, we don't have
16 a lot of degrees. There's a couple of my
17 members right here. Although they are hard
18 working and intelligent and love their
19 families, we need this project to go forward.

20 I take into consideration all the
21 comments that were made by the people that are
22 here. And I encourage you to speak out,
23 Community Board 4, to all our elected
24 officials. The time is now not to do studies.
25 The time now is to build and to take care of

1 8/1/17 Hudson Tunnel Project Public Hearing
2 the residents of this great state and the over
3 50 million people that visit this city, the
4 beacon to the world that visit here each and
5 every year.

6 Thank you.

7 (Applause.)

8 MR. HOLLEY: Our next speaker will
9 be Zev London.

10 Zev London?

11 (No response.)

12 MR. HOLLEY: Our next speaker
13 after that is Albert Papp Junior.

14 MR. PAPP: Good afternoon.

15 My name is Albert Papp Junior.

16 I'm a Council member for the 30,000 National
17 Association of Relative Passengers,
18 headquartered in Washington, D.C.; and I'm one
19 of the seven directors of the New Jersey
20 Association of Railroad Passengers, comprising
21 about 300 members in the State of New Jersey.

22 We definitely support the
23 construction of the new Trans-Hudson rail
24 tunnels. Please understand that this is only
25 the first tip of the iceberg in building,

1 8/1/17 Hudson Tunnel Project Public Hearing
2 constructing and operating what Amtrak is
3 calling the Gateway Project.

4 By itself, these tunnels will only
5 act to substitute for the current 107-year-old
6 ex-Pennsylvania Railroad tunnels.

7 We're also asking that the new
8 Trans-Hudson rail tunnels be constructed with
9 a proper cross section to allow Amtrak's
10 double-decker superliner equipment to access
11 New York City. One of Amtrak's most
12 successful trains is the Auto Train between
13 Lorton, Virginia and Sanford, Florida.

14 They'd love to bring that train up
15 into New York because the market that it would
16 tap would be humongous. People wouldn't have
17 to drive to Lorton, Virginia. They could get
18 on the train in the Hackensack Meadows, sit
19 back and relax and go all the way to Florida.
20 But this means that the equipment needs to get
21 through the new Hudson River Tunnel. So
22 please look at the cross section.

23 Another thing we like to suggest
24 is that the termination of the tunnels, both
25 in New York and New Jersey, be examined as to

1 8/1/17 Hudson Tunnel Project Public Hearing
2 how they will fit in with the existing
3 infrastructure. I've been a member of the
4 Regional Citizens Committee of ARC since its
5 inception in '95.

6 The keystone of that project was a
7 connection between Grand Central and Penn
8 Station. As we speak, the Elizabeth line in
9 London, Crossrail 1 is being completed.
10 Crossrail 2 is now on the drawing boards.
11 Other cities in the world have trans-city rail
12 connections.

13 The original ARC project wanted to
14 connect Connecticut, New York and New Jersey
15 to have interregional service, but the
16 keystone of this project is the connection
17 between Penn Station and Grand Central.

18 So please don't neglect studying
19 that along with the new Trans-Hudson Tunnels.

20 Thank you for your attention.

21 (Applause.)

22 MR. HOLLEY: Our next speaker will
23 be Felice Farber.

24 MS. FARBER: Good afternoon.

25 I'm Felice Farber, senior director

1 8/1/17 Hudson Tunnel Project Public Hearing
2 of Policy and External Affairs for the General
3 Contractors Association of New York. We
4 represent the heavy civil and public works
5 transportation and infrastructure contractors
6 in the New York Metropolitan area.

7 We're here today to heartily
8 endorse and lend our support for the Preferred
9 Alternative for the Hudson River Tunnels
10 Project as envisioned in the Draft EIS.

11 The Project is an undertaking
12 that's not only a long time in coming, but one
13 that could be argued as more than a century
14 overdue. We say this because at the very same
15 time, two original North River Tunnels were
16 being completed to access Penn Station from
17 New Jersey, and points south in 1910, four
18 East River Tunnels were being completed to
19 access Penn from Long Island and points north.

20 While the North River tunnels
21 might have been able to handle the capacity
22 needs of the day in the first decade of the
23 20th century, they never benefited from the
24 flexibility, redundancy and capacity that the
25 four eastbound tunnels provided.

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2 The proposed Hudson River Tunnel
3 Project will finally address this inequity and
4 will help address what's become the most
5 troubling chokepoint in the busiest
6 transportation rail corridor in the country.

7 Beyond long-term redundancy,
8 reliability and expanded capacity in the
9 short-term, Hudson River tunnels will allow
10 Amtrak and NJ TRANSIT passenger rail service
11 to continue unabated while critically
12 important repair work is performed on the
13 existing North River Tunnels which were
14 severely damaged by Superstorm Sandy in late
15 2012.

16 Prior to that devastating event,
17 the GCA was already the leading voice in
18 making the case to advance new Hudson River
19 tunnels to allow the already deteriorating
20 100-year-old tunnels to be repaired. In fact,
21 in early 2012, the GCA established a Gateway
22 Strategic Planning Group to explore ways to
23 finance and construct such tunnels.

24 Later that year, with the Regional
25 Plan Association, we sponsored Crossing the

1 8/1/17 Hudson Tunnel Project Public Hearing
2 Hudson, which helped rekindled public interest
3 in the project. And we've been working with
4 our congressional delegation, USDOT, as well
5 as Amtrak to preserve the right-of-way for the
6 construction of the Tunnel Box in Hudson
7 Yards, and to find the resources to advance
8 the Project.

9 Ironically, while Sandy damage
10 exponentially increased the deterioration of
11 the existing tunnels, it simultaneously
12 underscored the urgency to construct new
13 Hudson River tunnels before the existing
14 infrastructure fails and cripples the central
15 point of the Northeast Corridor.

16 With over 450 trains a day using
17 the existing tunnel, taking even one of the
18 two existing tubes out of service for repairs
19 would reduce total capacity under the Hudson
20 by 75 percent. This would not only impact
21 hundreds of thousands of daily Amtrak and NJ
22 TRANSIT rail customers, but would paralyze
23 roads and bridges and overburden parallel
24 transit lines and ferries throughout the
25 northeast.

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2 Accordingly, this project must
3 move forward as quickly as possible. There's
4 truly no time to procrastinate.

5 Thank you again for the
6 opportunity to comment.

7 (Applause.)

8 MR. HOLLEY: Our next speaker is
9 Christopher Fitzsimmons.

10 MR. FITZSIMMONS: Thank you to the
11 Committee for allowing me to speak today on
12 the Hudson Tunnel Project.

13 My name is Christopher
14 Fitzsimmons. I'm secretary treasurer for
15 Local 147 New York City Sandhogs. I represent
16 1,000 members locally. We're part of a larger
17 organization, Laborers International Union of
18 North America, which represents 400,000
19 members nationwide, with the heavy
20 concentration in New York, New Jersey and
21 vicinity.

22 Our entire organization is in
23 favor of the Hudson Tunnel Project to provide
24 the necessary redundancy to ensure safe travel
25 and -- safe and efficient travel along the

1 8/1/17 Hudson Tunnel Project Public Hearing
2 Northeast Corridor so that the repairs can be
3 made to the existing underwater crossings that
4 are approaching the end of their expected
5 service life.

6 In addition, this project would
7 have several positive effects on the region,
8 including but not limited to: Good paying
9 jobs, reduced greenhouse gas emissions,
10 increased productivity, and increased property
11 values in both New York and New Jersey and the
12 surrounding areas.

13 The benefits of this project far
14 outweigh the negative impacts, if any. I'd
15 like to thank the committee for allowing me to
16 speak today. We have skilled workers that are
17 ready to get to work on this project and we
18 can bring it in on time and ahead of schedule.

19 (Applause.)

20 MR. HOLLEY: Our next speaker is
21 Tony Simone.

22 MR. SIMONE: Good afternoon.

23 My name is Tony Simone. I'm
24 director of External Affairs for Friends of
25 Hudson River Park.

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2 While in theory, we support the
3 Project, we have several concerns of the
4 possible adverse effects on the Park.

5 First, let me tell you a little
6 about Friends of Hudson River Park. We're the
7 charitable organization, the exclusive
8 fundraising and advocacy arm of the Park. Our
9 mission is to provide financial opportunities
10 for the local community to participate in
11 care, enhancement and growth of the Park,
12 which is not completed.

13 While the DEIS includes the
14 description of impacts that would be caused by
15 future construction operating requirements of
16 this project, there are a number of areas that
17 are not sufficiently analyzed or adequately
18 addressed.

19 As outlined in the Hudson River
20 Park app, the Hudson River Park is financially
21 self-sufficient and operates without the New
22 York City, New York State Parks Departments.
23 It's a water area in the New York State
24 designated estuarium sanctuary.

25 Also, a non-tourism heliport is

1 8/1/17 Hudson Tunnel Project Public Hearing
2 permitted to use and generates significant
3 revenue towards the Park's operations and
4 maintenance. Air rights may be transferred
5 and sold from the Park to the adjacent block
6 on the opposite side of West Street, and the
7 proceeds become the property of the Trust as a
8 matter of New York State and New York City
9 policy.

10 All the aspects of the Park I just
11 listed have the potential to be disrupted by
12 various elements of Hudson Tunnel Project.
13 Therefore, we feel the future EIS should more
14 fully discuss the effects on the Park and
15 their existence by law in the Hudson River
16 Park Act.

17 One particular area of concern
18 is Block 675 and the potential of disrupting
19 and delaying construction of developers, which
20 would, in essence, stop resources from going
21 to the Hudson River Park Trust, and using
22 those monies and funds to complete the Park
23 north of 29th Street.

24 The Trust is already in
25 discussions with owners of Block 675 regarding

1 8/1/17 Hudson Tunnel Project Public Hearing
2 the transfer of development rights and we
3 expect to receive revenue from two of three
4 affected properties as early as 2018, absent
5 the tunnel project.

6 Not only will the value of
7 construction in the Park be impacted, but on
8 the portion of Block 675 where the proposed
9 Twelfth Avenue fan plant would be located, the
10 Park's future air right sales to that portion
11 of the block would almost certainly be delayed
12 for as much as a decade or more during the
13 duration of tunnel construction. That's why
14 we look for -- the opportunity costs to the
15 Park as being significant is not addressed in
16 the DEIS.

17 Also, the financial and physical
18 impacts of the Project on the heliport, from
19 which the Park collects occupancy fees, is not
20 accurately addressed.

21 In terms of park area restoration
22 following the Project construction that
23 impacts the Park, the length and time for the
24 future finished park and heliport are delayed
25 due to the Project must also be considered.

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2 Not to mention, the project would affect bike
3 lanes, where folks jog, walkways. All this,
4 we feel must be further analyzed.

5 And one last point also, we feel
6 that there should be an independent
7 organization that studies the impact on the
8 bulkhead, which the Hudson River Park Trust is
9 responsible for maintaining. And the cost if
10 the bulkhead is effected by the Hudson River
11 Park tunnel construction.

12 So in theory, we support the
13 tunnel and the need for it, but feel many of
14 these things I've just mentioned should be
15 addressed and adequate research should be
16 attained to help alleviate any adverse
17 negative impacts on the beautiful park that we
18 always wanted on the West Side.

19 MR. HOLLEY: Our next speaker will
20 be Alice La Brie.

21 MS. LA BRIE: I am Alice La Brie.
22 I live in Harlem on the west bank of the
23 Harlem River built over the No. 3 subway air
24 rights, which makes possible that my
25 developments plan add gardens, a powerful

1 8/1/17 Hudson Tunnel Project Public Hearing
2 boating block, can be on HBD middle-income
3 co-op. And I've been there beginning -- first
4 person in my apartment since 1967.

5 My quick comments are, when I was
6 here last time, I asked where was an exhibit
7 about security. I'm former US Department of
8 State Foreign Service, and security is always
9 a big issue for me.

10 And in closing, I thought I read
11 something about having to consider PPI for
12 funding, and I don't even want to say if that
13 happens. I only want American-owned and
14 operated participants. And in keeping with my
15 president, Donald Trump, focus to make America
16 great again.

17 So I want to thank all of you
18 involved for your service to the United States
19 of America.

20 Thank you.

21 (Applause.)

22 MR. HOLLEY: And we'll recall Zev
23 London.

24 Is Mr. London in the room?

25 (No response.)

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2 MR. HOLLEY: Okay. So those are
3 all the people that have filled out comment
4 cards. So if anyone would like to make a
5 comment on the record, they can please come
6 forward and we're happy to take you.

7 MR. PALLADINO: What I would
8 suggest is, we'll take a short break, but
9 we'll keep the comment period open. If we
10 have anybody else who does want to testify,
11 just please fill out a comment card and we'll
12 be happy to accommodate you up until 5:00 and
13 then we'll reconvene at 6:00.

14 So thank you very much and we
15 appreciate you coming out today.

16 Thank you.

17 (Whereupon, there was a pause in
18 the proceedings from 4:21 p.m. to 4:31 p.m.)

19 MR. HOLLEY: Ladies and gentlemen,
20 we're going to reconvene.

21 The next speaker is James Tripp.

22 MR. TRIPP: How do you do
23 officials, members of the audience. My name
24 is Jim Tripp. I'm senior counsel of the
25 Environmental Defense Fund, a national, and

1 8/1/17 Hudson Tunnel Project Public Hearing
2 now increasingly international, environmental
3 organization which is celebrating its 50th
4 anniversary this year.

5 Environmental Defense Fund, that's
6 the name of it.

7 Like other environmental
8 organizations, in this day and age, we're
9 intensely interested in the efficiency with
10 which energy is used and reducing emissions of
11 carbon dioxide. And the public rail
12 transportation system that we have here is
13 probably the best example in the United States
14 of an efficient way of moving large numbers of
15 people around, both for the Amtrak system, NJ
16 TRANSIT, Long Island Railroad and Metro-North,
17 and the subway stations in this region.

18 The construction of this new
19 tunnel under the Hudson River, in my view, is
20 the most important transportation
21 infrastructure project in the United States.
22 It will benefit more people than any other
23 comparable project.

24 Everyone here knows the damage
25 that was done to the existing tunnels and the

1 8/1/17 Hudson Tunnel Project Public Hearing
2 catastrophe that would occur if those tunnels
3 had to be shutdown, the existing -- either one
4 or both of the existing tubes. The
5 catastrophe would be economic, but it will
6 also be environmental in terms of the choices
7 that people would be forced to make to move
8 around.

9 So the question is: How quickly
10 can this new tunnel be designed and built?
11 Which means it has to be financed, and that is
12 the big question: How is it going to be paid
13 for?

14 I think the end date, the
15 projected end date, is 2026, nine years from
16 now. This is a very big complex project, but
17 if there's anything at all that can be done to
18 speed up and accelerate the completion of this
19 new tunnel, we would encourage that.

20 In terms of the financing, we can
21 hope that a significant portion of the funding
22 will come from the federal government. And we
23 all have to work to make sure that that
24 happens, but that may be more of a challenge
25 than it would have been at some point in the

1 8/1/17 Hudson Tunnel Project Public Hearing
2 past. Otherwise, the funding is going to have
3 to come from the two states, maybe partially
4 from the City of New York, which means we all
5 are going to end up paying for it.

6 And I think we all have to be
7 willing to think about how that's going to be
8 done, in terms of raising the gasoline tax or
9 other transportation-dedicated fees so this
10 can be done. This is all happening the same
11 time there are huge demands on the
12 transportation budgets in both states of New
13 York and New Jersey, but this tunnel has to be
14 viewed now as a centerpiece for that.

15 So we strongly support what Amtrak
16 is doing and what the states are doing in
17 terms of supporting the expeditious design and
18 construction of this tunnel project. We will
19 do everything we can to make sure that it
20 takes place expeditiously.

21 We hope the federal government
22 will be wise enough to see that this is a very
23 important national investment. Its utility to
24 the future on this city and Northern New
25 Jersey is of paramount importance.

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2 Thank you.

3 (Applause.)

4 MR. PALLADINO: At this point, we
5 do not have any additional speakers listed for
6 comments. Again, we'll keep the session open
7 until 5:00 p.m. for comments during this
8 session.

9 Thank you very much.

10 (Whereupon, there was a pause in
11 the proceedings from 4:36 p.m. to 5:01 p.m.)

12 MR. PALLADINO: Okay. I don't
13 believe anybody presently is waiting for more
14 speakers. We don't have anybody signed up.
15 We will be reconvening the public hearing for
16 6:00 p.m., this evening, with a presentation
17 at 6:15.

18 Thank you very much for coming out
19 and have a good day.

20 (Time noted: 5:02 p.m.)

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	61:25	Again (7) 10:24;12:3;21:2; 37:20;56:5;62:16; 67:6	47:20;56:18;62:15, 19	ARC (5) 11:13;12:9,13;52:4, 13
\$	addition (3) 5:9;18:9;57:6	against (2) 39:14;45:12	American (2) 4:6;42:5	archaeological (1) 14:20
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08/01/2017
Public Hearing – Session Two

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FEDERAL RAILROAD ADMINISTRATION

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NJ TRANSIT

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HUDSON TUNNEL PROJECT

RE: DEIS PUBLIC HEARING

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Hotel Pennsylvania

401 Seventh Avenue

New York, New York

August 1, 2017

6:15 p.m.

B E F O R E:

RJ PALLADINO,

Senior Program Manager

NJ TRANSIT

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A P P E A R A N C E S :

For the Federal Rail Administration:

Amishi Castelli

For AKRF:

Julie Cowing

Stephen Holley

Other Project Participants:

The Public

The Press

The Media

Nicole Ellis, Stenographer

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1 8/1/17 Hudson Tunnel Project Public Hearing

2 P R O C E E D I N G S

3 MR. PALLADINO: Good evening,
4 everyone. Before we begin, I'm going to point
5 out that we have translation services
6 available for American Sign Language and for
7 Spanish language interpreters.

8 (Spoken in Spanish.)

9 MR. PALLADINO: So, again, good
10 evening, and thank you for coming.

11 On behalf of the Federal Railroad
12 Administration and NJ TRANSIT, I'd like to
13 welcome you all to the public hearing on the
14 Draft Environmental Impact Statement for the
15 Hudson Tunnel Project.

16 My name is RJ Palladino. I'm
17 Senior Program Manager for NJ TRANSIT for this
18 project.

19 For the record, this meeting is
20 part of the environmental review process for
21 the project.

22 The Federal Railroad
23 Administration, or FRA, and NJ TRANSIT have
24 prepared a Draft Environmental Impact
25 Statement in compliance with the National

1 8/1/17 Hudson Tunnel Project Public Hearing
2 Environmental Policy Act or NEPA. This DEIS
3 was made available to the public on July 7,
4 2017.

5 At this hearing, we're accepting
6 all comments on the project and the DEIS.
7 We're also accepting comments on the Draft
8 Section 4(f) evaluation, which is a component
9 of the DEIS, and related Section 106 Historic
10 Preservation Act.

11 In addition, we're taking comments
12 on the Army Corps of Engineers project's
13 proposed permits in accordance with
14 Section 404 of the Clean Water Act and
15 Section 10 of the Bridges and Harbor Act.

16 In a few minutes, we'll provide a
17 short presentation on the project. At the end
18 of the presentation, we'll provide the
19 information on how you can provide comments on
20 the project. The comment period is open
21 currently and will run through August 21st.

22 Joining with me here today to
23 listen to comments, we have Amishi Castelli
24 from the Federal Railroad Administration,
25 Julie Cowing with AKRF, and Stephen Holley from

1 8/1/17 Hudson Tunnel Project Public Hearing
2 AKRF. AKRF is the consultant team who's
3 working on the environmental document and will
4 be here to assist us this evening. Charles
5 Ingoglia is in the back of the room. If
6 anybody has press media questions, please see
7 Charles.

8 We'll now start with a brief
9 presentation on the project.

10 So to give you a sense of what
11 we're doing today, the outline of the
12 presentation is to talk about the purpose of
13 the project, the background and alternatives
14 that were considered, what the proposed
15 project is, the Draft Environmental Impact
16 Statement, or DEIS, and how we're going to run
17 the public comment portion of the meeting.

18 The purpose of the public hearing
19 is to address the environmental analysis and
20 potential impacts of the project, to discuss
21 and hear comments on mitigation to address
22 those potential impacts, and an opportunity
23 for comments on the Draft Environmental Impact
24 Statement, the Draft Programmatic Agreement
25 for Section 106 Historic Preservation, and the

1 8/1/17 Hudson Tunnel Project Public Hearing
2 proposed permits with the Army Corps of
3 Engineers for Section 404 and Section 10.

4 To talk a little bit about why
5 we're doing this and how we're doing this, the
6 National Environmental Policy Act, or NEPA,
7 requires that before providing funds or
8 issuing a permit, federal agencies must
9 consider the environmental effects of
10 projects. This is achieved by preparing the
11 Environmental Impact Statement for the
12 project, and we're presenting the Draft
13 Environmental Impact Statement for comments
14 this evening.

15 Our project partners are the
16 Federal Railroad Administration, who's the
17 lead federal agency for NEPA; NJ TRANSIT,
18 who's the co-lead local agency for NEPA;
19 Amtrak, who's responsible for design and
20 engineering; and the Port Authority of New
21 York and New Jersey, who's responsible for
22 project coordination and development.

23 To talk about some of the need for
24 the project, both tubes of the existing North
25 River Tunnel, that's the tunnel that's used by

1 8/1/17 Hudson Tunnel Project Public Hearing
2 Amtrak and NJ TRANSIT on a daily basis into
3 New York into Penn Station, were inundated
4 during Superstorm Sandy. It was closed for
5 five days. The tunnel is safe for use, but
6 the storm damage continues to create tunnel
7 systems. Long-term, that storm damage can
8 only be addressed through the comprehensive
9 reconstruction of the tunnel. And we have to
10 do that in the framework of an existing train
11 service of approximately 450 trains per day
12 that we need to maintain throughout the
13 development of the project while this
14 reconstruction is underway.

15 So our project purpose is to
16 preserve the current functionality of the
17 Northeast Corridor by repairing the North
18 River Tunnel, strengthening the Northeast
19 Corridor resiliency, and achieve these
20 improvements with uninterrupted service on the
21 rail side.

22 Our project goals, therefore, are
23 to improve service reliability and upgrade the
24 existing tunnel in a cost-effective manner;

25 Maintain uninterrupted Northeast

1 8/1/17 Hudson Tunnel Project Public Hearing
2 Corridor service and make sure that rehab
3 happens as soon as possible;

4 Strengthen the Northeast
5 Corridor's resiliency to provide reliable
6 service across the Hudson River and that
7 facilitates long-term infrastructure
8 maintenance and operating flexibility;

9 Not to preclude each of the
10 Trans-Hudson investments, many projects are
11 out there right now. We want to make sure
12 this project dovetails into those projects;

13 And then, finally, mitigate
14 impacts on both the natural and built
15 environment.

16 During the project process, we
17 went through an alternatives evaluation
18 process looking at a couple different ideas
19 that we could look at for how we could address
20 these needs.

21 One we started with, was to look
22 at the prior Access to the Region's Core
23 project and look at alternatives from that
24 project. We had alternatives that we brought
25 into the project scoping process, and we

1 8/1/17 Hudson Tunnel Project Public Hearing
2 received suggestions during the project
3 scoping for additional alternatives to be
4 considered.

5 Emerging out of that process, we
6 identified one build alternative that meets
7 purpose and need, to construct a new two-track
8 tunnel that runs just east Secaucus Junction
9 in New Jersey to the existing Penn Station in
10 New York, and then the rehab of the existing
11 tunnel.

12 In a little more detail, two new
13 tracks on the Northeast Corridor in Secaucus,
14 just east of the station, going beneath the
15 Palisades, underground under Hoboken and the
16 Hudson River, and then connecting to the
17 existing approach tracks that lead into the
18 Penn Station New York.

19 There will be three ventilation
20 shafts and fan plants directly above the new
21 tunnel, and rehabilitation of the existing
22 tunnel would be taken on once the new tunnel
23 is complete, when both the existing new
24 tunnels are in service and will provide
25 increased operational flexibility for both

1 8/1/17 Hudson Tunnel Project Public Hearing
2 Amtrak and NJ TRANSIT.

3 As a little bit of a better view
4 of the project area, again, highlighting the
5 project area where we would have some service
6 tracks as we move east from Secaucus Junction
7 at the point where you see the orange line
8 pick up is where we would be underground in
9 the tunnel, and arriving in Manhattan
10 approaching existing Penn Station.

11 Some points of activity that we've
12 identified for the project include project
13 staging areas in North Bergen off Tonnelie
14 Avenue, in Hoboken at the Hoboken/Weehawken
15 border, and in Western Manhattan at Block 675
16 between 29th and 30th Street.

17 One of the questions that we get
18 often with this project is: How is it
19 different than the ARC project?

20 One of the key differences -- I'm
21 going to go a little out of order.

22 First, is that it serves existing
23 Penn Station, so there's no changes to Penn
24 Station with this project. It would serve the
25 existing Penn Station.

1 8/1/17 Hudson Tunnel Project Public Hearing

2 As a result of the smaller project
3 area, which is basically just between Secaucus
4 and Penn Station New York, some of the
5 elements that were in the ARC project are not
6 part of this project that would include the
7 loop tracks and storage yard.

8 And one of the other differences
9 is that because we're serving existing Penn
10 Station, we have a shallow approach. We're
11 not as deep in the Hudson River as we approach
12 the Manhattan bulkhead, and we have to deal
13 with that as one our project aspects.

14 There are some similarities, we've
15 been able to leverage a lot of the work that
16 was done in the past. We're looking, again,
17 at two surface tracks approaching the tunnel
18 portal in New Jersey. There are two new tubes
19 beneath the Palisades, Hoboken and Hudson
20 River. And our alignment and depth in New
21 Jersey is the same as it was on the ARC
22 project. So in that aspect, it's very
23 similar. When we approach Penn Station New
24 York, there's a variation because we're not as
25 deep.

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2 At this point, I'm going to ask
3 Julie Cowing to come up. She's going to talk
4 a little about what's in the Draft
5 Environmental Impact Statement.

6 MS. COWING: At the end of
7 June 2017, FRA and NJ TRANSIT completed the
8 Draft Environmental Impact Statement, or DEIS,
9 for the Hudson Tunnel Project.

10 The purpose of the DEIS is to
11 evaluate the impacts to the natural and human
12 environment that might occur because of the
13 tunnel project and identify measures to reduce
14 or avoid those impacts.

15 The DEIS compares the impacts of
16 the Preferred Alternative, the proposed
17 project, to those of the No Action
18 Alternative, which is the condition that would
19 happen if the project isn't built.

20 The DEIS considers the impacts
21 during the 11-year construction period and the
22 impacts of the completed project.

23 The DEIS was made available for
24 public review at the beginning of July. After
25 this public comment period, all the comments

1 8/1/17 Hudson Tunnel Project Public Hearing
2 we receive will be reviewed and responses will
3 be prepared. The EIS document will be revised
4 as appropriate and incorporated into a Final
5 EIS that the FRA will use in making its
6 decision for the project, called the Record of
7 Decision.

8 The Draft Environmental Impact
9 Statement includes analysis of a full range of
10 impacts on the community and the natural
11 environment. Most of the impacts identified
12 would occur during construction at and near
13 the construction sites for the project in the
14 Meadowlands and at the three staging areas in
15 North Bergen, Hoboken/Weehawken, and in New
16 York City.

17 Once the project is complete and
18 operational, train operations would be more
19 reliable, more resilient, and the only
20 notable, visible difference would be the
21 project's two above-ground fan plants; one in
22 New Jersey and one in New York.

23 The analysis of historic and
24 archaeological resources within the EIS was
25 conducted in accordance with Section 106 of

1 8/1/17 Hudson Tunnel Project Public Hearing
2 the National Historic Preservation Act, which
3 is a process that includes consultation with
4 State Historic Preservation Offices, in this
5 case, New Jersey and New York, and other
6 parties with an interest in historic
7 properties.

8 The EIS identifies adverse effects
9 to two historic resources; the North River
10 Tunnel, the existing train tunnel, which is a
11 historic resource as part of the Pennsylvania
12 Railroad system; and the New York Hudson River
13 bulkhead. The rehabilitation of the existing
14 tunnel would necessarily change some of the
15 historic qualities of that tunnel, and the new
16 tunnel beneath the Hudson River would pass
17 through the foundation of the Hudson River
18 bulkhead. Mitigation to address the adverse
19 impacts are described in the Draft
20 Programmatic Agreement which is in the DEIS
21 for public review.

22 The EIS also includes a draft
23 evaluation in accordance with Section 4(f) of
24 the USDOT Act. That's a regulation that
25 protects parks, wildlife refuges, and historic

1 8/1/17 Hudson Tunnel Project Public Hearing
2 resources from being used or impacted unless
3 there's no feasible or prudent way to avoid
4 that impact.

5 The Hudson Tunnel project's impact
6 to the New York Hudson River bulkhead is
7 considered a use of a Section 4(f) resource.
8 The evaluation concludes, there's no feasible
9 and prudent way to avoid that because of the
10 need for the relatively shallow alignment to
11 connect to Penn Station. The Draft
12 Programmatic Agreement that's in the DEIS
13 identifies measures to mitigate that impact.

14 The DEIS, as I noted, was
15 completed at the end of June and the public
16 comment period began. We're in the public
17 comment period now. When that's over on
18 August 21, 2017, we'll begin preparing the
19 FEIS, the Final EIS. FRA will issue its
20 decision on the project, the Record of
21 Decision, using the information that's in the
22 FEIS, and we think that will happen in spring
23 2018.

24 But a review of the larger project
25 schedule will show you that the environmental

1 8/1/17 Hudson Tunnel Project Public Hearing
2 process is just the beginning of a much longer
3 process. Once the environmental review is
4 completed in 2018, the project can receive its
5 permits, property can be acquired, and
6 construction can begin most likely in 2019.

7 Construction in the new tunnel is
8 estimated at seven years. When the new tunnel
9 is complete, train traffic will be moved out
10 of the old tunnel one tube at a time so it
11 could be rehabilitated, and that's estimated
12 to take four years. So all together, 11 years
13 with both tunnels in operation in 2030.

14 MR. PALLADINO: So we'll very
15 briefly review just how you can learn more
16 about the project and how we'll be working the
17 comment period this evening.

18 While NJ TRANSIT and FRA are the
19 sponsoring agencies for the project, you, the
20 public, are an essential part of this process.

21 The comments that we receive here,
22 and during the entire comment period, become
23 part of the official record mandated by the
24 federal process. NJ TRANSIT and FRA will
25 review all comments received, prepare a

1 8/1/17 Hudson Tunnel Project Public Hearing
2 summary of the comments, and responses to
3 those comments. This will be considered when
4 we are preparing the Final Environmental
5 Impact Statement, and as appropriate, will
6 adjust any analysis we need to in the EIS.

7 Please note, tonight, we're not
8 going to be directly responding to the
9 comments. This is your opportunity to speak
10 to us. We're here to listen at this point.
11 We also will probably have our heads down
12 quite a bit as we're taking notes and making
13 sure we're capturing everything. We do also
14 have a transcriptionist here that will be
15 capturing everything that is said.

16 Note that information submitted in
17 comments is subject to public release. For
18 example, names, addresses, e-mail addresses,
19 organizational affiliations, unless otherwise
20 stated by the commenter. There are a number
21 of ways that you can comment on the project.
22 Tonight, you provide the comments in writing.
23 We have comment cards here. You can speak to
24 a stenographer in the back of the room; or you
25 can come up and speak at the microphone here

1 8/1/17 Hudson Tunnel Project Public Hearing
2 to the entire group.

3 If you wish to speak publicly
4 today, we have a speaker request card where
5 you signed in. We're happy to accommodate you
6 to speak to the project.

7 Outside of today, you can find out
8 more information about the DEIS on the project
9 website, www.hudsonstunnelproject.com. You can
10 send comments in on the project website.
11 There's a form. You can do so by e-mail or by
12 regular US mail. We do also have that as a
13 takeaway set of information in the back of the
14 room.

15 So finally for speaking, I'd like
16 to stress, first of all, that all comments are
17 treated equally. If you speak in front of the
18 room, if you speak in the back of a room,
19 write it on the a piece of paper. We look at
20 all these comments evenly and treat them the
21 same. Please when you do come up -- and we
22 have a microphone there or if you prefer to
23 speak from upfront here, we're glad to
24 accommodate that -- clearly state your name,
25 address, organizational affiliation if you

1 8/1/17 Hudson Tunnel Project Public Hearing
2 have one. And if you have a written
3 statement, you can hand that over to the
4 stenographer to make sure we're capturing all
5 of your input accurately.

6 Each speaker will be given a
7 three-minute period for your remarks and the
8 timekeeper will alert you when you have 30
9 seconds left. If you have additional
10 comments, you can submit it in writing to us
11 here or at any point during the comment
12 period. And, again, as we have that written
13 copy, we're glad to take that as well.

14 So the way we're going to work is
15 Stephen Holley will call out the names of the
16 people who have registered. And, again, if
17 you want to speak and you haven't registered,
18 please fill out a form in the back of room and
19 we'll be happy to have you up.

20 Stephen, do you have our first
21 speaker?

22 MR. HOLLEY: Yes.

23 Our first speaker will be James
24 Li.

25 MR. LI: Good evening.

1 8/1/17 Hudson Tunnel Project Public Hearing

2 I support this project a hundred
3 percent because my boss lives in Hackensack,
4 New Jersey.

5 By completing the Hudson River
6 Tunnel Project, including the Secaucus loop
7 connection to the Pascack Valley and Bergen
8 lines, you will have more capacity for NJ
9 TRANSIT trains between New York City and New
10 Jersey.

11 The Secaucus loop should be
12 included for more trains. If one train breaks
13 down between Newark and New York, the entire
14 Northeast Corridor is all backed up. For
15 example, this past Christmas 2016, I waited
16 45 minutes at Secaucus Junction for a train to
17 New York Penn Station because of single track
18 operation between 10:00 p.m. and 11:00 p.m. I
19 got into New York Penn Station at 11:45,
20 almost midnight.

21 So definitely, I suggest that you
22 get these tunnels done as soon as possible to
23 avoid future problems.

24 Thank you very much.

25 MR. HOLLEY: Our next speaker will

1 8/1/17 Hudson Tunnel Project Public Hearing
2 be George Bulow.

3 MR. BULOW: Good evening.

4 My name is George Bulow, that's
5 B-U-L-O-W. My address is 290 West End Avenue
6 in New York 10023.

7 I'm an independent transportation
8 historian and have long ridden on the Pennsy
9 and I'm very familiar with the tunnel
10 infrastructure and the entire system,
11 essentially.

12 My only comment at this point is
13 an answer to a question I put to a member of
14 the staff. When the rehabilitation of the two
15 existing historic Hudson River tunnels takes
16 place, they're going to have to be repaired
17 completely, obviously, which is why one by one
18 they'll be taken out of service. We now have
19 in the new tunnels crossovers, and the
20 question therefore is: Whether it can be done
21 to breach the existing cast iron shells of
22 those tunnels? And whether it's safe to do so
23 in order to build a few crossovers at least?

24 We've been fortunate enough since
25 the entire Pennsylvania Railroad complex was

1 8/1/17 Hudson Tunnel Project Public Hearing
2 built about 1910, 1911, that we haven't had
3 anything so serious that we had to worry about
4 the evacuation of people. But, obviously,
5 modern tunneling requires it. We're putting
6 it into the new tunnels and it may have to be
7 an addendum to the existing plan to consider
8 what will be done or how the issue of
9 evacuation can be done when the entire
10 four-track network will be working.

11 Thank you.

12 MR. HOLLEY: Our next speaker is
13 Jonathan Woolley.

14 MR. WOOLLEY: Hi. My name is
15 Jonathan Woolley. I'm from Fort Lee.

16 I'm one of those people who's been
17 stuck in the tunnel twice. You probably don't
18 want to ride the train with me too often.

19 Once we were rescued by an Amtrak loco, once
20 Amtrak couldn't do it and we had to have the
21 Long Island Railroad save the day for us.

22 To that end, I would say on the
23 approach on the Jersey side, preferably at
24 Secaucus, which I know is the far end of your
25 scoping area or else somewhere on the overhead

1 8/1/17 Hudson Tunnel Project Public Hearing
2 tracks between Secaucus and the entrance to
3 the tunnel portal in North Bergen, I would
4 say, put in a third pocket track there.

5 So if there is some sort of a back
6 up on the -- if you look at it now, when
7 there's a back up on the tracks going into
8 Penn Station, either because they're doing
9 their weekend and overnight construction or
10 because something has happened in one of the
11 tunnels and everything has to be rerouted into
12 the one remaining open tunnel. By having an
13 extra pocket track, I think it would improve
14 the ability of the railroads, NJ TRANSIT and
15 Amtrak, to store trains.

16 And also, if one does breakdown on
17 the approach, on the overhead approach there
18 between Secaucus and North Bergen, it would
19 allow for trains to continue running on both
20 tracks by diverting onto the pocket track, so
21 I would say, they should do that.

22 I would also say that the
23 tunnel -- the current North River Tunnels has
24 third rail as well as overhead wires running
25 through it. I know that because that's

1 8/1/17 Hudson Tunnel Project Public Hearing
2 something I learned when we were rescued by
3 the MTA Long Island Railroad. I would say,
4 the new tunnels or the consideration ought to
5 be given to that as well for the same reason,
6 if there is a breakdown -- and breakdowns
7 aren't necessarily the fault of the tunnel.
8 They can also be the fault of the locomotive
9 or whatever is pulling the train that just
10 happens to breakdown at that particular
11 moment, if there is a need for the rescue loco
12 to come, again, if the overhead wires snapped
13 in the cold or something like that.

14 Even if that wouldn't happen
15 initially, we know that those wires are up
16 there for a number of years and, eventually,
17 are going to wear down and might snap then in
18 cold weather or something, a third rail
19 electric could still come and pull the train
20 into Penn or back to North Bergen, either way.
21 So I would say consideration should be given
22 to both of those points.

23 As far as the project itself, I
24 wish that you could start the construction
25 tomorrow. It really needs to be built as soon

1 8/1/17 Hudson Tunnel Project Public Hearing
2 as possible, and waiting until 2019 is the
3 absolute maximum you could possibly do it.
4 And I see the yellow cards up and I'm about to
5 get a red card like soccer, so I'll sit down.

6 Bye.

7 MR. HOLLEY: Those are all the
8 people that have signed up to make a public
9 comment. If anyone would still like to or to
10 make an additional statement, you can do so at
11 this time.

12 MR. BULOW: George Bulow.

13 Is there, in fact, a third rail in
14 the existing tunnels? The entire Long Island
15 Railroad is compliant, I presume, as compared
16 to New York Central.

17 Thank you.

18 MR. HOLLEY: So if there's anyone
19 else that would like to make a comment on the
20 record at the microphone, you could see
21 Michael. He will wave, he has comment cards
22 or you can fill one out at the sign-in desk.

23 MR. PALLADINO: Michael, if you
24 could bring a card over to him now.

25 What we'll do is, if we do have

1 8/1/17 Hudson Tunnel Project Public Hearing
2 any additional comments, we will take those
3 now. We'll then take a short break and we'll
4 be here to reconvene if we have additional
5 people sign up and want to speak on the
6 record.

7 MR. HOLLEY: I apologize if I
8 don't say this quite correctly.

9 John Scialdone.

10 MR. SCIALDONE: Hi. John
11 Scialdone, the LaRouche Political Action
12 Committee.

13 You mentioned that when you were
14 explaining how it differs from the ARC, you
15 also said it's -- that this project will also
16 dovetail with projects that may be initiated
17 in the future, presumably, some more regional,
18 larger plans, and I was wondering what some of
19 those plans might be.

20 MR. PALLADINO: What I suggest is
21 that, you know, on the record for testimony
22 here, we're not necessarily answering
23 questions. But we do have staff in the back
24 of the room who can talk to you a little about
25 that. We have someone from Amtrak that can

1 8/1/17 Hudson Tunnel Project Public Hearing
2 speak to some of the Gateway program
3 investments that might be appropriate to your
4 question.

5 MR. HOLLEY: And our next speaker
6 is Tina Wahrman.

7 MS. WAHRMAN: Hi. It's actually
8 Tirza Wahrman.

9 So I sit on the board of Clean
10 Water Action New Jersey, also formerly with
11 the Port Authority.

12 And what I'm wondering is, and I
13 had a brief conversation with Mr. Curto in the
14 back before the meeting started, what can
15 individual commuters do? I mean, so -- so
16 many people are affected by the need for this
17 project to go forward and to move as quickly
18 as possible.

19 Besides complaining on Facebook,
20 are there congressmen and senators we should
21 be targeting? The White House these days
22 seems to be in some disarray. Is there a
23 point person at the White House that folks can
24 be reaching out to?

25 MS. CASTELLI: To clarify what RJ

1 8/1/17 Hudson Tunnel Project Public Hearing
2 said, this isn't a question and answer
3 session. And as for these projects, we're
4 doing an unbiased looked at the project, the
5 benefits. We're not advocating for the
6 project; we're taking in public intake and
7 making a decision. But I'm sure through this
8 process, there might be other folks who can
9 help you.

10 MS. WAHRMAN: Thank you.

11 MR. PALLADINO: Okay. What I
12 would suggest at this point is that, it does
13 seem like there may be a few people that are
14 interested in having some conversations with
15 our project staff. We will have some people
16 available in the back room to talk to you,
17 maybe answer some of the questions you might
18 have.

19 And if we do get additional
20 speakers, we will reconvene the hearing. It's
21 open at this point. We don't have anybody
22 queued up at this point.

23 So thank you very much for coming
24 out and I'm sure we'll be talking to you.

25 Thank you.

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2 (Whereupon, there was a pause in
3 the proceedings from 6:43 p.m. to 7:22 p.m.)

4 MR. PALLADINO: Good evening,
5 everyone. We do have an additional speaker
6 who would like to speak on the project.

7 Stephen, can you provide us the
8 information on who we have? And we will have
9 that information for you in just a moment.

10 Sir, just so you're aware, for the
11 process here, you'll get three minutes to make
12 your comment. We'll be taking notes. We're
13 not directly responding to questions at this
14 point, but we're happy to take down anything
15 for the record and it will be part of Final
16 Environmental Impact Statement.

17 MR. HOLLEY: And if you'd please
18 state your name and organization that you're
19 affiliated with.

20 MR. JAIN: My name is Ankit Jain.
21 I'm with the Environmental Defense Fund, but
22 the comments will be in a personal capacity.

23 And I'm a law student right now at
24 Columbia Law School and I'm living in New York
25 City, but my parents are in D.C., and I take

1 8/1/17 Hudson Tunnel Project Public Hearing
2 the Amtrak back home every time I go visit
3 them, so the Hudson Tunnel Project is very
4 important to me because it means that the
5 Amtrak will be coming more often and, in fact,
6 will be coming at all, 'cause I'm worried that
7 with Hurricane Sandy and the climate change
8 making sea levels rise and more superstorms on
9 the rise, that the current tunnel is just not
10 adequate. And I'm worried that within the
11 next 15, 20 years, it might have to be shut
12 down completely, and I'm sure there will be
13 times that it will, at least, be shut down for
14 a couple days.

15 And so I think this project is
16 very important for anybody who uses the
17 transit system in the Greater Eastern
18 Seaboard, because that means we can be assured
19 that we'll be able to get where we need to go
20 at the time that's convenient to us and a
21 price that's convenient to us.

22 I know they already curtailed
23 Amtrak service a little bit and it's always a
24 little delayed going out of D.C., and I
25 understand this might have something to do

1 8/1/17 Hudson Tunnel Project Public Hearing
2 with the current tunnel's problems, and I hope
3 that can be fixed, and in the future, we can
4 expand capacity. I know that's something
5 that's envisioned down the line.

6 And I'd also like to say from an
7 environmental perspective, as someone that's
8 going to be affected by climate change and
9 someone who cares about the environment, I
10 think this project is important to ensure that
11 more people take mass transit and there's less
12 greenhouse gas pollution in the atmosphere,
13 because if the current tunnel is shut down,
14 people will use cars and that creates more
15 CO2, which creates more climate change, which
16 creates rising sea levels and more storms,
17 which just makes everything worse, and of
18 course, conventional pollutants as well.

19 So I think this project is very
20 important for me as well, for me from a
21 personal, you know, my own personal capacity.
22 I think it's important for the region and I
23 think it's important for the environment.

24 Thank you.

25 MR. HOLLEY: Thank you.

1 8/1/17 Hudson Tunnel Project Public Hearing

2 Are there any other speakers? If
3 anyone else wishes to speak, you can sign up
4 and speak.

5 (Whereupon, there was a pause in
6 the proceedings from 7:25 to 7:32 p.m.)

7 MR. PALLADINO: Okay. Everyone.
8 We do have an additional speaker who would
9 like to speak on the record.

10 Steve will be announcing him.

11 MR. HOLLEY: Benjamin Nna
12 Igwebuike.

13 MR. IGWEBUIKE: My name is
14 Benjamin Nna Igwebuike. I'm a student at
15 Tandon School of Engineering in New York
16 University.

17 There is no doubt, it is almost
18 unanimous that this project and the Gateway
19 project, that these two projects are very,
20 very important to northeast region. One is
21 that it will improve and increase economic
22 activities in this area. It will provide more
23 than 52,000 jobs in this area.

24 And also, this project will
25 enhance the movability between New York and

1 8/1/17 Hudson Tunnel Project Public Hearing
2 New Jersey. People don't have to wait too
3 much to travel through the tunnel. It will
4 enhance every person's movement in this area.

5 And because of this, I'm hoping
6 that not only the federal government will
7 finance the project, but that New York, New
8 Jersey governments will also provide finance
9 for this project.

10 And also, I would like to note how
11 much the whole project will cost. And because
12 of the importance of this project, I would
13 like it to start as soon as possible. And the
14 11-year period for the project, to me, is a
15 bit too long. If there's a way to shorten the
16 period of construction so that everything will
17 be done.

18 In 11 years, it will enhance the
19 economy of this area and the transportation of
20 this area and the movability of people from
21 New York to New Jersey.

22 MR. HOLLEY: Thank you.

23 (Whereupon, there was a pause in
24 the proceedings from 7:35 p.m. to 7:43 p.m.)

25 MR. WOOLLEY: My name is Jonathan

1 8/1/17 Hudson Tunnel Project Public Hearing
2 Woolley. And as I said before, I'd like to
3 see the tunnel built.

4 One of the things I'd like to see,
5 and I know this is out of the project area,
6 would be the loop track into Bergen County.
7 But what I think is -- in addition, I know I
8 was talking earlier about the third rail under
9 the river for emergency's sake.

10 One of the things I also felt was
11 a mistake really of the MTA and not of any of
12 the people here, was that the West of Hudson
13 Study got shut down once the original ARC
14 tunnel project got shut down back in 2010.
15 And, now, the Stewart Airport is jumping up
16 and getting some real international business,
17 Short Line seems to have stolen that business
18 from getting people from Stewart into the
19 City.

20 I really think that's a market
21 that could be explored if you guys were to do
22 service between the west of Hudson Points and
23 the City or even for that matter, if you were
24 to do thru service, for instance, MTA service
25 from Orange County up by Stewart and Newburgh

1 8/1/17 Hudson Tunnel Project Public Hearing
2 down the main Port Jervis lines there, and on
3 the loop track into the Penn and out onto Long
4 Island or Queens thereabouts.

5 And I think that something that
6 both NJ TRANSIT and the MTA should consider
7 doing is to -- by doing locomotives that will
8 be running on both the third rail and overhead
9 wires when the additional capacity is
10 available to run that in 2030 or whatever the
11 year is you're projecting on that board over
12 there.

13 As a general rule of thumb, I
14 would also say, and I know I mentioned this to
15 one of the staff people here earlier, I've
16 also thought for a long time that thru
17 running, even if it didn't involve Stewart to
18 Queens, I think that would be a great way to
19 connect people between Stewart and Kennedy for
20 connecting flights. Thru running, in general,
21 I think is something that ought to be
22 explored, and I know there's mirrored
23 jurisdictional issues that are involved
24 whenever you try to get MTA and NJ TRANSIT and
25 Amtrak and 25 other agencies in the same room

1 8/1/17 Hudson Tunnel Project Public Hearing
2 on the same day, but that's something that
3 ought to be explored.

4 And thanks.

5 (Whereupon, there was a pause in
6 the proceedings from 7:46 p.m. to 7:58 p.m.)

7 MR. PALLADINO: Okay. Officially,
8 for the record, we do not have any additional
9 speakers on the queue at this point, so we're
10 going to be closing out the project.

11 I'd like to thank everybody for
12 coming out. Our next hearing will be on this
13 Thursday at Secaucus Junction at the same
14 hours. We'll talk to you soon.

15 Have a good night.

16 (Time noted: 7:58 p.m.)

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08/01/2017
Public Hearing – Rossner, Ryan

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FEDERAL RAILROAD ADMINISTRATION

&

NJ TRANSIT

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HUDSON TUNNEL PROJECT

RE: DEIS PUBLIC HEARING

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Hotel Pennsylvania
Skytop Ballroom, 18th fl
410 West Seventh Avenue
at West 33rd Street
New York, New York

August 1, 2017

4:40 P.M.

STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

RYAN ROSSNER

REPORTED BY: Marc Russo, Stenographer

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MR. ROSSNER: Okay. So my name is Ryan Rossner. I'm -- I was raised in Montclair, New Jersey and I'm still a resident there. And I'm currently working as an intern in the City. And I'm considering coming back to live in the New York City area and just wanted to emphasize how important I think having sustainable train transportation infrastructure is for making the New York metropolitan area a livable and accessible place for young people seeking to work and live in New York in the future.

And, you know, I think that the rest of -- lots of different public infrastructures depend on having a reliable train infrastructure.

And I'm concerned about the potential for train failure or the tunnel failure and the reduced reliability of NJ Transit and, you know, Amtrak and, you know, the affects that it might have on the New York City metropolitan area from, you know, an environmental perspective.

Cars emit a lot more carbon dioxide and other harmful pollutants that are, you know, harmful to human health care, producing harmful --

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And transportation makes up a significant percentage of -- for both New York and New Jersey. It's over 50 percent for New Jersey of the -- metric tons of carbon dioxide -- million metric tons of carbon dioxide that are emitted every year.

And, you know, so I just strongly urge people to think about future generations, both in terms of making the New York metropolitan area an accessible place to live and to raise a family and to work. And, also, in terms of seeking to reduce the carbon footprint and air pollutant footprint of the New York City transportation system.

That's it.

(TIME NOTED: 4:43 P.M.)

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I, MARC RUSSO, a Shorthand
(Stenotype) Reporter and Notary Public within and
for the State of New York, do hereby certify that
the foregoing pages 1 through 4, taken at the time
and place aforesaid, is a true and correct
transcription of my shorthand notes.

IN WITNESS WHEREOF, I have
hereunto set my name this 14th day of August, 2017.

Marc Russo

MARC RUSSO

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FEDERAL RAILROAD ADMINISTRATION

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HUDSON TUNNEL PROJECT

RE: DEIS PUBLIC HEARING

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Secaucus Junction Station

Secaucus, New Jersey

August 3, 2017

3:15 p.m.

B E F O R E:

RJ PALLADINO,

Senior Program Manager

NJ TRANSIT

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A P P E A R A N C E S :

For the Federal Rail Administration:

Amishi Castelli

For AKRF:

Julie Cowing

Stephen Holley

Other Project Participants:

The Public

The Press

The Media

Nicole Ellis, Stenographer

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2 P R O C E E D I N G S

3 MR. PALLADINO: Good afternoon.

4 We're going to begin the public hearing.

5 At this point, before we
6 officially start, I want to point out that we
7 have both American Sign Language and Spanish
8 language interpretation.

9 (Spoken in Spanish.)

10 MR. PALLADINO: Good afternoon.

11 On behalf of the Federal Railroad
12 Administration and NJ TRANSIT, I'd like to
13 welcome you all to this public hearing for the
14 Draft Environmental Impact Statement for the
15 Hudson Tunnel Project.

16 My name is RJ Palladino. I'm the
17 Senior Project Manager for the Hudson Tunnel
18 Project.

19 For the record, this meeting is
20 part of the environmental review process for
21 the proposed Hudson Tunnel Project.

22 For the Project, the Federal
23 Railroad Administration, or FRA, and
24 NJ TRANSIT have prepared the DEIS, or Draft
25 Environmental Impact Statement, in compliance

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2 with the National Environmental Policy Act,
3 known as NEPA. The DEIS was made available to
4 the public on July 7, 2017.

5 At this hearing, we're accepting
6 all comments on the Project and the DEIS.
7 We're also accepting comments on the Draft
8 Section 4(f) evaluation, which is a component
9 of the DEIS, and the related Section 106 of
10 the National Historic Preservation Act.

11 In addition, the Army Corps of
12 Engineers is currently accepting comments on
13 the Project's proposed permit in accordance
14 with Section 404 of the Clean Water Act and
15 Section 10 of the Bridges and Harbor Act.

16 In just a minute, we'll provide a
17 short presentation on the Project. At the end
18 of the presentation, we'll provide information
19 on how you can provide comments on the
20 Project. The comment period is currently open
21 and is open through August 21, 2017.

22 With me today is Amishi Castelli
23 from FRA, Julie Cowing from AKRF, and Stephen
24 Holley from AKRF. AKRF is our lead consultant
25 working on the Project with us today.

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2 Also here in the room are a number
3 of team members. We all have different ID
4 badges saying Hudson Tunnel Project, and we're
5 available to help answer questions as we're
6 progressing through the process today.

7 I'd also like to point out that we
8 have Mr. Charles Ingoglia, who is our press
9 spokesperson, and he's available to talk to
10 any of the members with the media.

11 With that, we're going to move to
12 a brief presentation on the Project followed
13 by the actual comments from the public.

14 In terms of our presentation
15 today. The purpose of this meeting is to
16 provide general background on the Project and
17 the alternatives;

18 Discuss the proposed Project;
19 Discuss the Draft Environmental
20 Impact Statement;

21 And then review the process for
22 public comments.

23 So with this hearing we'll be
24 discussing the environmental analysis and
25 potential impacts of the Project;

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2 Proposed mitigation to address the
3 potential impacts;

4 An opportunity for comments on the
5 Draft Environmental Impact Statement, the
6 Draft Programmatic Agreement for Historic
7 Preservation, and the proposed US Army Corps
8 of Engineers Section 404 and Section 10
9 permits for the Project.

10 In terms of general background.
11 The Environmental Impact Statement is required
12 by the National Environmental Policy Act, or
13 NEPA, which requires that before providing
14 funds or issuing a permit, federal agencies
15 must consider the environmental effects of the
16 Project. This is achieved by preparing an
17 Environmental Impact Statement for the
18 Project.

19 Our project partners that are
20 involved and working with us include the
21 Federal Railroad Administration, as the
22 federal lead agency for NEPA;

23 NJ TRANSIT, as the co-lead, local
24 agency for NEPA;

25 Amtrak, who's responsible for

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2 project design and engineering;

3 And the Port Authority of New York
4 and New Jersey, responsible for project
5 coordination and development.

6 Need for the Project. Both tubes
7 of the existing North River Tunnel, this is
8 the tunnel that's used currently today by both
9 Amtrak and NJ TRANSIT, were inundated during
10 Superstorm Sandy and the tunnel was closed for
11 five days. The tunnel is safe for use, but
12 storm damage continues to degrade tunnel
13 systems.

14 Long-term, that storm damage can
15 only be addressed through a comprehensive
16 reconstruction of the tunnel. And we do have
17 existing train service, approximately 450
18 trains per day, that must be maintained while
19 this reconstruction is underway.

20 The purpose of the Project is to
21 preserve the current functionality of Amtrak's
22 Northeast Corridor by repairing the North
23 River Tunnel;

24 To strengthen the Northeast
25 Corridor's resiliency;

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2 And achieve these improvements
3 while maintaining uninterrupted service.

4 Our project goals, therefore, are
5 to improve service reliability and upgrade the
6 existing tunnel in a cost-effective manner;

7 To maintain uninterrupted
8 Northeast Corridor service;

9 Strengthen the Northeast
10 Corridor's resiliency;

11 Not to preclude future
12 Trans-Hudson capacity rail expansion projects;

13 And minimize impacts on both the
14 built and natural environment.

15 During project development we have
16 reviewed potential alternatives, looking at
17 alternatives from the prior Access to the
18 Region's Core project, considering
19 alternatives presented during the Project
20 scoping document, and looking at alternatives
21 suggested during project scoping.

22 Through that process, one build
23 alternative was identified that meets the
24 purpose and need; that's the construction of a
25 new two-track tunnel, extending from just east

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2 of Secaucus Junction, where we're at today
3 here in New Jersey, to Penn Station New York;
4 and then the rehabilitation of the existing
5 tunnel.

6 In terms of the Preferred
7 Alternative that's identified for the Project,
8 it includes two new tracks from the Northeast
9 Corridor in Secaucus, New Jersey, beneath the
10 Palisades, Hoboken, and the Hudson River, to
11 connect to existing approach tracks that lead
12 to Penn Station New York.

13 There are three new ventilation
14 shafts and fan plants directly above the new
15 tunnel, and the rehabilitation of the existing
16 tunnel would be done once the new tunnel is
17 complete.

18 When this rehab is complete, both
19 existing new tunnels would be in service
20 providing increased operational flexibility
21 for both Amtrak and NJ TRANSIT.

22 This is a better visual that shows
23 you a larger-scale version of the map. Again,
24 the Project bounds are from just east of this
25 location, here in Secaucus, New Jersey,

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2 through to Penn Station New York.

3 We have a number of different
4 construction techniques. We're either
5 building on surface tracks and then in the
6 tunnel as well.

7 There are three primary
8 construction staging areas which would be
9 major areas of activity for the Project. It
10 includes North Bergen off Tonnelle Avenue,
11 where the tunnel portal will be located; in
12 Hoboken at the Hoboken/Weehawken border, where
13 one of the ventilation shafts would be
14 located; and in West Midtown at Block 675
15 between 29th and 30th Street.

16 One of the questions that we often
17 get is: How is this project as compared to
18 the prior ARC project?

19 One of the primary differences is
20 that it's serving existing Penn Station. As a
21 result, we have a shallower approach in
22 Manhattan under the Hudson River. In
23 addition, there are some other elements that
24 were part of the ARC project that are not part
25 of this current proposal that we're looking

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2 at, including the loop tracks and storage
3 yard.

4 Some common elements between the
5 projects. Both projects consider new surface
6 tracks approaching the tunnel portal in
7 New Jersey; two new tubes beneath the
8 Palisades, Hoboken, and Hudson River; and
9 again, in New Jersey, basically the same
10 alignment and depth are proposed for this
11 project.

12 At this point, I'm going to turn
13 it over to Julie Cowing who's going to provide
14 a brief overview of what is actually part of
15 the Draft Environmental Impact Statement.

16 MS. COWING: Hi.

17 At the end of June 2017, FRA and
18 NJ TRANSIT completed the Draft Environmental
19 Impact Statement, or the DEIS, for the Hudson
20 Tunnel Project.

21 The purpose of our DEIS is to
22 evaluate the impacts to the natural and the
23 human environments that might occur because of
24 the Hudson Tunnel Project and identify
25 measures to reduce or avoid those impacts,

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2 which we call mitigation measures.

3 The Draft Environmental Impact
4 Statement compares the impacts of the
5 Preferred Alternative, the proposed project
6 that RJ described, to the impacts of the No
7 Action Alternative, which is what would happen
8 if this project isn't built.

9 The DEIS considers the impacts of
10 the Project's 11-year construction period and
11 the impacts of the completed project.

12 The Hudson Tunnel Draft
13 Environmental Impact Statement was made
14 available for public review at the beginning
15 of July. After the public comment period that
16 we're in now, all comments received will be
17 reviewed, and responses to those comments and
18 appropriate revisions will be incorporated
19 into a Final EIS that will be used by the
20 Federal Railroad Administration in its Record
21 of Decision for the Project.

22 The Draft EIS includes analyses of
23 a full range of impacts on the community and
24 on the natural environment. Most of the
25 impacts identified would occur during

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2 construction at and near the construction
3 sites for the Project in the Meadowlands and
4 at the three staging areas RJ mentioned; North
5 Bergen, at the border of Hoboken and
6 Weehawken, and in New York City.

7 Once the Project is complete and
8 operational, train operations would be more
9 reliable and resilient, and the only notable,
10 visible difference would be the Project's two
11 above-ground fan plants; one in New Jersey and
12 one in New York.

13 The analyses of historic and
14 archaeological resources that's included in
15 the Draft EIS was conducted in accordance with
16 Section 106 of the National Historic
17 Preservation Act, which is a process that
18 involves consultation with State Historic
19 Preservation Offices, in New Jersey and New
20 York for this project, and other parties with
21 an interest in historic properties.

22 The DEIS identifies adverse
23 effects to the North River Tunnel, that's the
24 existing train tunnel, which is a historic
25 resource as part of the Pennsylvania Railroad

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2 system. It also identifies adverse effects to
3 the New York Hudson River bulkhead.

4 The rehabilitation of the existing
5 tunnel would necessarily result in changes to
6 its historic qualities. And the new tunnel
7 under the Hudson River would pass right
8 through the foundation of the Hudson River
9 bulkhead. Mitigation to resolve those adverse
10 effects is in the DEIS in a Draft Programmatic
11 Agreement that's included for public review.

12 The Draft EIS also includes a
13 draft evaluation that was conducted in
14 accordance with Section 4(f) of the USDOT Act.
15 That's a regulation that protects parks,
16 wildlife refuges, and historic resources from
17 being used or impacted unless there's no
18 feasible and prudent alternative to avoid that
19 impact.

20 The Project's impact to the
21 New York Hudson River bulkhead is considered
22 use of a Section 4(f) resource, and the
23 evaluation concluded that there is no feasible
24 and prudent way to avoid that because of the
25 need for a relatively shallow alignment to

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2 allow the tunnel to connect to Penn Station.
3 The Draft Programmatic Agreement in the DEIS
4 identifies measures to mitigate that impact.

5 So the DEIS was completed at the
6 end of the June, marking the beginning of the
7 public review process, and now we're in the
8 public comment period. The public comment
9 period ends on August 21, 2017. And after
10 that, the Final EIS will be prepared to
11 respond to the comments received.

12 FRA will issue its decision, which
13 is called the Record of Decision, using that
14 information in the Final EIS. And we
15 anticipate that's going to be in the spring of
16 2018.

17 But the environmental process is
18 just the beginning of a much longer process.
19 After the Record of Decision is issued,
20 assuming it's an approval, the Project can
21 obtain its permits and obtain -- acquire
22 property as needed.

23 And following those things,
24 construction of the new tunnel will take about
25 seven years. Once the new tunnel is complete,

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2 train traffic will be shifted out of the old
3 tunnel, one tube at a time, and the old tube
4 will be rehabilitated; that will take about
5 four years.

6 So all together, construction is
7 about 11 years, with both tunnels in operation
8 in 2030.

9 MR. PALLADINO: So again to
10 review.

11 The DEIS is currently available
12 for review and can be viewed at a number of
13 locations, including the Project website,
14 www.hudsontunnelproject.com, where the full
15 document is available for download. We do
16 also have a number of public repositories. We
17 do have a list of that in the back room.

18 Again, just to be clear, we will
19 be taking comments on the DEIS through
20 August 21, 2017. We're doing this through a
21 number of ways; at three public hearings,
22 including today's; in writing; and you can do
23 so also on the Project website. What's
24 essential is getting that feedback. That's
25 why we're really here today.

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2 There are, as we said, a number of
3 ways that you can comment. Just to point out,
4 we do have a stenographer here, both here in
5 the room to record comments on the record, as
6 well as one in the back of the room if you
7 prefer to speak not in front of the audience.

8 If you wish to speak publicly
9 today, you should fill out a speaker's request
10 card. And if you've not signed in -- had an
11 opportunity to do so, you may do so at any
12 time during the hearing. Comments can also be
13 submitted by US mail, e-mail, or via the
14 Project website at any time during the comment
15 period, and all those details are available in
16 the back of room.

17 Again, we do have the addresses
18 for the Project website, for e-mail, and for
19 standard mail.

20 Finally for today, comments at the
21 hearing -- we have individuals who have signed
22 up to speak on the Project. We'll open the
23 floor to any comments.

24 We ask that you limit your
25 comments to three minutes to afford an

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2 opportunity for everyone to speak on the
3 Project. Please begin by stating your name,
4 organization, and any other affiliation if you
5 want, for the record.

6 One thing to be clear, this is our
7 opportunity to listen, to understand comments
8 and feedback from the public. We're not
9 providing immediate responses here. We will
10 do so in the Final Environmental Impact
11 Statement.

12 The other thing, and just to be
13 clear, is that we will be taking notes. So if
14 we're not looking directly at you, it's
15 because we're writing down to make sure we get
16 every nuance of your comments in addition to
17 the transcript that's occurring.

18 Stephen, at this point I believe
19 we do have several parties that are signed up
20 to speak on the Project.

21 Okay, so what we'll do is call you
22 up. We do have a microphone here. And again,
23 we'll be listening to comments. We will not
24 be providing immediate responses to those
25 comments, but we certainly welcome your input

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2 at this point.

3 Thank you very much.

4 MR. HOLLEY: As a reminder, as RJ
5 mentioned, if you could, at the beginning of
6 making your comments, please state your name
7 and any organizational affiliation, if you
8 have one, for the benefit of the stenographer.
9 That would be great.

10 First speaker will be Mr. Peter
11 Palmer, Freeholder from Somerset County.

12 MR. PALMER: Yes, Freeholder
13 Director in Somerset County. I'm also
14 Chairman of the New Jersey Transportation
15 Planning Authority, and on the Raritan Valley
16 Rail Coalition.

17 I've submitted two pages of
18 comments from the NJTPA and I won't read them.
19 My only verbal contribution is: The Gateway
20 project is the most important infrastructure
21 project in the country. This is the first
22 step; let's get on with it.

23 MR. HOLLEY: Thank you.

24 Our next speaker will be Martin
25 Robins.

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2 MR. ROBINS: Good afternoon. It's
3 a pleasure to be here and speak strongly in
4 favor of the build alternative, the building
5 of the Gateway Tunnel.

6 As Peter said, it's the most
7 important rail infrastructure project in the
8 United States and we've been eagerly awaiting
9 its advancement, as evident by the publication
10 of the Draft Environmental Impact Statement.

11 I want to commend the NJ TRANSIT
12 staff and their consulting team for the prompt
13 completion of the DEIS. They've been working,
14 as all of us know, under the specter that
15 outages caused by Superstorm Sandy could pop
16 up. And so far, A, the Project -- this
17 statement has been done quickly, and we have
18 survived that particular problem although
19 other problems have happened at Penn Station.
20 And so we continue to have our fingers crossed
21 as the Project moves forward in this lengthy
22 11-year process that's been described. That's
23 a lot of finger crossing.

24 Now that the environmental
25 procedures have occurred, they must continue

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2 smoothly, and adequate funding must be made
3 available for the tunnel project. So far
4 there are assurances in Congress that the
5 Portal Bridge project, which is part of the
6 build alternative, is going to be funded.

7 But what I'm looking for is
8 clarification of what this project needs in
9 terms of funding in Fiscal Year '18, and
10 whether Congress is on its way to providing
11 that funding. We can't let anything slide
12 because of the dangers posed by the Superstorm
13 Sandy damage.

14 Another point that I'd like to
15 make, and this relates to my involvement with
16 the Raritan Valley Rail Coalition, is that in
17 no way should the tunnel project and the Draft
18 Environmental Impact Statement, after the
19 Record of Decision has been rendered, be
20 conceived as precluding NJ TRANSIT from making
21 minor schedule adjustments when the tunnel --
22 that would take place when the new tunnel is
23 in operation.

24 Specifically, I would hope that
25 NJ TRANSIT would restore weekend service to

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2 New York as soon as the two tubes are in
3 operation. Now on weekends we only have one
4 tube. The service would be, at a minimum, at
5 the level that existed at the start of the
6 Life Safety Project. But I would ask
7 NJ TRANSIT to find a way to route Raritan
8 Valley line trains on the weekends, in that
9 period, into Penn Station via the new tunnel.

10 Finally, I'd like to look out into
11 the future, because this is a great
12 achievement getting to this point and then
13 building this massive facility. But I want to
14 tell you that I'm very concerned that Phase 2,
15 which, in terms of the economic vitality of
16 the State of New Jersey, is of even just as
17 great importance as the first phase. And
18 Stage 2, because of the decisions made by how
19 to proceed on that Environmental Impact
20 Statement, Phase 2 has been put off until
21 after the Record of Decision is obtained on
22 Phase 1.

23 I want to make sure that this
24 region and its public decision-makers are not
25 exhausted by the 11 years of construction that

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2 will have to go on, and all the other
3 preparations, and will pay attention to lining
4 up Phase 2 so they can take place as soon as
5 it is physically possible to do that, and
6 environmentally possible to do that.

7 The next governor should be asked
8 to assure us that when the DEIS is in place,
9 the Record of Decision is issued, that the
10 State will do everything in its power to find
11 the earliest feasible time to start the
12 Phase 2 Draft Environmental Impact Statement.

13 And our Congressional delegation,
14 which has been working so wonderfully on
15 behalf of this project, should be reminded
16 that at that time we will need additional
17 efforts to begin to lay the foundation for the
18 Phase 2 project, Penn South, which will enable
19 NJ TRANSIT to run considerably more trains
20 into Penn Station New York than they are able
21 to do right now.

22 In addition, finally, I'd like
23 consideration to be given in that --

24 MR. HOLLEY: I'm sorry, you've
25 extended your time quite a bit. How about

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2 if --

3 MR. ROBINS: One more paragraph.

4 That the Meadowlands, that land be
5 banked and protected so that Phase 2 could be
6 built, and attention should be paid to the
7 Meadowlands properties that are immediate to
8 the Secaucus loop, and for protecting land in
9 Manhattan that will be used for Penn South.

10 Those are areas which could be
11 subject to speculation and building that could
12 pose a significant problem to Penn Station to
13 Phase 2.

14 Thank you very much. Sorry I went
15 over my time.

16 MR. HOLLEY: Our next speaker will
17 be Chris Hartman.

18 MR. HARTMAN: Thank you and good
19 afternoon, everybody.

20 My name, again, is Chris Hartman,
21 I'm Vice President of the New Jersey Alliance
22 For Action.

23 And for the record, the New Jersey
24 Alliance for Action is a nonpartisan
25 association. We represent about 2600 members

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2 in business, government, labor, and the
3 professional sectors. And for over 40 years,
4 we've focused exclusively on infrastructure
5 issues that we think are important to
6 New Jersey, including transportation, water
7 and waste water, costal dredging, coastal
8 protection and energy.

9 The New Jersey Alliance for Action
10 has been, and we continue to be, a strong
11 supporter of the Hudson River Rail Tunnel
12 Project that connects New York and New Jersey;
13 and the Preferred Alternative, which calls for
14 building two new rail tubes in the tunnel
15 beneath the Hudson River along with
16 refurbishing the existing tunnels.

17 We see the single greatest
18 possible point of failure on the Northeast
19 Corridor continues to be these 106, almost
20 107-year-old tunnels and the two tubes. And
21 with approximately 200,000 people traveling
22 per day, the existing tunnel provides an
23 essential passenger rail connection between
24 New York and New Jersey, and it also delivers
25 a crucial connection between the northern

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2 points up in New England like Boston, and as
3 far south as our capital, Washington, D.C.

4 So not only are the two rail tubes
5 currently at capacity right now, with no
6 redundancy really built in, but then as you
7 said before, Superstorm Sandy caused
8 significant damage to this aging
9 infrastructure, and the shutdown of one or
10 both of these tubes would paralyze the entire
11 region and substantially weaken the economy in
12 the entire northeast, especially here in
13 New York and New Jersey.

14 Equally alarming is the fact that
15 Amtrak recently has estimated that the
16 existing tunnels now have less than 20 years
17 of serviceable life left in them. According
18 to a recent report, improving the rail service
19 along the Northeast Corridor could generate \$4
20 for ever \$1 that is spent on the construction.

21 The Hudson River Rail Tunnel
22 Project itself has, according to certain
23 reports, an estimated price tag of about
24 \$13 billion, so that could generate
25 \$52 billion of a ripple effect throughout the

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2 entire economy.

3 Building a new tunnel would allow
4 rail providers to improve service reliability
5 back to the ever-increasing demand that we're
6 seeing in the area, and it would allow them to
7 maintain uninterrupted current Northeast
8 Corridor service, especially when they have to
9 take one of the tubes offline to completely
10 refurbish it.

11 We also believe it would
12 strengthen a little of the resiliency and
13 redundancy to a very stressed system. They
14 would be built to allow for connection to
15 future capacity and expansion projects such as
16 Secaucus Junction, the Portal Bridge and what
17 they're doing with Penn Station.

18 And we think the Project will be
19 completed with a minimum amount of impact as
20 possible on the local residents and the
21 environment. Less cars on the road also have
22 a positive environmental impact, as far as
23 we're concerned.

24 So we say let's take advantage of
25 the opportunity now to invest in the

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2 transportation infrastructure before a tunnel
3 failure occurs that could possibly cripple the
4 entire region.

5 So thanks for the opportunity to
6 present.

7 MR. HOLLEY: Our next speaker will
8 be Toni Granato.

9 MS. GRANATO: Good afternoon.

10 My name is Toni Granato and I
11 represent the New Jersey Sierra Club.

12 We're here today in support of
13 this project because our region needs the
14 Gateway Tunnel. We know that it will move our
15 transportation system into the 21st century.

16 With all the problems we've seen
17 with NJ TRANSIT, our crumbling infrastructure,
18 and existing tunnels that are more than
19 100 years old, we need to update this
20 antiquated and falling-apart system.

21 This project will allow us to
22 repair and replace the old tunnels in the
23 future and make our transportation system more
24 resilient. We need this project to help get
25 commuters to work and get more cars off the

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2 road.

3 Given the fact that cars are the
4 biggest source of air pollution in our region,
5 this project is even more needed. Since one
6 train could take about 500 cars off the road,
7 we will see millions of tons of air pollution
8 reductions as well as major reductions in
9 greenhouse gases that cause climate change.

10 Unlike the ARC tunnel, this
11 project allows for regional connectivity,
12 sending more trains from Washington, D.C. to
13 Boston and New York City. It would create a
14 back-up tunnel for Amtrak that would serve
15 Penn Station and enable trains to travel from
16 one area of the metropolitan region to the
17 other.

18 It will also help the expansion of
19 NJ TRANSIT to other areas. It would mean that
20 more people from the Raritan Valley and other
21 regions of New Jersey would be able to commute
22 with the nonstop on a one-seat ride.

23 Thousands more people are going to
24 be able to commute to New York City with this
25 project, and it will also create jobs during

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2 the construction of the tunnel. This project
3 will promote transit-oriented development
4 along the tunnel corridor, while promoting and
5 protecting open space. It will revitalize
6 communities because transit villages will be
7 expanded and less people will be driving to
8 work in other places.

9 New Jersey commuters have
10 experienced hours of delays, breakdowns of
11 trains, overcrowding, as well as equipment
12 failures. The delays just go on and on.
13 Having more dissatisfied transit riders means
14 more people drive, adding to traffic
15 pollution. With more trains moving into
16 New York City and the region, there will be
17 great environmental benefits.

18 We just want this project to be
19 done right, of course, and try to minimize any
20 environmental impacts by using sustainable
21 measures, making sure that materials are
22 recyclable and recycled, and that you do limit
23 any environmental impact that ARC caused.

24 We cannot allow tunnel vision to
25 prevent the Gateway Tunnel from moving

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2 forward. We need everyone to support this
3 project to make sure our air is clean, our
4 economy is improved, and people can get to
5 work.

6 Thank you for the opportunity to
7 speak.

8 MR. PALLADINO: Thank you very
9 much.

10 Just one thing to mention is that
11 if you do have a copy of your remarks, and you
12 want to make sure that we get everything in on
13 the record, feel free to turn them in either
14 here in the front of room or at the back
15 table. It just helps us make sure that we're
16 getting all of your comments as fully as
17 possible.

18 MR. HOLLEY: Our next speaker will
19 be Diana Fainberg.

20 MS. FAINBERG: Good afternoon.

21 My name is Diana Fainberg. I'm on
22 the Board of Directors of the Meadowlands
23 Regional Chamber. And today I'm representing
24 the Chamber and our President and CEO, Jim
25 Kirkos, who would like to convey his remarks

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2 in support of the Hudson Tunnel Project.

3 The Meadowlands Regional Chamber
4 is a business service organization that's been
5 active for over 40 years. We represent a
6 broad range of members of New Jersey from
7 small family businesses to larger
8 corporations, educational institutions and
9 non-profits. We currently serve over 1100
10 companies.

11 Our organization has had a long
12 history of transportation advocacy based in a
13 firm belief that job access and mobility
14 provide the foundations of economic
15 opportunity for the citizens of our region,
16 for the commuters, the working people, for
17 everyone in this greater Meadowlands and
18 northern New Jersey area.

19 Thus, we're pleased to see this
20 interagency effort to expedite the EIS and the
21 release of the Draft EIS. We're also in
22 agreement with the priority given to the
23 Hudson Tunnels within the context of the
24 larger Gateway project. While we continue our
25 advocacy for elements of Gateway that are

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2 particularly important to New Jersey, such as
3 the Bergen loop, and would like to see an
4 Amtrak stop at Secaucus in the future, the
5 tunnels are the most urgent aspect of the
6 Project vital to the regional and even
7 national economy. The loss of one or both
8 tunnels to emergency repairs would be
9 devastating to commerce and commuters in the
10 region.

11 The Hudson Tunnel, by allowing
12 restoration of the existing tunnels, will,
13 with the full Gateway project, ultimately
14 increase capacity for our growing workforce.

15 The Meadowlands Regional Chamber
16 is currently engaged in a long-term vision
17 planning process, outlining strategies and
18 priorities for transportation, economic
19 development, and many other sectors.

20 We view renewed 21st Century
21 regional public transit network as an
22 essential framework of that vision. You see
23 Secaucus Junction here as a critical hub tying
24 the Meadowlands to other areas of New Jersey,
25 as well as to New York City and beyond linking

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2 to Metro-North, Amtrak and the LIRR.

3 The Hudson Tunnels and Gateway
4 project are the initial major elements in this
5 regional network of the future. And we're
6 also pleased to see that the DEIS did
7 acknowledge the earlier feasibility studies on
8 the extension of the No. 7 subway line to
9 Secaucus as a possible regional project that
10 could add capacity and redundancy for
11 Trans-Hudson travel.

12 The Meadowlands Regional Chamber
13 will continue its strong support for the
14 Hudson Tunnel Project and advocate for the
15 necessary federal and state funding for its
16 completion, and we look forward to its
17 continued planning, design, and
18 implementation.

19 Thank you for the opportunity to
20 comment.

21 MR. HOLLEY: Thank you.

22 Our next speaker is Debbie Mans.

23 MS. MANS: Hi. Debbie Mans,
24 M-A-N-S, with New York/New Jersey Baykeeper.
25 We're an environmental nonprofit organization

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2 working to protect, preserve, and restore the
3 New York/New Jersey Harbor Estuary, which the
4 tunnel will run under.

5 So we completely understand the
6 need for this project, and I speak from
7 personal experience as a Montclair-Boonton
8 train rider, I've been stuck on a train.

9 But we do want to see minimization
10 of the environmental impacts and not any
11 shortcuts on the environmental review. We
12 understand you'll be using a lot of the
13 previous documents, which makes sense to us
14 from an efficiency standpoint. But we don't
15 want to short-circuit the review here.

16 Also on the mitigations, we would
17 like to understand more details in advance of
18 the Final EIS of the mitigation plans for the
19 tunnel. And just to remind you that the Kane
20 Mitigation Bank in the Meadowlands District
21 was created specifically to handle mass
22 transit projects and mitigation from mass
23 transit projects.

24 So we will be submitting written
25 comments in conjunction with Hackensack

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2 Riverkeeper, and I thank you for your time.

3 MR. HOLLEY: Thank you.

4 So that is the last of our
5 speakers that have signed up. If anyone else
6 would like to sign up to speak, you could see
7 Michael or go to the sign-in desk.

8 MR. PALLADINO: What we'll do at
9 this time is we'll take a short recess. If we
10 do have additional speakers, we'll reopen for
11 comments at any time before 5:00 p.m. There
12 is a break at that point and we start back up
13 at 6:00 p.m.

14 So thank you very much for coming
15 out. And again, if you do want to speak, just
16 sign up in the back of the room. We'll be
17 happy to accommodate you.

18 Thank you very much for coming.

19 (Whereupon, there was a pause in
20 the proceedings from 3:51 p.m. to 5:00 p.m.)

21 MR. PALLADINO: For the record, it
22 is 5:00 p.m.

23 At this point, we're going to take
24 a pause in taking any hearing commentary.

25 Anyone who's here who would like to sign up

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2 for comments beginning at 6:00 p.m., we'd be
3 glad to add you to the list. We'll be back at
4 6:00 p.m.

5 Thank you. Have a good day.

6 (Time noted: 5:00 p.m.)

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08/03/2017
Public Hearing – Session Two

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FEDERAL RAILROAD ADMINISTRATION

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NJ TRANSIT

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HUDSON TUNNEL PROJECT

RE: DEIS PUBLIC HEARING

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Secaucus Junction Station

Secaucus, New Jersey

August 3, 2017

6:15 p.m.

B E F O R E:

RJ PALLADINO,

Senior Program Manager

NJ TRANSIT

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A P P E A R A N C E S :

For the Federal Rail Administration:

Amishi Castelli

For AKRF:

Julie Cowing

Stephen Holley

Other Project Participants:

The Public

The Press

The Media

Nicole Ellis, Stenographer

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2 P R O C E E D I N G S

3 MR. PALLADINO: Good evening,
4 everyone. The time is now 6:15. We're going
5 to be starting.

6 But before we begin, I'd like to
7 point out we have both American Sign Language
8 translation and Spanish translation available,
9 and just a brief statement.

10 (Spoken in Spanish.)

11 MR. PALLADINO: Good evening,
12 everyone. On behalf of the Federal Railroad
13 Administration and NJ TRANSIT, I'd like to
14 welcome you all to the public hearing on the
15 Draft Environmental Impact Statement, or DEIS,
16 for the Hudson Tunnel Project.

17 My name is RJ Palladino. I'm
18 Senior Program Manager for the Project for
19 NJ TRANSIT.

20 For the record, this meeting is
21 part of the environmental review process for
22 the proposed Hudson Tunnel Project. For the
23 Project, the Federal Railroad Administration,
24 or FRA, and NJ TRANSIT have prepared a DEIS in
25 compliance with the National Environmental

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2 Policy Act, known as NEPA. The DEIS was made
3 available to the public on July 7, 2017.

4 At this hearing, we're accepting
5 oral comments on the Project and the DEIS.
6 We're also accepting comments on the Draft
7 Section 4(f) evaluation, which is a component
8 of the DEIS, and related to Section 106 of the
9 National Historic Preservation Act.

10 In addition, the Army Corps of
11 Engineers is currently accepting comments on
12 the Project's proposed permit in accordance
13 with Section 404 of the Clean Water Act and
14 Section 10 of the Bridges and Harbor Act.

15 In a few minutes, we will provide
16 a short presentation on the Project. At the
17 end of this presentation, we'll provide
18 information on how you can provide comments on
19 the Project. Again, the comment period is
20 currently open and will remain open through
21 August 21st.

22 With me today are Amishi Castelli
23 from the FRA and Julie Cowing and Stephen
24 Holley with AKRF, our lead consultants from
25 the study.

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2 We also have a number of project
3 team members wearing name badges so you can
4 easily identify them. We do also have a
5 representative, a spokesperson, Charles
6 Ingoglia, who's in the back of the room, if we
7 have anybody from the press who has questions.

8 We'll now begin with a brief
9 presentation on the Project.

10 So for this evening we'll review
11 the purpose of this meeting, the Project
12 background and alternatives, the proposed
13 project, the Draft Environmental Impact
14 Statement, and the process for public
15 comments.

16 The purpose of the public hearing.
17 At this public hearing is to -- our purpose is
18 to address the environmental analysis and
19 potential impacts of the Project, proposed
20 mitigation to address potential impacts, and
21 an opportunity for comments on the Draft
22 Environmental Impact Statement, the Draft
23 Programmatic Agreement, and the proposed
24 US Army Corps of Engineers Section 404 and
25 Section 10 permits for the Project.

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2 An Environmental Impact Statement
3 is required by the National Environmental
4 Policy Act, or NEPA. Before providing funds
5 or issuing permits, federal agencies must
6 consider the environmental effects of
7 projects. This is achieved by preparing an
8 Environmental Impact Statement for the
9 Project.

10 Our project partners include the
11 Federal Railroad Administration, or FRA, as
12 the lead federal agency for NEPA; NJ TRANSIT
13 as the co-lead local, agency for NEPA; Amtrak
14 who's responsible for project design and
15 engineering; and the Port Authority of New
16 York and New Jersey, responsible for project
17 coordination and development.

18 Need for the Project. Both tubes
19 of the existing North River Tunnel were
20 inundated during Superstorm Sandy and the
21 tunnel was closed for five days. The North
22 River Tunnel is used daily by both NJ TRANSIT
23 and Amtrak. The tunnel is safe for use, but
24 storm damage continues to degrade tunnel
25 systems, and long-term that storm damage can

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2 only be addressed through a comprehensive
3 reconstruction of the tunnels.

4 The challenge is that existing
5 train service, approximately 450 trains per
6 day, must be maintained while that
7 reconstruction is underway.

8 The Project purpose is to preserve
9 the current functionality of Amtrak's
10 Northeast Corridor by repairing the North
11 River Tunnel, strengthen the Northeast
12 Corridor's resiliency, and achieve these
13 improvements while maintaining uninterrupted
14 service.

15 As a result of that, the Project
16 goals are to improve service reliability and
17 upgrade the existing tunnels in a
18 cost-effective manner;

19 Maintain uninterrupted existing
20 Northeast Corridor service, capacity and
21 functionality by ensuring that the North River
22 Tunnel rehabilitation occurs as soon as
23 possible;

24 To strengthen the Northeast
25 Corridor resiliency, and provide long-term --

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2 the ability for long-term infrastructure
3 maintenance and enhancement in operational
4 flexibility;

5 To not preclude future
6 Trans-Hudson rail capacity expansion projects;

7 And to minimize impacts on the
8 natural and built environment.

9 During the alternatives evaluation
10 process, the Project reviewed alternatives
11 from the previous Access to the Region's Core
12 project, alternatives presented during the
13 Project scoping document, and alternatives
14 suggested during project scoping.

15 One build identified was -- one
16 build alternative was identified that meets
17 the purpose and need for the Project, and
18 that's the construction of a new two-track
19 tunnel connecting from east of Secaucus
20 Junction in New Jersey to Penn Station
21 New York and rehabilitation of the existing
22 tunnel.

23 To further detail that, the
24 Preferred Alternative includes two new tracks
25 from the Northeast Corridor in Secaucus in New

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2 Jersey, beneath the Palisades, Hoboken, and
3 the Hudson River to connect to the existing
4 approach tracks that lead to Penn Station
5 New York. There are three proposed
6 ventilation and fan plants directly above the
7 new tunnel, and the rehabilitation of the
8 existing tunnel would occur when the new
9 tunnel is complete.

10 When complete, both the existing
11 new tunnels would be in service, providing
12 increased operational flexibility for Amtrak
13 and NJ TRANSIT.

14 This particular slide shows in
15 better detail the alignment area beginning,
16 again, just east of our current location here
17 at Secaucus Junction on surface tracks, out to
18 Tonnelle Avenue where there is a tunnel
19 portal. It's underground from that point
20 going further under the Palisades, under
21 Hoboken at the Hoboken/Weehawken border, under
22 the Hudson River, emerging in Manhattan at
23 Block 675 between 29th and 30th Street.

24 Three of the project's
25 construction areas include Tonnelle Avenue in

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2 North Bergen, the Hoboken shaft of ventilation
3 site, which is at the Hoboken/Weehawken
4 border, and the West Midtown site at Block 675
5 between 29th and 30th Street.

6 One of the questions that we
7 commonly get with the Project is: How is this
8 project different or the same as the prior
9 ARC, Access to the Region's Core project. The
10 primary difference is that this project is
11 planned to serve existing Penn Station. As a
12 result, our approach into Manhattan is not as
13 deep and more shallow.

14 In addition, there are no loop
15 tracks proposed with this project and no
16 storage yard for rail equipment.

17 However, common elements between
18 the Projects, new surface tracks approaching
19 the tunnel in New Jersey, two new tubes
20 between the Palisades, Hoboken, and the Hudson
21 River, and we're at the same alignment and
22 depth within New Jersey.

23 At this point, I'm going to ask
24 Julie Cowing to review the overview of the
25 Draft Environmental Impact Statement.

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2 MS. COWING: Hi.

3 At the end of June 2017, FRA and
4 NJ TRANSIT completed the Draft Environmental
5 Impact Statement, or DEIS, for the Hudson
6 River Tunnel project.

7 The purpose of the DEIS is to
8 evaluate the impacts to the natural and human
9 environments that may occur because of the
10 Hudson Tunnel Project and identify measures to
11 reduce or avoid those impacts, which we call
12 mitigation measures.

13 The DEIS compares the impacts of
14 the Preferred Alternative, which is the
15 proposed project, to the impacts of No Action
16 Alternative, which is the condition if the
17 Project is not built.

18 The DEIS considers the impacts of
19 the project's 11-year construction period and
20 the impacts of the completed project.

21 The Hudson Tunnel DEIS was made
22 available for public review at the beginning
23 of July. After the public comment period, all
24 comments received will be reviewed, and
25 responses to those comments and appropriate

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2 revisions will be incorporated into a Final
3 EIS that will be used by the Federal Railroad
4 Administration in its Record of Decision on
5 the Project.

6 The Hudson Tunnel Draft EIS
7 includes analyses of a full range of impacts
8 on the community and the natural environment.

9 Most of the Project's impacts
10 would occur during construction at and near
11 the construction sites for the Project; in the
12 Meadowlands and at the three staging areas in
13 North Bergen, Hoboken and Weehawken, and in
14 New York City.

15 Once the Project is complete and
16 operational, train operations would be more
17 reliable and resilient and the only notable,
18 visible difference would be the Project's two
19 above-ground fan plants; one in New Jersey and
20 one in New York.

21 The analyses of historic and
22 archaeological resources included in the EIS
23 were conducted in accordance with Section 106
24 of the National Historic Preservation Act,
25 which is a process that includes consultation

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2 with State Historic Preservation Offices, in
3 New Jersey and New York for this project, and
4 other parties with an interest in historic
5 properties.

6 The DEIS identifies adverse
7 effects to the North River Tunnel, that's the
8 existing train tunnel, which is a historic
9 resource as part of the Pennsylvania Railroad
10 system, and adverse effects to the New York
11 Hudson River bulkhead. The rehabilitation of
12 the existing tunnel would necessarily change
13 some of its historic qualities, and the new
14 tunnel beneath the Hudson River would pass
15 through the foundation of the Hudson River
16 bulkhead.

17 Mitigation to resolve the adverse
18 effects is set forth in a Draft Programmatic
19 Agreement that's included in the Draft EIS for
20 public review.

21 The DEIS also includes a separate
22 evaluation in accordance with Section 4(f) of
23 the USDOT Act. That's a regulation that
24 protects parks, wildlife refuges, and historic
25 resources from being used or impacted unless

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2 there's no feasible and prudent way to avoid
3 that impact.

4 The Hudson Tunnel Project's impact
5 to the New York Hudson River bulkhead is
6 considered a use of a Section 4(f) resource,
7 and the draft evaluation concludes there's no
8 feasible and prudent way to avoid that because
9 of the need for a relatively shallow alignment
10 that can connect to Penn Station. The Draft
11 Programmatic Agreement in the DEIS identifies
12 measures to mitigate that impact.

13 So the DEIS was completed at the
14 end of June, which marks the beginning of the
15 public review process.

16 The public comment period will end
17 on August 21st, after which a Final EIS will
18 be prepared that responds to comments
19 received. The Federal Railroad Administration
20 will issue its Record of Decision using that
21 information that's in the Final EIS, and we
22 expect that to happen in spring 2018.

23 But the environmental process is
24 the very beginning of a very long schedule.
25 Once the environmental review and preliminary

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2 engineering are complete in spring 2018, the
3 project can get its permits and property will
4 be acquired.

5 Following those steps,
6 construction of the new tunnel will take about
7 seven years. Once the new tunnel is complete,
8 train traffic will be shifted out of the old
9 tunnel, one tube at a time, and the old tunnel
10 will be rehabilitated, and that's four years.

11 So altogether, construction will
12 be 11 years, with both tunnels in operation
13 and the Project complete in 2030.

14 MR. PALLADINO: Okay. So to
15 review. While NJ TRANSIT and the FRA are
16 sponsoring agencies for this project, you, the
17 public, are an essential part of this process.
18 Your comments will be part the official record
19 mandated as part of the process, and
20 NJ TRANSIT and FRA will review all comments
21 received, prepare a summary of the comments
22 and responses to those comments. These will
23 be included while preparing the Final EIS and,
24 as appropriate, the analysis of the EIS
25 document may be revised.

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2 Please note tonight we're not
3 directly responding to specific questions and
4 comments. These responses will be officially
5 documented as part the Final EIS. Note that
6 all the information and submitted comments are
7 subject to public release; for example, names,
8 addresses, e-mail addresses, et cetera, unless
9 otherwise stated by the commenter.

10 There are a number of ways you can
11 comment on the Project. You can provide a
12 comment in writing today, you can speak to a
13 stenographer in the back of the room who will
14 record your comments, or you can come up to
15 the front of the room and voice your comments
16 directly.

17 If you wish to speak publicly
18 today, you should fill out the speaker's
19 request card. And if you wish to speak and
20 have not signed in at this point, please feel
21 free to sign up at any time in the back of the
22 room.

23 Comments can also be submitted by
24 the US mail, by e-mail, or via the Project
25 website at www.hudsonstunnelproject.com, and at

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2 any time during the comment period. All the
3 details on that information are available at
4 the registration area. And again, the comment
5 period ends on August 21, 2017.

6 Finally to review the -- how we'll
7 run the public comments. First, I just want
8 to stress that all comments are treated
9 equally. It doesn't matter whether you speak
10 tonight, send a written comment, send a letter
11 or e-mail. All comments will be dealt with in
12 the same manner.

13 If you are speaking tonight, your
14 name will be called. Please clearly state
15 your name, address, and organizational
16 affiliation if you have one. Your statement
17 will be recorded by the stenographer.

18 Each speaker will be given three
19 minutes for your remarks and the timekeeper
20 will alert you when you have 30 seconds left.

21 If you have additional comments,
22 you can submit them in writing to us here or
23 at any time during the comment period. If you
24 have a written copy of your statement that you
25 would like to leave with us, please hand it to

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2 the stenographer.

3 This portion of the meeting lasts
4 until 8:00 p.m., and at this point we're going
5 to call our first speaker.

6 Stephen, do we have any speakers
7 at this point?

8 MR. HOLLEY: Yes, we do.

9 The first speaker will be Mayor
10 Richard Turner of Weehawken.

11 MAYOR TURNER: Okay. If I
12 understand the instructions, Richard F.
13 Turner, Mayor of the Township of Weehawken.
14 It's a pleasure to be here tonight.

15 We have several concerns. One, we
16 all know the tunnel has to be built. It's
17 something that the region needs, but what's
18 missing in this is a true, serious analysis of
19 the impact on a very small neighborhood, one
20 of the oldest neighborhoods in New Jersey,
21 that this project will have.

22 It's a very negative impact, and
23 we've had meetings with the NJ TRANSIT
24 officials, with Amtrak, and we will continue
25 those meetings. There's simply no way that

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2 the construction -- and that's our concern,
3 the construction of this project -- there's no
4 way that the construction of this project can
5 be done the way it's outlined.

6 You can't work from 7:00 a.m. to
7 11:00 p.m. in a residential neighborhood.
8 That's two shifts. We know why you want to do
9 two shifts because everything is behind the
10 eight ball, so you get the work done twice as
11 fast. There's nobody in this room that would
12 want this construction project in their
13 neighborhood with work starting from 7:00 a.m.
14 and going to 11:00 p.m.

15 It's not necessary. We fully
16 believe it's not necessary. There's other
17 means to deal with this. We had a residents'
18 meeting -- NJ TRANSIT had a preliminary
19 meeting for the neighborhood last Thursday,
20 and the suggestion was made if your portal is
21 west on Tonnelle Avenue -- which is already
22 under construction ten years ago I guess --
23 there's no reason you can't pull everything
24 through to an area where nobody lives; that
25 you've already purchased a lot of land, that's

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2 access to all the roads.

3 You want to bring these enormous
4 trucks, 110 to 130 trucks, that will be
5 removing the debris every day. Which, by the
6 way, you'll never get in and out of the area.
7 Remember you're at the entrance of the Lincoln
8 Tunnel. Today to get here, traffic was so bad
9 around the Tunnel getting to 495, we had to go
10 all the way through Union City, North Bergen
11 to get here. It's nine or ten hours of rush
12 hour. These trucks will never get in and out.

13 So the neighborhood, which most of
14 the residents are within 2- or 300 yards away,
15 is directly impacted by an enormous dig, and
16 that's what this is, an enormous dig.

17 The noise, the dust, the odors,
18 the traffic congestion, it's simply -- you
19 can't solve the region's transportation
20 problem on the back of a small neighborhood,
21 very compact. It's just simply not fair.

22 The Township Council, the
23 residents, we're assembling our own team. I
24 don't think the consultants were fair enough.
25 I think the consultants should have reached

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2 out to us and asked us for our input prior to
3 compiling the document.

4 But this burden is much too great
5 for the neighborhood. We have our own
6 engineers, environmental consultants, legal
7 team that's going to pursue whatever has to be
8 done to mitigate the effects of this project.

9 We know certain things will have
10 to take place. The exhaust system, there's
11 probably no other place to put it.

12 Fortunately, it's an electric system, just
13 moving air. And we have questions about the
14 size and location, but the dig does not have
15 to take place in Weehawken.

16 I'd like to let everybody
17 understand, it does not affect the Hoboken
18 side as much. The tunnel underneath,
19 Councilman Fisher has expressed the concern,
20 as it goes under the T buildings, last
21 Thursday. But as far as there's no residents
22 that live on the Hoboken side. It will affect
23 Weehawken residents, and I've been in contact
24 with Mayor Stack and -- Mayor Stack, it will
25 affect the people that live above the Shades

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2 in Union City.

3 You cannot underestimate the noise
4 that takes place at night. And this is not --
5 we're not saying, "Nothing in our backyard."
6 We live with the Lincoln Tunnel. We live with
7 the New York Waterway main ferry station; we
8 have two ferry stops. We live with the Light
9 Rail; we have two Light Rail stops. We are a
10 mass transit center already.

11 And we have no problem with the
12 tunnel being built. We know the region needs
13 it, but it cannot be done on the backs of a
14 small neighborhood, which is already going to
15 cost us a fortune to deal with this. The
16 neighborhood will lose value of their
17 property, there's no question about it.
18 You're talking two to three years or four to
19 six years to construct it, and then a total
20 11-year project. That revenue will be lost to
21 the rest of the residents of town.

22 We get nothing from the Port
23 Authority, we get no revenue from NJ TRANSIT,
24 we get no revenue from the Light Rail. This
25 will be another financial burden on the town.

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2 And I might add that the tunnel
3 area is also a high security area. And to add
4 more gridlock to it, you know, it cuts the
5 town in half. It separates Hoboken from 495.
6 Emergency vehicles already have a problem
7 getting through during the rush hours and your
8 enormous trucks are going to add to it.

9 Build your tunnel, build it
10 differently. Don't destroy a neighborhood,
11 don't destroy the quality of life, don't add
12 another financial burden to a small town. The
13 region can do this without hurting the
14 neighborhood of Weehawken.

15 So we expect to deal with this
16 through the 21st. This is one of many
17 meetings. And, like I said, we're prepared.
18 I believe Mayor Stack, myself -- I'm not sure
19 about Hoboken, what they want to do now -- but
20 if we have to take legal action, we'll take
21 it. You cannot put the burden on this
22 neighborhood.

23 Thank you very much.

24 (Applause.)

25 MR. HOLLEY: Thank you, Mayor

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2 Turner.

3 Our next speaker will be Andrea
4 Eberhard.

5 MS. EBERHARD: Hi. My name is
6 Andrea Eberhard. I live at 19 Hackensack
7 Plank Road in Weehawken.

8 So let me start with a quote from
9 the lady here. She says, "The only thing
10 you're going to see is -- are the above-ground
11 plants."

12 For you, it's easy to say "the
13 only thing you'll see" because you don't live
14 there. Those plants in our neighborhood will
15 affect our children, will affect our animals,
16 will affect our property values, which I'm
17 putting last because it's really our health
18 that I'm very concerned about.

19 And the fact that you all even
20 thought the idea to have trucks going in from
21 7:00 in the morning to 11:00 at night is very
22 inconsiderate, and you would not say the same
23 thing if it was in your neighborhood.

24 So I need everybody in here, the
25 people that are planning this, to be very

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2 conscious of that. And we need to think more
3 like humans and think that, Okay, wait a
4 minute. Yes, we do need to fix it or to come
5 up with an alternative.

6 What is wrong with we having the
7 tunnel that's there? I saw the signs out
8 there, talked about Sandy, talked about this
9 and that, the other. They're tunnels, they
10 need -- you guys need to maintain and fix what
11 is there already. Don't start another
12 project. Fix it.

13 You have maintenance people. We
14 pay to ride the trains, the tunnels. We pay
15 for everything, and we don't get anything for
16 free as a resident in this area in forms of
17 transportation.

18 So now you want to come up with
19 another thing and say in 50 years or 100 years
20 or whatever, you're going to -- not us, but
21 there's going to be another group of people
22 with the same meetings because the way climate
23 change is happening, there's a high chance
24 that there will be another Sandy.

25 Fix what's there. Thank you.

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2 (Applause.)

3 MR. PALLADINO: Sorry, just to
4 point out, when we're looking down, we are
5 paying attention. We're just taking notes. I
6 just wanted to assure any of the speakers that
7 we are fully engaged and listening to you as
8 we're getting these comments, and thank you.

9 MR. HOLLEY: Our next speaker is
10 Diane Fox.

11 MS. FOX: Hello. My name is Diane
12 Fox. I am lucky because I live on Willow
13 Avenue, and according to the map, it doesn't
14 affect me directly. But these are my
15 neighbors.

16 I agree with Mayor Turner, my new
17 neighbor here, very intensely. I think Mayor
18 Turner has the best idea of taking it out
19 to -- what did you say, where no one lives --
20 Tonnelle Avenue. Why would you affect human
21 beings?

22 You know, after 9/11 happened, I
23 lived on Willow Avenue. I saw trucks coming
24 out of the Manhattan constantly with debris
25 from 9/11, and that came into my apartment,

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2 okay?

3 This is not healthy for these
4 people. These are all educated people that
5 live here. We're not schmucks. Don't think
6 we're low-income and we can't think for
7 ourselves. It's not the case. You must
8 respect the residents.

9 7:00 a.m. to 11:00 p.m., you're
10 out of your friggin' mind. I mean, we all
11 have to deal with when they closed down the
12 tubes for repair; trucks and cars going past
13 our apartment buildings constantly all night
14 long. And we're expected to try to sleep
15 during that time? Yeah, right.

16 And blowing their horns. There
17 used to be a sign on Willow Avenue that said
18 there was a \$500 fine for anybody blowing
19 their horns. Where did that sign go?

20 And I do not want my information
21 put on anything public, so take all my
22 information off. Take the words that I said,
23 but I don't want all my information given to
24 everybody.

25 Thank you.

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2 MR. HOLLEY: Our next speaker is
3 Ivan Schlachter.

4 MR. SCHLACHTER: Good evening. My
5 name is Ivan Schlachter. I live at 80 West
6 18th Street in Weehawken, New Jersey. I've
7 been living in Hudson County for almost
8 20 years.

9 About eight years ago I decided to
10 actually buy a house in Weehawken. We were
11 looking to start a family, and my wife and I,
12 we were going to have kids. So we found a
13 perfect neighborhood in Weehawken and lived in
14 Weehawken and Hoboken for a while.

15 If you've never been to the
16 Shades, I recommend you drive through it. All
17 you see is kids on bikes, running around, kids
18 in the park. It's an incredible experience.
19 It's right out of the 1950s. It's no
20 neighborhood like you've seen; it's very, very
21 quiet. It's right next to the Lincoln Tunnel,
22 but to see a car drive down it, you probably
23 know who that is and everyone knows each
24 other. It's amazing.

25 So we wanted this quiet

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2 neighborhood and this new proposal for this
3 project. I have a two-year-old and a
4 four-year-old right now. And if you know
5 where West 18th Street is, we're actually
6 right in front of where the ventilation system
7 is going to be.

8 And we understand it has to
9 happen. I know we need to fix the original
10 tunnels. I echo the Mayor's words, Tonnelle
11 Avenue is -- I would think that would be the
12 logical way to do it. And there's no way to
13 get these trucks in and out of this
14 neighborhood without gridlock and disturbing
15 the perfect neighborhood, in my opinion. So I
16 really think we should look into that option.

17 And I mean the 7:00 to 11:00, I
18 feel like that's out of the question because
19 my kids are growing up. I want them to get
20 good sleep and learn so they can become
21 something in this world. If they're up to
22 11:00 at night and being disturbed, it's going
23 to affect them and everyone around us.

24 Also my foundation -- like the
25 Mayor was saying, it's one of the oldest

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2 neighborhoods in the area. My foundation
3 is -- was built in 1900. Now we're on the
4 same rock bed as where this tunnel is going to
5 be bored, and I fear for the foundation of my
6 house. The foundation is one thing -- we have
7 to be weary of that, but I'm facing this
8 ventilation system, I'm facing this
9 construction site. Actually, when I look out
10 the window, this is what I'll see.

11 So as far as how's it going to
12 affect during the day? How's it going to
13 affect my life, and my wife's life, and my
14 kids' life? Will there be soundproof windows
15 or any kind of stabilization that you guys are
16 going to offer the people who are actually
17 facing right in front? 'Cause it's,
18 literally, I could throw a rock. I'm not that
19 strong, and I could actually throw a rock at
20 it and hit it.

21 So it's unfortunate for the
22 neighborhood. We know it has to happen, but
23 we hope you guys make the best decision with
24 the most logical decision.

25 Thank you very much.

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2 MR. HOLLEY: And those are all the
3 speakers that we have signed up.

4 Would you please go back to the
5 microphone and restate your name.

6 MS. FOX: Diane Fox.

7 I grew up in Ohio and I love
8 walking the Shades because it reminds me of
9 the country area that I grew up. So what he
10 said is so absolutely true.

11 Second of all, the other thing you
12 were mentioning about the rock bed, did you
13 guys forget what happened during Sandy? That
14 area of Hoboken became a bathtub.

15 So I'd like you to think about
16 that. You're digging in an area that flooded
17 the worst.

18 MAYOR TURNER: Richard Turner.

19 I forgot to add, and I would hope
20 since -- this is like an ameba, this project,
21 I never know who's in charge. We've got the
22 Port Authority, Amtrak, DOT, the feds, we've
23 got everybody. So someone, somebody will be
24 ultimately in charge. It's very difficult to
25 pin down who to address.

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2 There are multiple projects that
3 are going to take place simultaneously, which
4 will further make no sense out of the
5 construction taking place here.

6 Your time frame is 18 months to
7 2 years to start work. The Port Authority is
8 replacing the Helix in 18 months to 2 years.
9 That's in the northern part of the tunnel.
10 495 in six months or a year, the DOT is doing
11 a major project. There's just no way it
12 works.

13 You're in the most congested, if
14 not the most, the Lincoln Tunnel has the most
15 traffic crossing of any crossing in
16 New Jersey, and you're in the most congested
17 area. It will not work.

18 We also have a letter, which my
19 staff reminded me I'm supposed to tell you.
20 So we'll put this in the mail tomorrow and
21 drop it off tomorrow, and it will explain
22 where we are and what we want to do.

23 And we would prefer working with
24 people ahead of this. But to get this
25 proposal dropped on us, 1,000 pages, thank you

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2 very much, and we have a lot of consultants
3 reviewing it now, so there will be more to
4 come, I'm sure. But you have to realize the
5 area.

6 And the agencies, all of which are
7 in this room, have to plan this together. You
8 can't do the Lincoln Tunnel Helix, the new
9 rail tunnel, 495, all in the space of two or
10 three years to start the work. That's insane.

11 Thank you.

12 MR. HOLLEY: So we have a couple
13 more people that are signing in right now. So
14 we'll wait for the cards to up.

15 If anyone else would like to
16 speak, they could fill out a comment card at
17 the sign-in desk.

18 So our next speaker, and I
19 apologize if I don't get your name quite
20 right, Scott Heagney.

21 MR. HEAGNEY: Hello. Good
22 evening.

23 We have the building, 1800 Park
24 Avenue, where you've proposed doing traffic
25 for the trucks, which significantly affects

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2 the building and residents of the building.

3 The noise of the trucks, debris
4 falling off the trucks, will be an issue for
5 the people as well as the location. We're by
6 the mouth of the Lincoln Tunnel, and basically
7 almost all day, there's major congestion of
8 traffic going to 495 and the Lincoln Tunnel.
9 And for the tunnel's own benefit, if there was
10 a way to reroute the trucks not to go in that
11 area, it would save the tunnel builders
12 numerous amount of time because of the traffic
13 situation there.

14 There's kids in the building. It
15 would affect the children in the building.
16 There's some newborn babies in the building,
17 and just constant traffic is a major -- will
18 be a major disturbance to the people in the
19 building.

20 And we support the Project. We
21 know the tunnel has to be built; however,
22 there should be -- hopefully there's an
23 engineering solution to not route all the
24 traffic through Weehawken, because it will be
25 a disaster over there.

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2 That's all I have to say. Thank
3 you.

4 MR. HOLLEY: Thank you.

5 Our next speaker is Trevor
6 Vaughan.

7 MR. VAUGHAN: Good evening,
8 everyone. I also work alongside with Scott
9 Heagney at the Gateway building. And I just
10 have to say that the last time when we met in
11 Weehawken and you guys made your presentation,
12 there was one thing I never seen in the
13 presentation, and it was what you were giving
14 back to the community.

15 You never spoke about the
16 community or anything that will, you know,
17 what you guys would provide to the community
18 for disturbing us.

19 Now myself, personally, for the
20 last -- well, since Sandy, took us four years
21 to rebuild our businesses back over there. So
22 we're now getting back on our feet, now being
23 able to make money, and you're going to come
24 and for seven to ten years interfere with what
25 we've been working so hard for.

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2 So, you know, my thing personally,
3 you know, just personally because of the fact
4 that I sat there with Sandy and I built back
5 the business personally with my hands. And
6 also we built a brand new building in the
7 Shades area of Weehawken, which for that area
8 was an impact to have such a large 153-unit
9 luxury building being built there.

10 So with what you guys are doing,
11 we're all for it, but you have to compensate
12 the businesses and community in some type of
13 way. And I've never heard anyone who's spoken
14 on any side ever say how they are going to
15 compensate the businesses or the residents for
16 what you're about to do.

17 I know it's a small community. I
18 know it's Weehawken people. Probably never
19 heard of us, but there's people who live there
20 and every day we're there building businesses
21 and keeping the community going even after
22 Sandy.

23 So I just hope that with what you
24 guys are doing, you figure out a way to
25 compensate the businesses and the community

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2 and the people that are there for the next
3 seven to ten years. Thank you.

4 (Applause.)

5 MR. HOLLEY: Thank you.

6 That was our last speaker that
7 signed up.

8 Does anyone else have additional
9 comments?

10 MR. SCHLACHTER: Ivan Schlachter,
11 80 West 18th Street, Weehawken, New Jersey.

12 Like was said before, my house is
13 right there next to the proposed ventilation
14 system and we went through Sandy. My house
15 took in six feet of water, six feet from the
16 ground up, and we had to -- my wife, my
17 pregnant, my wife was evacuated by boat and it
18 was awful.

19 And we don't know whether it's the
20 foundation, but we definitely don't want to do
21 that again. There's a wall that's being
22 built. There's a project underway, it will be
23 underway in about a year, that's going to be
24 incredible. It will keep the water out and
25 retain it and resist it.

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2 But we don't -- we really don't
3 know how this is going to affect that and
4 we're just -- we're concerned. My wife and I
5 are thinking about having another child and
6 this is -- we can't imagine having a --
7 between a one and three year old or one and
8 two year old when this is happening.

9 And so that leaves us to another
10 alternative; we sell, we get out. Well, full
11 disclosure, no one is going to buy my house.
12 So we're sort of trapped 'cause there's no way
13 anybody is actually going to buy my house when
14 this is about to happen. That's just logical.

15 So that's where we're at and it's
16 hard.

17 Thank you.

18 MR. HOLLEY: So again, if anyone
19 else would like to speak, there are comment
20 cards or speaker cards at the front desk, at
21 the sign-in desk; otherwise, I think we will
22 pause for the time being.

23 MR. PALLADINO: Yes.

24 Just for the record, we're taking
25 a short pause. However, we do have all the

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2 staff here.

3 If anyone wants to make additional
4 comments on the record, we'll reconvene the
5 session for public comments.

6 Thank you very much, and we do
7 appreciate the input.

8 Have a good evening.

9 (Whereupon, there was a pause in
10 the proceedings from 6:55 p.m. to 8:00 p.m.)

11 MR. PALLADINO: For the record,
12 the time is 8:00, and we will be closing out
13 the Project.

14 Thank you for attending.

15 (Time noted: 8:00 p.m.)

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FEDERAL RAILROAD ADMINISTRATION

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NJ TRANSIT

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HUDSON TUNNEL PROJECT

RE: DEIS PUBLIC HEARING

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Union City High School
2500 Kennedy Boulevard
Union City, New Jersey

August 10, 2017

3:15 p.m.

B E F O R E:

RJ PALLADINO,
Senior Program Manager
NJ TRANSIT

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A P P E A R A N C E S :

For the Federal Rail Administration:

Amishi Castelli

For AKRF:

Julie Cowing

Stephen Holley

US Army Corps of Engineers:

Steven Ryba

Other Project Participants:

The Public

The Press

The Media

Nicole Ellis, Stenographer

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1 8/10/17 Hudson Tunnel Project Public Hearing

2 P R O C E E D I N G S

3 MR. PALLADINO: Good afternoon,
4 everyone. My name is RJ Palladino, I'm with
5 the NJ TRANSIT.

6 We're going to get going with the
7 presentation on the Project. Before we begin,
8 we're going to have a brief announcement in
9 Spanish.

10 (Spoken in Spanish.)

11 MR. PALLADINO: So good afternoon,
12 again. My name is RJ Palladino, I'm the
13 Senior Program Manager for the Hudson Tunnel
14 Project for NJ TRANSIT.

15 On behalf the Federal Railroad
16 Administration and NJ TRANSIT, I'd like to
17 welcome you to the event this afternoon.

18 For the record, this meeting is
19 part of the environmental review process for
20 the proposed Hudson Tunnel Project. For the
21 Project, the Federal Railroad Administration,
22 or FRA, and NJ TRANSIT have prepared a Draft
23 Environmental Impact Statement in compliance
24 with the National Environmental Policy Act,
25 know as NEPA. The DEIS was made available to

1 8/10/17 Hudson Tunnel Project Public Hearing
2 the public on July 7, 2017.

3 At this hearing, we're accepting
4 comments on the Project and the DEIS. We're
5 also accepting comments on the Draft
6 Section 4(f) evaluation, which is a component
7 of the DEIS, and the related Section 106 of
8 the National Historic Preservation Act.

9 In addition, with us today is the
10 US Army Corps of Engineers, who are accepting
11 comments on the project's proposed permit in
12 accordance with Section 404 of the Clean Water
13 Act and Section 10 of the Rivers and Harbor
14 Act.

15 With me today we have Amishi
16 Castelli with the FRA, Steve Ryba with the US
17 Army Corps of Engineers, Julie Cowing and
18 Stephen Holley with AKRF, our lead consultants
19 for the study. And we have a number of
20 project team members that you'll see around
21 the room wearing name badges.

22 I'd also like to point out that we
23 Mr. Charles Ingoglia, as our spokesperson
24 towards the back of the room. If there's any
25 persons here from the media that have any

1 8/10/17 Hudson Tunnel Project Public Hearing
2 questions, please speak to Charles.

3 In a few minutes we'll provide a
4 short presentation on the Project;

5 The purpose for the Project;

6 A description of the Project and
7 how it will constructed;

8 And the conclusions of the Draft
9 Environmental Impact Statement.

10 At the end of the presentation,
11 we'll provide information on how you can
12 provide comments on the Project at this public
13 hearing. And again, the comment period will
14 be open until August 21st.

15 At this point I'm going to as
16 Steve Ryba with the US Army Corps of Engineers
17 to make a few introductory remarks.

18 MR. RYBA: Good afternoon. I'm
19 Steve Ryba, I'm the Regulatory Branch Chief in
20 the New York District with the Army Corps of
21 Engineers. And I will be the presiding
22 officer on behalf of the Corps of Engineers at
23 today's public hearing.

24 The Corps of Engineers is here
25 today to obtain information and evidence that

1 8/10/17 Hudson Tunnel Project Public Hearing
2 address the Corps' concerns, to assist in the
3 regulatory review of the permit application by
4 Amtrak and the NJ TRANSIT Corporation for the
5 Project known as the Hudson Tunnel Project,
6 which would take place in the Town of
7 Secaucus, Township of North Bergen, City of
8 Union City and City of Hoboken, Hudson County
9 New Jersey, as well as Manhattan, New York
10 County, New York.

11 The Corps of Engineers is near a
12 proponent for, nor an opponent of, the
13 proposed work consisting of a construction and
14 installation of a new 4.28-mile Hudson Tunnel
15 Project that would extend along the southern
16 side of the existing Northeast Corridor from
17 the Town of Secaucus, continue through a new
18 tunnel portal beneath the Palisades, and
19 finally extend through a new tunnel beneath
20 the Hudson River to Penn Station in Manhattan.

21 Our role is to determine whether
22 the proposed activity is or is not contrary to
23 the overall public interests. This hearing
24 will play an important part in that
25 determination.

1 8/10/17 Hudson Tunnel Project Public Hearing

2 Please understand that we do not
3 expect to answer questions from the dais in
4 this hearing related to the proposal, as we're
5 here to obtain information and your comments.
6 Questions on the regulatory process in general
7 can be directed to my staff in the audience
8 today.

9 The New York District has issued a
10 public notice for this project with a comment
11 period closing on August 21, 2017. The public
12 notice is currently on our website address,
13 which is available from the back, and we do
14 have some copies available as well if you want
15 to pick one up at the registration table.

16 Thank you very much.

17 MR. PALLADINO: Thank you, Steve.

18 At this point, we're going to run
19 through a relatively short presentation on the
20 Project and then go through the process for
21 addressing comments at today's hearing.

22 The purpose of the presentation
23 today is to review the background and
24 alternatives for the project;

25 What the proposed project is;

1 8/10/17 Hudson Tunnel Project Public Hearing
2 Talk about the Draft Environmental
3 Impact Statement;

4 And then listen -- solicit public
5 comments.

6 At the public hearing today we're
7 going to be addressing environmental analysis
8 and potential impacts of the Project;

9 Discuss proposed mitigation to
10 address those impacts;

11 And provide opportunities for
12 comments on the Draft Environmental Impact
13 Statement, the Draft Programmatic Agreement
14 for historic preservation, and the proposed US
15 Army Corps of Engineers Section 404 and
16 Section 10 permits for the Project.

17 The Environmental Impact Statement
18 is required by the National Environmental
19 Policy Act or NEPA. Before providing funds or
20 issuing a permit, federal agencies must
21 consider the environmental effects of the
22 Project. This is achieved by preparing an
23 Environmental Impact Statement.

24 Our project partners included the
25 Federal Railroad Administration, or FRA, as

1 8/10/17 Hudson Tunnel Project Public Hearing
2 the lead federal agency for NEPA;

3 NJ TRANSIT as the co-lead, local
4 agency for NEPA;

5 Amtrak, who's responsible for
6 project design and engineering;

7 And the Port Authority of New York
8 and New Jersey responsible for project
9 coordination and development.

10 The need for the Project. Both
11 tubes of the North River Tunnel, that's the
12 current tunnel used by both Amtrak and
13 NJ TRANSIT, were inundated during Superstorm
14 Sandy and the tunnel was closed for five days.
15 The tunnel is safe for use, but the storm
16 damage continues to degrade tunnel systems.
17 And long-term, that damage can only be
18 addressed through a comprehensive
19 reconstruction of the tunnel, which means
20 closing one of the tubes at a time for a
21 prolonged period of time. This would have a
22 tremendous effect on transportation. Our
23 existing train service, approximately 450
24 trains per day, must be maintained by the
25 reconstruction is underway.

1 8/10/17 Hudson Tunnel Project Public Hearing

2 The Project purpose is to preserve
3 the functionality of the Northeast Corridor by
4 repairing the North River Tunnel;

5 Strengthen the Northeast
6 Corridor's resiliency;

7 And achieve these improvements
8 with uninterrupted rail service.

9 Our goals, therefore, are to
10 improve service reliability and upgrade the
11 existing tunnel in a cost-effective manner;

12 Maintain uninterrupted Northeast
13 Corridor service, capacity and functionality
14 by ensuring that the North River Tunnel
15 rehabilitation occurs as soon as possible;

16 Strengthen the Northeast
17 Corridor's resiliency to provide reliable
18 service across the Hudson River;

19 Not to preclude future
20 Trans-Hudson capacity expansion projects;

21 And minimize the impacts on both
22 the built and natural environment.

23 During the alternatives evaluation
24 process, we reviewed potential alternatives
25 from the prior Access to the Region's Core

1 8/10/17 Hudson Tunnel Project Public Hearing
2 project, alternatives presented during the
3 project scoping document, and alternatives
4 suggested during the scoping process.

5 We've identified one build
6 alternative that meets and purpose and need,
7 which is the construction of a new two-track
8 tunnel connecting from just east of Secaucus
9 Junction in New Jersey to existing Penn
10 Station in New York, and the rehabilitation of
11 the existing tunnel.

12 To describe the Preferred
13 Alternative in detail. Again, it is two
14 tracks on the Northeast Corridor in Secaucus
15 beneath the Palisades, Hoboken and the Hudson
16 River, and connecting to existing approach
17 tracks that lead to existing Penn Station New
18 York.

19 There are three new ventilation
20 shaft and fan plant facilities directly above
21 the tunnel. And once that is constructed, the
22 rehabilitation of the existing tunnel would
23 occur.

24 Once that new tunnel is complete,
25 both existing new tunnels -- both the existing

1 8/10/17 Hudson Tunnel Project Public Hearing
2 and new tunnels would be in service, providing
3 increased operational flexibility for both
4 Amtrak and NJ TRANSIT.

5 This shows the Project area map in
6 a little more detail. Again, extending from
7 the west, just east of Secaucus Junction on
8 the surface tracks, going into a tunnel portal
9 in North Bergen. We're underground from that
10 point, going underneath the Palisades,
11 underneath Hoboken, underneath the Hudson
12 River and emerging at -- in New York, at the
13 Hudson River bulkhead.

14 Again, you can see that there are
15 three locations on the next one that show the
16 staging locations for the Project. That
17 includes a staging location at North Bergen,
18 one of the staging locations that was
19 identified during the prior ARC project;

20 A staging location at the
21 Hoboken/Weehawken border, which would also be
22 a location for the future ventilation plant;

23 And a staging location in
24 Manhattan, on the West Side of Manhattan
25 between 29th and 30th Street, and this would

1 8/10/17 Hudson Tunnel Project Public Hearing
2 be one of the other ventilation facilities.

3 Again, all in all, these are the
4 major locations where the Project activity
5 would be taking place.

6 One the questions that we get
7 frequently with the Project is: How is this
8 project compared to the prior ARC project?
9 It's smaller in scope, basically effecting
10 just the area between Secaucus Junction and
11 existing Penn Station New York.

12 With this particular project,
13 there are no loop tracks, no storage yard, and
14 serves existing Penn Station.

15 One of the other critical
16 differences is that it's a shallower approach
17 to Manhattan under the Hudson River, that's
18 because we're serving existing Penn Station.

19 Some common elements: The
20 alignment in New Jersey is virtually the same
21 as it was in the ARC project; and two new
22 tubes beneath the Palisades, Hoboken and the
23 Hudson River are generally within the same
24 alignment; and we are at the same alignment
25 and depth within New Jersey.

1 8/10/17 Hudson Tunnel Project Public Hearing

2 At this point I'm going to ask
3 Julie Cowing to come up, she's going to talk a
4 little about some of the analysis that has
5 been done as part of the Draft Environmental
6 Impact Statement.

7 MS. COWING: Good afternoon.

8 At the end of the June 2017, FRA
9 and NJ TRANSIT completed the Draft
10 Environmental Impact Statement, or DEIS, for
11 the Hudson Tunnel Project.

12 The purpose of the DEIS is to
13 evaluate impacts to the natural and human
14 environment that can occur because the Hudson
15 Tunnel Project, and identify measures to
16 reduce or avoid those impacts, which we call
17 mitigation.

18 The DEIS compares the impacts of
19 the Preferred Alternative, which is the
20 proposed project that RJ just showed you, to
21 the impacts of the No Action Alternative,
22 which is the condition that will occur if the
23 Project is not undertaken.

24 The DEIS considers the impacts of
25 the Project's 11-year construction period and

1 8/10/17 Hudson Tunnel Project Public Hearing
2 the impacts of the completed project.

3 The Hudson Tunnel Draft EIS was
4 made available for public review at the
5 beginning of July. After the public comment
6 period that we're in now, all comments
7 received will be reviewed, and responses to
8 these comments and appropriate revisions will
9 be incorporated into a Final EIS that will be
10 used by the Federal Railroad Administration in
11 its Record of Decision for the Project.

12 The Draft EIS includes analyses of
13 a full range of impacts on the community and
14 on the natural environment. They're organized
15 into chapters by topic, which are listed here,
16 each chapter describes construction impacts
17 and operational impacts. Most of the
18 Project's impacts would occur during
19 construction at and near the construction
20 sites for the Project, in the Meadowlands and
21 at the three staging areas in North Bergen,
22 Hoboken and Weehawken, and New York City.

23 The EIS describes those impacts in
24 detail and discusses measures to mitigate and
25 reduce the impacts in each technical chapter.

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2 The tunnel boring activities
3 during construction would not result in
4 adverse impacts directly above the tunnel, and
5 vibration would be barely perceptible, if at
6 all.

7 Once the Project is complete and
8 operational, train operations would be more
9 reliable and resilient, and the only notable
10 difference of the completed project would be
11 the Project's two above-ground fan plants; one
12 in New Jersey and one in New York.

13 The analysis of historic and
14 archaeological resources included in the Draft
15 EIS was conducted in accordance with
16 Section 106 of the National Historic
17 Preservation Act, which is a process that
18 includes State Historic Preservation offices,
19 in this case in New Jersey and New York, and
20 other parties with an interest in historic
21 properties.

22 The Draft EIS identifies adverse
23 effects to the North River Tunnel, that's the
24 existing train tunnel, which is a historic
25 resource as part of the Pennsylvania Railroad

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2 system, and adverse impacts to the New York
3 Hudson River Bulkhead.

4 The rehabilitation of the existing
5 tunnel would necessarily change some of its
6 historic qualities, and the new tunnel beneath
7 the Hudson River would pass through the
8 foundation of the Hudson River bulkhead.

9 Mitigation to resolve those
10 adverse effects is in a Programmatic
11 Agreement, there's a draft of that in the
12 Draft EIS for public review. The EIS also
13 includes a draft evaluation in accordance with
14 Section 4(f) of the USDOT Act, that's a
15 regulation that protects parks, wildlife
16 refuges, and again historic resources from
17 being used or impacted unless there's no
18 feasible and prudent alternative to avoid that
19 impact.

20 The Hudson Tunnel Project's impact
21 to the New York Hudson River Bulkhead is
22 considered a use of the Section 4(f) resource,
23 and the draft evaluation concludes there's no
24 feasible and prudent way to avoid that use
25 because of the need for the relatively shallow

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2 tunnel that can meet the tracks of Penn
3 Station. The Draft Programmatic Agreement in
4 the DEIS identifies measures to mitigate that
5 impact.

6 So as I noted, the Draft EIS was
7 completed at the end of June and that's the
8 beginning of the public review process, we're
9 now in the public comment period. The public
10 comment period will end on August 21, 2017,
11 after which a Final EIS will be prepared that
12 responds to the comments received.

13 Then the Federal Railroad
14 Administration will issue its decision, which
15 is called the Record of Decision, using the
16 information in the Final EIS. And we expect
17 that to occur in Spring 2018.

18 But the environmental process is
19 just the beginning of a much longer project
20 schedule. After the environmental review and
21 preliminary engineering are complete in 2018,
22 the Project can obtain its permits and needed
23 property. And then after that, construction
24 of the new tunnel will take about seven years.

25 When the new tunnel is complete,

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2 train traffic will be shifted out of the old
3 tunnel, one tube at a time, so the old tunnel
4 can be rehabilitated, and that takes about
5 four years.

6 So all together construction will
7 be about 11 years, with both tunnels in
8 operation in 2030.

9 MR. PALLADINO: Thank you very
10 much.

11 We'll review just very briefly the
12 public comment process and then begin hearing
13 from speakers.

14 So first, again, for the review of
15 the DEIS, it's available on the Project
16 website. We also do have a copy of the
17 document here and it's at a number of document
18 repositories, which we do have a list here in
19 the back of the room.

20 Public comments on the Project
21 will be accepted through August 21st. In
22 addition to three public hearings, we will
23 have comments in writing, and there's more
24 information on the project at
25 hudsontunnelproject.com.

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2 Written comments, again, can be
3 done on the Project website, by e-mail or by
4 postal mail. We do have a mailing address
5 that we're monitoring for any comments on the
6 project.

7 For this afternoon, we'll have
8 speakers who have signed up to speak. If
9 you've not had an opportunity, just go step
10 out at the registration table, we'll be happy
11 to sign you up and ask you to speak.

12 We'll open the floor to comments
13 and ask you to come to the front of the room
14 to make the comments. Please limit the
15 comments to three minutes so we have an
16 opportunity to hear from everyone.

17 We do have a stenographer who will
18 record all comments, we'll ask you to state
19 your full name and organization, if any, for
20 the record. That does go on the public record
21 as part of the Project comments unless you ask
22 us to specifically not have your name on the
23 record.

24 And, again, FRA and NJ TRANSIT on
25 the DEIS, as well as Army Corps of Engineers,

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2 will not be directly responding to comments
3 today, but the comments do become part of the
4 comment record in the Final Environmental
5 Impact Statement. So everything we hear,
6 everything we receive in correspondence,
7 everything that we see by e-mail, all gets
8 incorporated into the response and the Final
9 Environmental Impact Statement.

10 So at this point, Stephen, I
11 believe we do have some speakers and we'll
12 call you up. Thank you very much for your
13 attention.

14 MR. HOLLEY: Our first speaker,
15 we're going to start with elected officials,
16 is Senator Bob Gordon.

17 SENATOR GORDON: Good afternoon,
18 everyone.

19 I am New Jersey Senator Bob
20 Gordon, and I serve as chair of the Senate
21 Legislative Oversight Committee, the panel
22 that has taken the lead for the last two years
23 on the Gateway Project, Amtrak and NJ TRANSIT,
24 the Port Authority Bus Terminal, PATH, and on
25 all Trans-Hudson capacity issues.

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2 I'm here today speaking on behalf
3 of myself and my vice chair, Senate Majority
4 Leader Loretta Weinberg, but I can assure you
5 that our perspective represents the views of
6 the entire New Jersey Senate leadership.

7 On Gateway, New Jersey Senate
8 leadership has spoken consistently with one
9 bipartisan voice. I'd also like to take this
10 opportunity to recognize the presence of
11 former Assembly Speaker Sheila Oliver who's
12 here today. The fact that one of the
13 candidates for Lieutenant Governor of New
14 Jersey is here is indicative of the importance
15 and priority of this project.

16 Two years ago today our committee
17 held a hearing on Trenton, which Amtrak's
18 Steve Gardner was joined by transportation
19 experts Martin Robins, Tom Wright and Janet
20 Churnez, and business leaders Tom Brackin and
21 Anthony Ignazio, calling upon the governors of
22 New Jersey and New York to join the federal
23 government and Amtrak in making a financial
24 commitment to the Gateway Project.

25 One month later, Governors

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2 Christie and Cuomo agreed to commit their
3 states together to put up 50 percent of the
4 construction costs, and the commitment of the
5 state governments has not wavered.

6 In fact, the bistate Port
7 Authority of New York and New Jersey stepped
8 up to provide the staffing for the Gateway
9 Development Corporation, and included
10 \$2.7 billion for Gateway and its revised
11 ten-year capital plan.

12 Today, exactly two years later,
13 our concern is not the commitment of the
14 states, but of the federal government. The
15 proposed house budget for the upcoming year
16 includes \$900 million for the Gateway Project,
17 much of which would go to the construction of
18 the Portal Bridge, the antiquated swing bridge
19 over the Hackensack River that's the worst
20 chokepoint on the Northeast Corridor. That
21 project is ready to begin construction this
22 month, but the funding isn't there.

23 That's our worry with the overall
24 Gateway Project. Despite transportation
25 secretary Chow's positive comments, there's no

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2 clear federal funding commitments to Gateway
3 and unfortunately we are in a race against
4 time.

5 This summer we pushed the capacity
6 of our PATH system to the limit, added ferries
7 from Hoboken to Midtown, and increased bus
8 service from Morris and Essex rail stations to
9 the already overcrowded Port Authority bus
10 terminal to handle a 25 percent reduction in
11 train capacity at Penn Station for eight weeks
12 during the summer when ridership is always
13 lower.

14 We've been lucky. We've had no
15 train breakdowns in the tunnels, no
16 derailments in the station, and PATH so far
17 has escaped any major summer breakdowns. But
18 our Trans-Hudson mass transit system is
19 straining at the limits with a 25 percent
20 reduction in capacity.

21 As you all know, if one of the
22 existing North River Tunnels that were so
23 severally damaged by Sandy has to close for
24 emergency repairs, possibly for as long as
25 18 months, we would lose 75 percent of our

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2 Trans-Hudson rail capacity. Instead of 24
3 NJ TRANSIT Amtrak trains during rush hour, we
4 would be down to six. We would be facing
5 commuter Armageddon. And we would certainly
6 trigger a regional economic recession, much
7 like the one that followed the 9/11 attacks.

8 Amtrak is doing everything it can
9 to make repairs during off-hours and weekends
10 to keep the tunnels functioning, but experts
11 tell us the likelihood is high that one of
12 these tunnels will fail over the next 20
13 years. And while we'll do everything we can
14 at the state and regional level to increase
15 capacity in the PATH system to speed
16 construction of additional capacity of Port
17 Authority Bus Terminal and to encourage the
18 expansion of ferry service, we cannot make up
19 for the failure to expeditiously complete the
20 new Gateway tunnels.

21 Even if all the federal funding
22 commitments were currently in hand, completion
23 of the new tunnels would take at least 10 to
24 13 years. That means we have to pray that the
25 existing tunnels hold up until between 2027

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2 and 2030.

3 We cannot afford to tempt fate or
4 the long-term effects of salt water corrosion
5 by pushing off the Gateway Project any longer.
6 Needless to say, we would be in a far better
7 situation if Governor Christie had not
8 canceled the ARC project in 2010 to avoid
9 raising the gas tax in line with his
10 presidential ambitions. The ARC tunnel would
11 be within two or three years of completion.
12 Cancellation of ARC was the worst decision
13 made by any New Jersey governor.

14 What ARC would have done, and what
15 Gateway will do, is to double Trans-Hudson
16 rail capacity for both NJ TRANSIT and Amtrak.
17 The Project includes the expectation of the
18 Northeast Corridor from two tracks to four
19 between Newark and Secaucus, and the
20 construction of the Bergen loop which will
21 enable NJ TRANSIT to offer one-seat rides to
22 Manhattan on all of its commuter lines. This
23 will spur tremendous economic growth on both
24 sides of Hudson. It will spur
25 transit-oriented development, increase housing

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2 values, improve the quality of lives are
3 commuters, and provide Manhattan employers
4 with a workforce they need to grow.

5 Our regional economy makes up
6 one-sixth of the nation's Gross Domestic
7 Product. The expeditious completion of the
8 Gateway Project is critical, not just to our
9 region, but to our nation as well.

10 Thank you very much for your
11 attention.

12 MR. HOLLEY: Thank you.

13 Our next speaker will be
14 Assemblywoman Sheila Oliver.

15 ASSEMBLYWOMAN OLIVER: Good
16 afternoon, ladies and gentlemen.

17 I am here to affirm and strongly
18 support the comments that have been put on the
19 record by Senator Robert Gordon. I'm Sheila
20 Oliver, I represent the 34th Legislative
21 District in New Jersey General Assembly.

22 And that district includes the
23 Town of Montclair, Cliffton, East Orange and
24 Orange; four communities that rely heavily
25 upon use of transit and rail.

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2 While New York and New Jersey
3 don't agree all the time on a lot of things, I
4 certainly embrace what Governor Cuomo said, it
5 has been a summer of hell for the residents
6 that live within my legislative district.

7 Those communities have been able
8 to grow and attract new residents and home
9 purchasers, a lot of development and
10 millennial housing because of the existence of
11 easy access into the City of New York.

12 A new tunnel to Manhattan is
13 needed. And I'm not going to reiterate the
14 comments that Senator Gordon put on the
15 record. He and Senator Weinberg have been
16 besieging the Port Authority for several years
17 to address the difficulties we are having on
18 this side of the Hudson.

19 The entire system is now operating
20 on a high wire without a net. Apart from the
21 tunnel, the Gateway Project would also provide
22 crucial infrastructure upgrades in New Jersey,
23 including Secaucus, the Meadowlands, and
24 Newark Penn Station.

25 While there has been some funding

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2 for another tunnel in the region, and a
3 Congressional appropriation, it is less than
4 10 percent of what is required to get this
5 project underway.

6 One of the things that we are
7 concerned about in New Jersey is the quality
8 of life of our residents. Families are
9 working longer, they're working harder. And
10 for our residents to have to confront
11 nightmare-ish commutes just to earn a living
12 is having a deleterious effect on family life.

13 We must improve the infrastructure
14 of this region. There is no doubt we are the
15 busiest transit corridor in the country. And
16 Senator Gordon aptly put it on the record, our
17 economy and the future growth of the economy
18 in New Jersey is dependent upon easy egress
19 and transportation to the City of New York.

20 So we will continue to strongly
21 affirm that the federal government needs to
22 step up. I agree wholeheartedly with Senator
23 Gordon that we missed a wonderful opportunity
24 to get this work underway. But it will be
25 just disastrous if the feds don't step up,

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2 work with these two states, New Jersey and New
3 York, to improve our transit system because
4 it's affecting negatively the quality of life
5 of the people that live in New Jersey.

6 Thank you.

7 MR. HOLLEY: Thank you.

8 Our next speaker will be from US
9 Senator Cory Booker's office, Zach McCue.

10 MR. MCCUE: Good afternoon. I'm
11 Zach McCue representing US Senator Cory
12 Booker, who submitted the following comment to
13 FRA and NJ TRANSIT today:

14 "Dear Acting Administrator Hall
15 and Mr. Santoro:

16 "I write in regard to the Draft
17 Environmental Impact Statement and Draft
18 Section 4(f) evaluation prepared by the
19 Federal Railroad Administration and NJ TRANSIT
20 for the Hudson Tunnel Project.

21 "I strongly support the
22 construction of a new rail tunnel under the
23 Hudson River, thereby increasing the
24 reliability of passenger rail service in the
25 region, strengthening the resiliency of the

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2 Northeast Corridor, and providing much-needed
3 relief to an overburdened transportation
4 network.

5 "In addition to the construction
6 of a new rail tunnel under the Hudson River
7 from New Jersey to Penn Station New York, the
8 Hudson Tunnel Project also evaluates the
9 reconstruction of the existing North River
10 Tunnel.

11 "As you know, the two-track North
12 River Tunnel, which is over 100 years old, and
13 was inundated by salt water during Superstorm
14 Sandy, is in dire need of comprehensive
15 rehabilitation.

16 "The North River Tunnel, a life
17 line and the only Hudson River crossing on the
18 NEC, is operating at capacity to meet current
19 demand, and yet still has become a bottleneck
20 of delays in recent years. A shutdown of just
21 one of the tubes of the existing North River
22 Tunnel will severely reduce capacity from 24
23 to 6 trains per hour, disrupting service for
24 hundreds of thousands of rail passengers on
25 Amtrak, NJ TRANSIT and NEC trains.

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2 "The North River Tunnel must be
3 revitalized in order to preserve the
4 competence of the busiest rail corridor in the
5 nation. While this project is of critical
6 importance to the region, it is also a project
7 of national significance.

8 "The Northeast Corridor moves a
9 workforce that contributes \$50 billion
10 annually to our nation's GDP. Loss of service
11 on the NEC would result in a loss of
12 \$100 million a day in economic productivity.

13 "As outlined in the DEIS, when the
14 Hudson Tunnel Project is complete and the
15 North River Tunnel is in service, the NEC will
16 be served by four tracks under the Hudson
17 River between New York and New Jersey.

18 "Without the completion of this
19 project, the commuting public will continue to
20 be subject to extreme overcrowding, major
21 delays, and adverse economic impacts as
22 commuters in the workforce spend more time
23 traveling to and from work.

24 "I thank the FRA and NJ TRANSIT
25 for their diligent efforts to evaluate and

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2 compile the DEIS for the Hudson Tunnel
3 Project, and for their efforts to advance the
4 vital Gateway Program.

5 "Our region simply cannot afford
6 to take no action. I see the Gateway Project,
7 which includes the Hudson Tunnel Project and
8 the replacement of the Portal Bridge in New
9 Jersey, as one of the most urgently needed
10 infrastructure projects in the nation. This
11 Hudson Tunnel Project will improve service
12 reliability by reducing delays and enhancing
13 the existing outdated infrastructure.

14 "In conclusion, the Project as
15 evaluated within the DEIS will enhance the
16 reliability of Trans-Hudson River commuter
17 rail and provide relief to an already
18 overburdened region. A rehabbed North River
19 Tunnel and a new Hudson Tunnel will enhance
20 the resiliency of the region's transportation
21 network, as well as the resiliency of the
22 Northeast.

23 "While this is a project that
24 requires the partnership of agencies and
25 entities of all levels of government, I can

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2 assure you that it is not a partisan issue.
3 Commuters in New Jersey, and my constituents,
4 want solutions to the problems and delays that
5 they face each day.

6 "I look forward to continuing to
7 work with our partners to advance this
8 project, work to identify and secure the
9 necessary resources, and eventually see this
10 project underway for the betterment of region
11 and the nation.

12 "Sincerely, Cory Booker."

13 Thank you.

14 MR. HOLLEY: Thank you.

15 Our next speaker is Committeeman
16 Robert Baselice.

17 COMMITTEEMAN BASELICE: Good
18 afternoon.

19 I'm a committeeman in North
20 Bergen. My district will be impacted the most
21 with regards to construction and staging.

22 We, too, we've been anticipating
23 this for a long time, beginning with ARC. I
24 fully support this, as does the neighborhood,
25 the construction of ARC -- I'm sorry, the new

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2 tunnels. We also support what Senator Gordon,
3 Assemblywoman Oliver, and Senator Cory Booker
4 has said. I don't want to go through the
5 whole same thing they've done, but we are in
6 support.

7 We just ask that when it comes
8 time for the mitigated planning, that the
9 community be involved and be apart of the
10 blueprint, so to speak. Thank you.

11 MR. HOLLEY: Thank you.

12 Our next speaker is Mr. Tom
13 Sullivan.

14 MR. SULLIVAN: Good afternoon,
15 ladies and gentlemen.

16 I just recently retired after a
17 60-year career in broadcast journalism, and
18 one of my specialties in that 60 years was
19 coverages of major tunnel projects around the
20 world.

21 The tunnel, which is 93 miles of
22 drilling over a seven-year period, I was there
23 for the studying and the river cutting, and
24 three, four times a year during the seven
25 years that construction was going on.

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2 And I made it my business to go to
3 all the tunnel projects around the world,
4 sometimes in progress, but usually when it's
5 finished and I can ride it and see how it
6 works.

7 By those standards, this project
8 is a very minimal one. The actual tunnel
9 underneath the river, excluding tunnel under
10 land on either side, is a very insignificant
11 one. The most recent rail tunnel that opened
12 was on Christmas Eve 2016 in Switzerland, and
13 it was 34 miles long and it had taken 17 years
14 to drill that tunnel. They started in 1999
15 and went into regular service on December 23,
16 2017.

17 The cost of that tunnel was
18 \$11.5 billion and it was through solid
19 granite. It connected through Gana in Italy
20 to Zurich in Switzerland and replaced the
21 tunnel that was built and put into service in
22 1882.

23 Now we have a major tunnel success
24 in the United States that has been in service
25 for 50 years, I'm talking about the bridge

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2 tunnel complex -- what are we calling that? --
3 Chesapeake Bay Bridge Tunnel. It went into
4 service in 1962, and this will really surprise
5 you, it did not cost even \$0.01 of taxpayer
6 money. I was privately funded and paid for by
7 the tolls that resulted from that.

8 It's 21 miles long, and in the
9 contract that was written for the building of
10 that particular bridge tunnel complex, very
11 rigid specific maintenance regulations were
12 included. One of the reasons why we have a
13 tunnel, a 100-year-old tunnel, that's falling
14 down around us here is because people are not
15 held accountable for what they should be doing
16 to maintain that.

17 It used a technology where tunnel
18 sections were built on the land and put into
19 trenches which were dug in the right-of-way
20 for that particular tunnel. And the same
21 technique, which was developed by a Danish
22 company, was used recently for the Sidney
23 Harbor Tunnel, which is a little bigger than
24 this one, and for the Oresund Bridge Tunnel
25 Complex between Sweden and Denmark, which made

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2 Malmo, Sweden and Copenhagen, Denmark almost a
3 contiguous community.

4 I'm running out of time, so I
5 want -- what I did notice is the seven-year
6 timetable for this particular project and the
7 money allocated to build it are totally out of
8 keeping with international standards.

9 This is a two-year project between
10 \$6 and \$7 billion, and who's getting the rest
11 of it or what's going to happen to it, I
12 couldn't tell you, but it's way out of line.
13 I've been to every tunnel in recent
14 construction, and this one just doesn't
15 measure up. It's too expensive and it's
16 taking too long. Thank you.

17 MR. HOLLEY: Thank you.

18 Our next speaker is Ciro Scalera.

19 MR. SCALERA: Good afternoon.

20 My name is Ciro Scalera, and I'm
21 here representing the Laborers International
22 Union of North America. We represent 45,000
23 members in New Jersey, New York City, Long
24 Island and Delaware, and that includes about
25 11,000 New Jersey laborers in Local 472 and

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2 172 who will build and maintain our roads,
3 bridges and this tunnel. We work statewide to
4 promote economic development.

5 As we indicated in the May 16th
6 scoping hearing, we support the construction
7 of this Hudson Tunnel and Portal Bridge
8 project. We view this as a very, very
9 significant project, as you've already heard.

10 There is a crisis facing our
11 region and its economic security if the
12 existing rail tunnels and interconnecting
13 infrastructure are not replaced and replaced
14 as expeditiously as possible. Whether the
15 focus is on the need, economy, job creation,
16 retention, safety or environmental benefits,
17 the data is irrefutable that the Gateway
18 Program must be undertaken and completed as
19 soon as possible.

20 I'm submitting a statement with
21 some points, I'll just highlight the points
22 very briefly.

23 First, we commend all the
24 stakeholders to date that have been working in
25 a very coordinated fashion to have this

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2 environmental review be expedited. We looked
3 at the DEIS and it looks fine. The mitigation
4 procedures outlined and other approaches that
5 are in it, in our view, are sufficient.

6 We're not unaware that there have
7 been several years of environmental
8 assessments in the past decade on the prior
9 tunnel project, and back then, last year, we
10 urged you to look at that and utilize it by
11 updating it and taking advantage of any data
12 in the several years of analysis that
13 NJ TRANSIT had overseen for the ARC project.
14 You've done that and we commend you for that.

15 To the gentleman's point about
16 construction efficiency. It would be our hope
17 that the same coordinated efforts that's taken
18 place among the partners in these preliminary
19 steps; environmental review, engineering
20 planning, et cetera, would carry through in
21 construction. We know that if there's a close
22 and coordinated communication between
23 management and the construction of the
24 Project, that efficiency can be achieved and
25 perhaps the deadlines and the cost that have

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2 been outlined, maybe we can do better. It's
3 certainly our hope and we'll do everything we
4 can to do that.

5 The other points are that -- have
6 already been made. Failure to expedite
7 environmental reviews are going to have
8 serious consequences for our region, we know
9 that.

10 And the final point I would make
11 is that the environmental benefits of
12 expediting approvals for construction sooner
13 than later are significant. Let's remind
14 ourselves when trains are expanded and
15 utilized, that takes the use of cars off the
16 roads and the pollution that those cars cost.
17 So there are environmental benefits from
18 having these tunnels.

19 And so on that topic today, the
20 DEIS, we're here to say good job. We support
21 it, and I hope they can move as quickly as you
22 hope.

23 MR. HOLLEY: Thank you.

24 Our next speaker is John Porcari.

25 MR. PORCARI: Thank you.

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2 My name is John D. Porcari, I'm
3 the interim executive director of the Gateway
4 Program Development Corporation.

5 The Gateway Program, including the
6 Hudson Tunnel Project, is the most urgent
7 infrastructure project in America. The
8 106-year old North River Tunnel is a single
9 point of failure for 10 percent of America's
10 Gross Domestic Product and has become
11 increasingly unreliable since it was heavily
12 damaged during Hurricane Sandy nearly five
13 years ago.

14 Salt and chlorides left behind by
15 the millions of gallons of salt water that
16 flooded the tunnel have been eating away at
17 the concrete from the inside out. The tunnel
18 is safe, but the infrastructure and electrical
19 components have been compromised leading to
20 power failures, increased maintenance needs,
21 and a less reliable commute for hundreds of
22 thousands of passengers every day.

23 The tunnel must be rebuilt from
24 the inside out, which can only be done by
25 closing the two tubes, one at a time, for 18

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2 to 24 months each. Without a new route in or
3 out of the Penn Station, that would result in
4 a dramatic 75 percent reduction and the number
5 of trains that can use the busiest stretch of
6 the Northeast Corridor. Instead of 24 trains
7 per hour, we'd have 6. If you thought this
8 summer service disruptions were bad, imagine
9 that nightmare scenario for a moment. We
10 cannot allow it to happen and the Hudson
11 Tunnel Project is the region's best bet for
12 avoiding it.

13 With the new tunnel in place we
14 can make the needed repairs to the North River
15 Tunnel without interrupting service for
16 NJ TRANSIT and Amtrak customers who make some
17 200,000 trips per day through the tunnel.
18 Train dispatchers will have additional
19 flexibility to route trains around unplanned
20 outages. When a new tunnel is built, the trip
21 will be safer and more reliable.

22 We're in a race against time and
23 no one knows for sure when the existing tunnel
24 will become so unreliable that it has to be
25 closed. With the publication the Draft EIS,

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2 the Project team has reached an important
3 milestone on the path toward construction.

4 The comments received today and
5 throughout the public comment period are
6 critical to shaping the next steps. These
7 public hearings are meant to service potential
8 impacts that need to be accounted for in the
9 Final EIS.

10 The Project team is listening and
11 continues to encourage all interested parties
12 to comment on the significance of this project
13 from their individual perspectives. Public
14 input is a vital component of the
15 environmental review process and all those
16 here today should be commended for making
17 their voices heard.

18 When the public comment period
19 closes, the team will assemble and catalog the
20 comments and begin developing formal responses
21 to address the concerns and issues raised.

22 When that work is finished, it will be
23 included in a Final EIS expected to be issued
24 in March 2018 along with a Record of Decision
25 allowing the Project to move forward.

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2 The Hudson Tunnel Project is
3 essential, not just for the New York/New
4 Jersey Metropolitan area, but for the nation
5 as a whole. We have no time to waste, it's
6 time to build.

7 Thank you.

8 MR. HOLLEY: Thank you.

9 Our next speaker is Kristian
10 Leavy.

11 MR. LEAVY: Good afternoon.

12 I'd first just like to state that
13 I'm wholly in support of any infrastructure
14 building in this country and this area in
15 particular; however, looking at this, I have
16 to say this is the fourth project that has
17 come through this neighborhood, in this area,
18 that does not serve the community you are
19 building through.

20 I would like to encourage at some
21 points a station that accesses New Jersey,
22 Weehawken or Union City. It took four years
23 of fighting NJ TRANSIT to get a bus service to
24 this area beyond 11:40 p.m., and I see this as
25 only an extension of that ignorance to this

1 8/10/17 Hudson Tunnel Project Public Hearing
2 community as a whole.

3 This is the second largest
4 community in New Jersey, as of the 2010
5 census, and the most densely populated. I
6 believe that we deserve better service from
7 NJ TRANSIT and the Port Authority.

8 I would also like to say the time
9 frame in any other country in this developed
10 world would be half the time, and I'm curious
11 as to why it would take anywhere from 10 to
12 13 years to do this.

13 And finally, it seems to me that
14 this proposal addresses a symptom rather than
15 a problem, and that there needs to be further
16 exploration as to what the future
17 transportation issues of this region will look
18 like and how this would serve that rather than
19 the present problem itself.

20 Thank you.

21 MR. HOLLEY: Thank you.

22 Our next speaker is Hannelore
23 Leavy.

24 MS. LEAVY: Hello, good afternoon.

25 I'm a resident of this Union City

1 8/10/17 Hudson Tunnel Project Public Hearing
2 for over 30 years and daily commuter from it
3 here to Manhattan.

4 And as the gentleman before me
5 already said, we have -- we are so under
6 serviced in our area to go with our commutes
7 to New York. I personally petitioned
8 NJ TRANSIT four times in order to increase bus
9 services and we still don't have enough.

10 I'm looking at the proposed new
11 tunnel and I'm asking, Why does everything go
12 into Penn Station? Penn Station is so
13 overcrowded and so many people, why don't you
14 tie this project into the Seventh Avenue
15 Subway Extension on the West Side with the new
16 project that's going on at the railroads
17 terminal there.

18 There is an entrance on Elsworth
19 Park directly into the river tunnel already.
20 We could have a local station here in Union
21 City where local people can actually commute
22 via railroad or train or subway into
23 Manhattan. Why do we have to get all the
24 people from Montclair and Clifton and all
25 that, that goes through our town or underneath

1 8/10/17 Hudson Tunnel Project Public Hearing
2 our town, but we cannot use that service?

3 So I think that you should look at
4 the local needs that there are and incorporate
5 this into your project. They just renovated
6 the bridge down to Hoboken from Union City,
7 and it's a beautiful bridge, but it only
8 serves the people who drive. It doesn't serve
9 the people who walk, the pedestrians. It
10 doesn't serve any bicycles.

11 We are going into the -- we in the
12 21st century, going into the 22nd century, we
13 don't have no bike paths, there's no
14 pedestrians. They're taking their life in
15 their hands to go over the bridge.

16 So officials need to look at the
17 local people, at the people who use these
18 vehicles of walking and living with them, and
19 listen to them. So I'm very grateful that I
20 was able to be here and view my opinions.
21 Thank you.

22 MR. HOLLEY: Thank you.

23 Our next speaker is Janna
24 Chernetz.

25 MS. CHERNETZ: Good afternoon. My

1 8/10/17 Hudson Tunnel Project Public Hearing
2 name is Janna Chernetz, I'm director of New
3 Jersey policy for the Tri-State Transportation
4 Campaign.

5 The Tri-State Transportation
6 Campaign is a transportation advocacy
7 organization working in New Jersey, Downstate
8 New York and Connecticut.

9 Thank you for the opportunity to
10 provide testimony today in support of the
11 advancement of the Gateway Program. The need
12 for this project is self-evident. I believe
13 Senator Gordon's, Assemblywoman Oliver's, and
14 Senator Booker's statements were very eloquent
15 as they've been strong advocates for the
16 advancement of this program, both here today
17 and for the past several years.

18 We've all been speaking about the
19 need for additional cross Hudson capacity for
20 decades. Given the cancellation of the ARC
21 Tunnel Project in 2011 by Governor Christie,
22 which would have been completed within the
23 next few years had it moved forward, Gateway
24 has risen to the greatest infrastructure
25 priority not only in the region but for the

1 8/10/17 Hudson Tunnel Project Public Hearing
2 country. And as we all know the conditions of
3 the existing tunnel is dire to the damage of
4 Superstorm Sandy a couple years ago.

5 Unfortunately, the repairs cannot
6 be made and have the tunnels in service at the
7 same time, but that's not negotiable.

8 Therefore, we can no longer put off this
9 project. Many have often referred to these
10 tunnels as redundancy, I believe that is the
11 wrong word. This project provides the needed
12 capacity expansion.

13 You've all seen firsthand what
14 happens when the tunnels are out of service.
15 Obviously with the immediate aftermath of
16 Sandy, where service came to a screeching
17 halt. And in preparation for the potential
18 rail crisis, barely 40 percent of rail riders
19 can be accommodated on all other existing
20 modes of transportation.

21 Not one mode of transportation in
22 this region can absorb the capacity of the
23 other. As such, it is vital to have a healthy
24 and robust transportation network. With
25 20 percent of the nation's GDP rooted in the

1 8/10/17 Hudson Tunnel Project Public Hearing
2 Northeast Corridor, the ripple effect of not
3 moving forward with Gateway would be
4 catastrophic. The safety of rail commuters,
5 access to jobs, home values, local, regional
6 and national economic vitality, and the health
7 of prosperity of all remain vulnerable under
8 the conditions of the existing tunnels.

9 Now as we stand here today, we're
10 not looking at complete and full realization
11 until the early to mid-2030s at best for the
12 entire Gateway Program. However, just this
13 morning, the 2017 hurricane and tropical storm
14 outlook is calling for an extremely active
15 season for the Atlantic and the most active
16 season since 2010.

17 How many more storms can the
18 current tunnels withstand?

19 I also want to echo the concerns
20 about the cost of this program. We, too, at
21 Tri-State, do have concerns about the
22 expensive nature of this project, in most
23 recently with the increase from 9 to almost
24 \$12 billion.

25 We urge the decision-makers to do

1 8/10/17 Hudson Tunnel Project Public Hearing
2 their due diligence to ensure no financial
3 waste is in this project and to keep the cost
4 at a minimum.

5 And I'll leave you with this word
6 of caution: We're only one bite to the apple
7 when it comes to building a full program. The
8 program must not only meet the immediate needs
9 of the region, but the future needs as well.

10 For example, Tri-State suggests
11 considering thru-running at Penn Station
12 instead of Penn Station as a terminate,
13 providing broader access to the East Side of
14 Manhattan for commuters.

15 The Gateway Program has many
16 moving parts and thus must continue to remain
17 a priority upon multiple administrations, only
18 in DC, but in New Jersey and New York, and
19 that will be the key to success of Gateway and
20 a major factor in ensuring funding.

21 Thank you very much.

22 MR. HOLLEY: Thank you.

23 Our next speaker is Emily
24 Minougou.

25 MS. MINOUGOU: Emily Minougou,

1 8/10/17 Hudson Tunnel Project Public Hearing
2 representing the Real Estate Board of New
3 York.

4 We offer our comments to the
5 Federal Railroad Administration and NJ TRANSIT
6 on the Draft Environmental Impact Statement on
7 the Hudson Tunnel Project, one of the most
8 heavily used passenger rail lines in the US in
9 the Northeast Corridor that runs from
10 Washington, D.C. to Boston.

11 A critical element of this service
12 is the tunnels under the Hudson River that
13 connect New York and Penn Station to this
14 line. The tunnel and related infrastructure
15 of the corridor, which supports over 200,000
16 daily trips, is over 100 hundred years old and
17 has suffered severe damage from Superstorm
18 Sandy.

19 The North River Tunnel
20 specifically has retained chlorides from sea
21 water flooding, which is damaging the tunnels
22 walls and panels and electrical systems.
23 Without any intervention, emergency repairs
24 may become more frequent and disruptive to
25 train schedules and commuters.

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2 Concerning how valuable a reliable
3 transportation system is to the many
4 businesses and cities that are connected by
5 the Northeast Corridor, it is imperative that
6 restoration work begin immediately.

7 The current DEIS considers the
8 impact that the tunnel closure would have on
9 Northeast Corridor, residents, businesses and
10 commuters, and proposes an alternative that
11 will have the smallest impact on the
12 surrounding areas and train schedules.

13 The FRA and NJ TRANSIT proposal to
14 build a secondary tunnel allows the current
15 levels of train service to continue without
16 disruption while providing an additional
17 tunnel service for future use.

18 New York, New Jersey and the East
19 Coast transportation systems are dependent on
20 this necessary measure that will not interfere
21 with the numerous transportation system
22 schedules. While the DEIS studies the
23 socioeconomic impacts that the Preferred
24 Alternative may have on New York and New
25 Jersey, it is lacking a thorough analysis of

1 8/10/17 Hudson Tunnel Project Public Hearing
2 the Project's socioeconomics of cities and
3 townships that are along the Northeast
4 Corridor in the nation.

5 A Worst Case Scenario analysis
6 studying the economic effects of the No Action
7 on New York City, New Jersey, Washington,
8 D.C., Boston and the nation should be
9 completed to underscore the importance and
10 urgency of this project.

11 The Hudson Tunnel Project is an
12 imperative infrastructure rehabilitation
13 project and a crucial part of the Gateway
14 Program, and needs to proceed promptly.

15 REBNY supports FRA and
16 NJ TRANSIT's Preferred Alternative and
17 recommends a more thorough analysis of the
18 economic importance of the tunnel on a
19 nationwide scale.

20 MR. HOLLEY: Thank you.

21 Our next speaker is Joseph Clift.

22 MR. CLIFT: Good afternoon.

23 My name is Joe Clift, the past
24 head of Planning for the Long Island Railroad
25 and the current advocate for regional rail in

1 8/10/17 Hudson Tunnel Project Public Hearing
2 the New York/New Jersey area.

3 I don't know if any of the elected
4 officials are still here, but what you're not
5 being told about this project is the
6 alternatives analysis basically is a sham.

7 Anything that did not fit within
8 the right-of-way of the final ARC plan to the
9 middle of the river, they didn't consider.
10 They specifically did not look at the ARC
11 Draft Environmental Impact Statement
12 alignment, which brought the new tunnels up
13 under the Northeast Corridor. The result is
14 \$14 billion of spending on this project
15 without any additional capacity for
16 NJ TRANSIT, much less Amtrak. Thirteen years
17 to get nothing done in terms of capacity
18 should be unacceptable.

19 You've run the price up, you've
20 run the service down. In looking at your
21 alternatives, you've basically looked at
22 slight engineering difference in a given
23 alignment. You did not look at how easily
24 that new tunnel alignment would plug into
25 future improvements.

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2 I don't know why you haven't taken
3 a real alternatives look, but you have not.
4 If you did, you'd come up with a different
5 plan. It would be slightly different, but a
6 huge difference in the process.

7 You don't need four tracks from
8 Newark to New York to run more trains for
9 NJ TRANSIT. You need a third track from where
10 the Midtown direct trains come on at swift
11 interlocking in Harrison. That's you'll need
12 is three tracks, that could be done with the
13 existing service through Secaucus station, an
14 additional two tunnels or one tunnel under the
15 river coming up at the corridor, and one new
16 bridge with at least three tracks.

17 The current bridge that's planned
18 is only two tracks. Why would you build a new
19 bridge with the same number of tracks as the
20 bridge we're throwing away?

21 So in closing -- oh, the other
22 comment, if you look at the HNTB report on the
23 tunnel damage from Sandy, it's not the entire
24 tunnels that were inundated, that's a
25 falsehood. The very bottom of the two tunnels

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2 in the Hudson River had water in them, it's
3 about 20 percent of the length. Because the
4 specifications now for the side walls in those
5 tunnels for the bench walls don't meet current
6 standards, HNTB has said, rebuild everything.
7 You've just quintupled the time and the cost.

8 I believe if this was the New York
9 City subway system, they would be rebuilding
10 these bench walls in the bottom of the tunnels
11 right now every weekend, you wouldn't have to
12 take the tunnels out of service. But clearly
13 \$14 billion to gain no additional capacity is
14 a really lousy start. This is great for the
15 infrastructure industrial complex, but it's
16 horrible for the taxpayers and the riders.

17 So you guys should be doing a
18 Supplemental DEIS so that you're actually
19 looking at a project that can be expanded into
20 more capacity immediately. You're so afraid
21 of the review process and being forced to do
22 the capacity analysis, that you're throwing
23 away the baby.

24 I don't know how to say it more
25 clearly, but you're on the wrong trip. You

1 8/10/17 Hudson Tunnel Project Public Hearing
2 need to change direction, and I don't think
3 you will, but you need to. And these
4 politicians need to understand that all this
5 money that's spent will not gain any capacity.

6 Thank you.

7 MR. HOLLEY: Thank you.

8 That is the last of the speakers
9 that signed up. If there's anyone else that
10 would wish to speak on the record, you can
11 sign up at the front desk otherwise I'll turn
12 it back over the RJ.

13 MR. PALLADINO: Okay.

14 Thank you, everyone, who came out
15 to speak on the Project.

16 We will keep the session open
17 until 5:00, then take a break until 6:00, and
18 then we have another -- the same presentation
19 again and another opportunity to speak.

20 If anyone wants to speak at this
21 time, please just sign up at the registration
22 desk and we'll reopen the comment period.

23 Thank you very much and have a
24 good afternoon.

25 (Whereupon, there was a pause in

1 8/10/17 Hudson Tunnel Project Public Hearing
2 the proceedings from 4:16 p.m. to 4:34 p.m.)

3 MR. PALLADINO: Good afternoon,
4 everyone. This is RJ Palladino again with
5 NJ TRANSIT.

6 We do have an additional speaker
7 who would like to speak on the record so we'll
8 invite him to come up.

9 MR. HOLLEY: Councilman Ravi
10 Bhalla from the City of Hoboken.

11 COUNCILMAN BHALLA: Thank you.

12 So sorry to disturb the back and
13 forth, but thank you very much for having me.
14 My name is Ravi Bhalla, I'm a Councilmember of
15 the City of Hoboken.

16 And first I want to extend my
17 gratitude to all of you for taking in public
18 comments and consideration for the Final
19 Environmental Impact Statement with respect to
20 the Preferred Alternative.

21 As a Councilmember of Hoboken and
22 a resident of Hoboken, my understanding is
23 that this project, the Preferred Alternative,
24 would have an extension underneath Hoboken
25 with a --

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2 MR. RYBA: Excuse me, could we
3 have the conversation taken outside.

4 COUNCILMAN BHALLA: With a
5 ventilator shaft in the area of
6 Weehawken/Hoboken. You know, that area of
7 Hoboken, it's called the North End, and it's
8 an area in need of rehabilitation.

9 That is an area of incredible
10 untapped potential, we're talking about
11 hundreds of thousands of -- actually millions
12 of square feet of commercial office space,
13 retail, residential. Our vision for that part
14 of Hoboken is to create a new community that
15 will service thousands of people, thousands of
16 commuters, thousands of residents, thousands
17 of visitors, people who work in that part of
18 the city, people who live in that part of
19 city.

20 So it's very important to us that
21 the ventilator shaft area, if it's constructed
22 in that portion of Hoboken/Weehawken, that
23 there remains some flexibility, if not through
24 the Preferred Alternative then in some future
25 plan, to actually have a stop in the North End

1 8/10/17 Hudson Tunnel Project Public Hearing
2 of Hoboken where you'll see tremendous need
3 and potential for commuter service to and from
4 Hoboken along that line to and from Manhattan
5 and Secaucus.

6 So just thinking forward, thinking
7 ahead, thinking a bit more futuristically,
8 this is the vision we have here in Hoboken of
9 the North End being -- I don't want to say
10 almost a neighborhood within a city or city
11 within a city, with thousand of people coming
12 to commute to and from New York on a daily
13 basis. Having that potential to have a stop
14 in Hoboken is critical from an infrastructure
15 standpoint, also to connect possibly with the
16 Light Rail that may be at 17th or 15th Street.

17 To have a stop through this
18 project or the potential for a stop through
19 this project, would be, I think, very forward
20 thinking and something I would respectfully
21 request that it be considered.

22 Thank you very much for your time.

23 MR. HOLLEY: Thank you again.

24 If there are any other people that
25 wish to speak on the record you can get a

1 8/10/17 Hudson Tunnel Project Public Hearing
2 sign-in card at the front sign-in desk.

3 MR. PALLADINO: Okay. So at this
4 point we do not have any additional speakers;
5 however, again if we do have another speaker
6 before 5:00 p.m. we will certainly invite them
7 to come up and speak. After that point, we
8 will be taking a break but we'll reconvene the
9 public hearing at 6:00 p.m.

10 Thank you once again.

11 (Whereupon, there was a pause in
12 the proceedings from 4:38 p.m. to 5:00 p.m.)

13 MR. PALLADINO: Okay, everyone.
14 At this point, it's 5:00 p.m. we are going to
15 be taking a break. We do have some staff
16 here; however, we will reconvene the hearing
17 for 6:00 p.m. with a presentation at 6:15, and
18 taking comment from 6:15 to 8:00 p.m.

19 Thank you very much for coming
20 out. We'll see you soon.

21 (Time noted: 5:01 p.m.)

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Public Hearing – Session Two

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FEDERAL RAILROAD ADMINISTRATION

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NJ TRANSIT

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HUDSON TUNNEL PROJECT

RE: DEIS PUBLIC HEARING

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Union City High School
2500 Kennedy Boulevard
Union City, New Jersey

August 10, 2017

6:15 p.m.

B E F O R E:

RJ PALLADINO,
Senior Program Manager
NJ TRANSIT

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A P P E A R A N C E S :

For the Federal Rail Administration:

Amishi Castelli

For AKRF:

Julie Cowing

Stephen Holley

US Army Corps of Engineers:

Steven Ryba

Other Project Participants:

The Public

The Press

The Media

Nicole Ellis, Stenographer

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1 8/10/17 Hudson Tunnel Project Public Hearing

2 P R O C E E D I N G S

3 MR. PALLADINO: We're going to get
4 started in just a moment or two, we're working
5 through a minor technical issue. We're going
6 to have a brief presentation followed by the
7 comment session, so just bear with us a moment
8 or two.

9 (Pause in proceedings.)

10 MR. PALLADINO: Good evening,
11 everyone. Again, my name is RJ Palladino with
12 the NJ TRANSIT. I'd like to welcome you for
13 coming out. We do have a couple
14 announcements.

15 We do have someone here to my
16 left, your right, doing American Sign Language
17 translation. And we do also have Spanish
18 translation, we have a brief announcement.

19 (Spoken in Spanish.)

20 MR. PALLADINO: Again, thank you
21 for coming out.

22 On behalf the Federal Railroad
23 Administration and NJ TRANSIT, I'd like to
24 welcome all of you coming out for the public
25 hearing on the Draft Environmental Impact

1 8/10/17 Hudson Tunnel Project Public Hearing
2 Statement, or DEIS, for the Hudson Tunnel
3 Project.

4 Again, my name is RJ Palladino,
5 I'm the Senior Project Manager for the Hudson
6 Tunnel Project for NJ TRANSIT.

7 For the record, this meeting is
8 part of the environmental review process for
9 the proposed Hudson Tunnel Project. For the
10 Project, the Federal Railroad Administration,
11 or FRA, and NJ TRANSIT have prepared a DEIS,
12 Draft Environmental Impact Statement, in
13 compliance with the National Environmental
14 Policy Act, known as NEPA.

15 The DEIS was made available to the
16 public on July 7, 2017, and at this hearing
17 we're accepting comments on the Project and
18 DEIS. We're also accepting comments on the
19 Draft 4(f) evaluation, which is a component of
20 the DEIS, and the related Section 106 of the
21 National Historic Preservation Act.

22 In addition, the US Army Corps of
23 Engineers is accepting comments on the
24 project's proposed permit in accordance with
25 Section 404 of the Clean Water Act and Section

1 8/10/17 Hudson Tunnel Project Public Hearing
2 10 of the Rivers and Harbors Act.

3 With me today are Amishi Castelli
4 with FRA, Steve Ryba with US Army Corps of
5 Engineers, Julie Cowing and Stephen Holley
6 with AKRF, our consultants for the project,
7 and a number of our team members.

8 In addition, we do have
9 Mr. Charles Ingoglia with us, he's somewhere
10 floating around, for press and media contact.
11 So we do have a number of parties here to help
12 you. We do also have project team members who
13 all have ID badges who can talk to you as we
14 progress through the evening.

15 In a few minutes, we'll provide a
16 short presentation on the purpose and need for
17 the Project, a description of the Project, how
18 it will be constructed, and the conclusions of
19 the DIES.

20 At the end of the presentation, we
21 will provide information on how you can
22 provide comments after this public hearing.
23 The public comment period will remain open
24 through August 21, 2017.

25 At this point, I'm going to ask

1 8/10/17 Hudson Tunnel Project Public Hearing
2 Steve Ryba to speak for a few moments on
3 behalf of the US Army Corps of Engineers.

4 MR. RYBA: Thank you, good
5 evening.

6 I'm Steve Ryba, I'm the Regulatory
7 Branch Chief for the New York District of the
8 Army Corps of Engineers. I'll be the
9 presiding officer on behalf of the Corps of
10 Engineers at tonight's public hearing.

11 The Corps of Engineers is here
12 today to obtain information and evidence that
13 address the Corps' concerns to assist in the
14 regulatory review of a permit application by
15 Amtrak and the NJ TRANSIT Corporation for the
16 Project known as Hudson Tunnel Project, which
17 would take place in the Town of Secaucus;
18 Township of North Bergen; City of Union City;
19 City of Hoboken; Hudson County, New Jersey;
20 and Manhattan, New York County, New York.

21 The Corps of Engineers is neither
22 a proponent for, nor an opponent of, the
23 proposed work consisting of the construction
24 and installation of a 4.28-mile Hudson Tunnel
25 Project that would extend along the southern

1 8/10/17 Hudson Tunnel Project Public Hearing
2 side of the existing Northeast Corridor from
3 the Town of Secaucus, continue through a new
4 tunnel portal beneath the Palisades, and
5 finally extend to a new tunnel beneath the
6 Hudson River to Penn Station Manhattan.

7 Our role is to determine whether
8 the proposed activity is or is not contrary to
9 the overall public interest. This hearing
10 will play an important part in that
11 determination.

12 Please understand that we do not
13 expect to answer questions from the dais in
14 this hearing related to the proposal, as we're
15 here to obtain information in your comments.
16 Questions on the regulatory process in general
17 can be directed to my staff in the audience
18 today.

19 The New York District has issued a
20 public notice for this project with a comment
21 period closing on August 21, 2017. The public
22 notice is currently posted on the New York
23 District website and we do have some copies
24 available at the registration table and I
25 believe some in the back of room as well.

1 8/10/17 Hudson Tunnel Project Public Hearing

2 Thank you very much.

3 MR. PALLADINO: Okay. Thank you
4 very much.

5 At this point, we'll do a brief
6 presentation on the Project just to lay out
7 some of the elements on it and then we'll move
8 to the public comment portion.

9 In terms of the presentation today
10 we'll discuss the purpose of the meeting;

11 The Project background and
12 alternatives of the proposed project;

13 The Draft Environmental Impact
14 Statement;

15 And the process for public
16 comment.

17 At this meeting, our purpose is to
18 talk about the environmental analysis and
19 potential impacts of the Project;

20 Discuss potential mitigation to
21 address potential impacts;

22 And the opportunity for comments
23 on the Draft Environmental Impact Statement,
24 the Draft Programmatic Agreement, and the US
25 Army Corps of Engineers Section 404 and

1 8/10/17 Hudson Tunnel Project Public Hearing
2 Section 10 permits for the Project.

3 An Environmental Impact Statement
4 is required by the National Environmental
5 Policy Act, or NEPA. Before providing funds
6 or issuing permits, federal agencies must
7 consider the environmental affects of the
8 Project's, this is achieved by preparing the
9 Environmental Impact Statement for the
10 Project.

11 Our project partners include the
12 Federal Railroad Administration as the lead
13 federal agency for NEPA;

14 NJ TRANSIT as the co-lead, local
15 agency for NEPA;

16 Amtrak, responsible for project
17 design and engineering;

18 And the Port Authority of New York
19 and New Jersey, responsible for project
20 coordination and development.

21 The need for the Project. Both of
22 the tubes of the existing North River Tunnel,
23 which is the tunnel used by Amtrak and
24 NJ TRANSIT for transportation underneath the
25 Hudson River every day, were inundated by

1 8/10/17 Hudson Tunnel Project Public Hearing
2 Superstorm Sandy and the tunnel was closed for
3 five days. The tunnel is safe for use, but
4 the storm damage continues to degrade tunnel
5 systems. And long-term, this storm damage can
6 only be addressed through a comprehensive
7 reconstruction of the tunnel, which would
8 close each tube of the existing North River
9 Tunnel for approximately a year and a half.
10 Existing train service, approximately 450
11 trains per day, must be maintained while that
12 reconstruction is underway.

13 So the Project purpose is to
14 preserve the current functionality of the
15 Northeast Corridor by repairing the North
16 River Tunnel;

17 Strengthen the Northeast
18 Corridor's resiliency;

19 And achieve these improvements
20 while maintaining uninterrupted service.

21 This translates project goals of
22 improving service reliability and upgrading
23 the existing tunnel in a cost-effective
24 manner;

25 Maintaining uninterrupted service

1 8/10/17 Hudson Tunnel Project Public Hearing
2 on the Northeast Corridor by ensuring that the
3 North River Tunnel rehab occurs as soon as
4 possible;

5 To strengthen the Northeast
6 Corridor's resiliency, provide reliable
7 service across the Hudson River facilitating
8 long-term infrastructure maintenance and
9 enhancing operational functionality;

10 Not to preclude future
11 Trans-Hudson rail capacity expansion projects;

12 And minimize impacts on the
13 natural and built environment.

14 During the alternatives evaluation
15 process, potential alternatives were reviewed
16 that looked at prior alternatives looked at
17 during the Access to the Region's Core
18 Project, alternatives presented during the
19 Project scoping, and alternatives suggested
20 during that scoping.

21 We've identified one build
22 alternative that meets the purpose and need,
23 that is to build the construction of a new
24 two-track tunnel connecting from just east of
25 Secaucus Junction in New Jersey connecting to

1 8/10/17 Hudson Tunnel Project Public Hearing
2 Penn Station New York, and then the
3 rehabilitation of the existing tunnel.

4 To discuss that Preferred
5 Alternative in more detail. The Preferred
6 Alternative proposes two new tracks from the
7 Northeast Corridor in Secaucus, New Jersey;
8 beneath the Palisades, Hoboken and the Hudson
9 River; to connect to existing approach tracks
10 that lead into the Penn Station New York.

11 The Project proposes three new
12 ventilation shafts or fan plants directly
13 above the new tunnel, and then rehabilitation
14 of the existing tunnel once the new tunnel is
15 complete.

16 When that rehab is complete, both
17 the existing new tunnels would be in service
18 providing increased operational flexibility
19 for both Amtrak and NJ TRANSIT.

20 This is a larger map of the
21 Preferred Alternative. You can see that it
22 extends from just east of Secaucus Junction,
23 along the Northeast Corridor, then underground
24 going underneath the Palisades, going
25 underneath Hoboken at the Hoboken/Weekhawken

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2 border, underneath the Hudson River over to
3 Manhattan, where we would then connect over to
4 existing Penn Station New York.

5 There are three construction
6 staging areas that are primary points of
7 activity for the Project. They include a
8 staging area at North Bergen, which would be
9 the tunnel portal in New Jersey;

10 And Hoboken, at the
11 Hoboken/Weehawken border, which would be the
12 location of the New Jersey ventilation
13 facility;

14 And in Manhattan at one of the
15 primary New York ventilation facilities
16 between 29th and 30th Streets at Block 675.

17 One of the questions that we get
18 often is: How is this project different or
19 the same from the former ARC project?

20 One of the primary differences is
21 that our approach to Manhattan is shallower,
22 we're not as deep as the original tunnel was
23 during the ARC project. This project is also
24 smaller in scope, basically dealing just with
25 the area between Secaucus and Penn Station New

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2 York. As a result, there are no loop tracks,
3 no storage yard, and it's serving existing
4 Penn Station as opposed to a new station
5 facility.

6 Common elements between the two
7 projects include two new surface tracks
8 approaching the tunnel and New Jersey, two new
9 tubes beneath the Palisades, Hoboken and the
10 Hudson River, and it is the same alignment and
11 depth in New Jersey that it was under the ARC
12 project.

13 At this point, I'm going to ask
14 Julie Cowing from AKRF to come up and speak
15 about the Draft Environmental Impact Statement
16 and some of the analysis that was conducted as
17 part of that.

18 MS. COWING: Good evening.

19 At the end of June 2017, FRA and
20 New Jersey completed the Draft Environmental
21 Impact Statement, or DEIS, for the Hudson
22 Tunnel Project.

23 The purpose of the DEIS is to
24 evaluate the impacts to the natural and human
25 environment that may occur because of the

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2 Hudson Tunnel Project, and to identify
3 measures to reduce or avoid those impacts,
4 which we call mitigation measures.

5 The DEIS compares the impacts of
6 the Preferred Alternative, which is the
7 proposed project that RJ described, to the
8 impacts of the No Action Alternative, which is
9 the condition that will occur if this project
10 is not undertaken.

11 The DEIS considers the impacts of
12 the Project's 11-year construction period and
13 the impacts of the completed project.

14 The Hudson Tunnel Draft EIS was
15 made available for public review at the
16 beginning of July. After the public comment
17 period that we're in now, all comments
18 received will be reviewed and responses to
19 those comments and appropriate revisions will
20 be incorporated into a Final EIS that will be
21 used by the Federal Railroad Administration in
22 its Record of Decision for the Project.

23 The Hudson Tunnel Draft EIS
24 includes analyses of a full range of impacts
25 on the community and on the natural

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2 environment. They're organized into chapters
3 by topic and each chapter discusses
4 construction impacts and operational impacts.

5 Most of the Project's impacts
6 would occur during construction at and near
7 the construction sites for the Project, in the
8 Meadowlands and at the three staging areas
9 that were shown on the previous slide; in
10 North Bergen, Hoboken and Weehawken, and New
11 York City.

12 The EIS describes these impacts in
13 detail and discusses measures to mitigate and
14 reduce the impacts in each technical chapter.

15 The tunnel boring activities would
16 not result in adverse impacts directly above
17 the tunnel and vibration would be barely
18 perceptible, if at all.

19 Once the Project's complete and
20 operational, train operations would be more
21 reliable and resilient, and the only notable
22 different once the Project is operational
23 would be the two above-ground ventilation
24 plants; one in New Jersey and one in New York.

25 The analysis of the historic and

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2 archaeological resources included in the
3 Environmental Impact Statement were conducted
4 in accordance with Section 106 of the National
5 Historic Preservation Act, which includes
6 consultation with the State Historic
7 Preservations Offices, in this case in New
8 Jersey and New York, and other parties with an
9 interest in historic properties.

10 The Draft EIS identifies adverse
11 impacts to the North River Tunnel, that's the
12 existing train tunnel, which is a historic
13 resource as part the Pennsylvania Railroad
14 system, and adverse impacts to the New York
15 Hudson River Bulkhead.

16 The rehabilitation of the existing
17 tunnel would necessarily result in changes to
18 the historic qualities of the old tunnel, and
19 the new tunnel beneath the Hudson River would
20 pass through the foundation of the Hudson
21 River Bulkhead.

22 The Draft EIS includes a Draft
23 Programmatic Agreement that describes measures
24 to mitigate those adverse impacts to historic
25 resources.

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2 The Draft EIS also includes a
3 draft evaluation in accordance with
4 Section 4(f) of the USDOT Act, that's a
5 regulation that protects parks, wildlife
6 refuges, and historic resources again from
7 being used or impacted unless there's no
8 feasible and prudent way to avoid that impact.

9 The Hudson Tunnel Project's impact
10 to the New York Hudson River Bulkhead is
11 considered a use of a Section 4(f) resource.
12 The draft evaluation concludes there's no
13 feasible and prudent way to avoid that use
14 because of the need for the relatively shallow
15 alignment to connect to Penn Station in New
16 York, and the Draft Programmatic Agreement
17 that's in DEIS identified measures to mitigate
18 that impact.

19 So as I said, the DEIS was
20 completed at the end of June 2017, and that's
21 the beginning of the public review process,
22 and we're now in the public comment period.
23 The public comment period will end on
24 August 21, 2017, after which a Final EIS will
25 be prepared that responds to the comments

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2 received.

3 The Federal Railroad
4 Administration will issue its decision, which
5 is called a Record of Decision, using the
6 information in the Final EIS. And we expect
7 that to occur in Spring 2018.

8 But the environmental review
9 process is just the beginning of the Project's
10 longer schedule. After the environmental
11 review process is finished, the Project can
12 receive its permits and acquire property. And
13 following those steps, construction of the
14 tunnel will begin and will take about seven
15 years for the new tunnel.

16 When the new tunnel is complete,
17 train traffic will be shifted out of the old
18 tunnel, one tube at a time, and the old tunnel
19 will be rehabilitated. Rehabilitation will
20 take about four years all together.

21 So all together, construction will
22 be about 11 years with the tunnels in
23 operation in 2030.

24 MR. PALLADINO: Thank you very
25 much, Julie.

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2 We'll run through just a little
3 bit about how to make public comments on the
4 Project.

5 We've heard from a number of you
6 already on the Project, we're happy to take
7 comments today, both in testimony in written
8 form or we can provide other ways that you can
9 provide comments.

10 Again, the Draft Environmental
11 Impact Statement is available for review, it's
12 on the Project website at
13 hudsontunnelproject.com.

14 In addition, we do have public
15 viewing locations and we have a list of those
16 at the registration table in the back of room.
17 And it's a large document, but we do have it
18 available for viewing in a number of ways.

19 Public comments on the DEIS will
20 be accepted until August 21, 2017. We also
21 are doing three hearings, this is the third
22 hearing that we're having on the Project.

23 We're taking comments in writing and there's
24 more information about the Project in general
25 at hudsontunnelproject.com.

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2 For written comments you have a
3 number of ways that you can submit them.
4 There's a web form on the website, you can
5 send them by e-mail, you can send them by
6 postal service. So there's a number of ways
7 you can get those comments in.

8 All comments are treated equally
9 whether you speak on the record here. If you
10 speak, we have a stenographer in the back of
11 the room if you don't want to speak in public,
12 or if you submit them in writing they're all
13 weighed equally and given due consideration.

14 For comments at the hearing this
15 evening, we've asked people to sign up, and we
16 do have a number of people that registered to
17 speak. I would encourage you -- I think we
18 have somewhere around 11 or 12 speakers at
19 current. If you want to sit down for a little
20 bit, we do have some seats up in the front,
21 they're not reserved for anybody. I welcome
22 you to sit down and wait as the speakers get
23 through.

24 We're going to ask each speaker to
25 limit their comments to three minutes. Once

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2 we've gone through all the speakers, if
3 someone wants to come back up and further
4 expand on their comments, we can accommodate
5 that.

6 We do have a stenographer here who
7 will record all comments. When you come up to
8 speak, do state your name and organization, if
9 you have any organization affiliation. That
10 will all be noted for the record, if you'd
11 rather not have your name or any of your
12 information recorded on the record, please let
13 us know and we'll accommodate that request.

14 And again, as Steve mentioned with
15 US Army Corps, the FRA and NJ TRANSIT, this is
16 our opportunity to listen to you. So we're
17 not directly responding back at this hearing;
18 however, we will be responding to all comments
19 that we receive in the FEIS, the Final
20 Environmental Impact Statement, where we look
21 at all comments, group them together and
22 respond back.

23 So again this is your opportunity
24 to talk to us, for us to listen to you and to
25 have comments on the Project.

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2 So with that, we do, as I said,
3 have a number of speakers and Steve Holley
4 with AKRF will announce the speakers and have
5 them come up.

6 Thank you very much for coming out
7 this evening.

8 MR. HOLLEY: We're going to start
9 with some elected officials.

10 Our first speaker is Councilwoman
11 Carmela Silvestri Ehret.

12 COUNCILWOMAN SILVESTRI EHRET:
13 Thank you very much.

14 Councilwoman Carmela Silvestri
15 Ehret from the Township of Weehawken, and I
16 represent the 1st Board of Weehawken.

17 Thank you for this opportunity to
18 present our thoughts, comments and, what you
19 probably don't realize is, our proposal. The
20 Township does have a proposal for you to
21 consider.

22 A proposal that we deem is an
23 alternate plan that we feel is a win/win/win
24 situation. It's a win for the Township of
25 Weehawken, it's a win for the commuters and

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2 it's a win, obviously, for those of you that
3 are proposing this -- a plan for a new tunnel.

4 So we did a little digging
5 ourselves -- sorry, no pun intended, but we
6 did -- and what we found is that while -- and
7 by the way, I'm sorry, I didn't catch your
8 name, but you read something earlier and you
9 listed the towns and Weehawken was not one so
10 I was kind of happy saying, Oh, gee, maybe
11 they moved it, maybe they proposed otherwise,
12 but I guess you haven't. So I'm going to give
13 you the Weehawken perspective.

14 The total effect is on Weehawken,
15 its residents, its neighbors, and its for the
16 benefit of commuters that are not Weehawken
17 residents or its neighbors. That's okay,
18 that's fine. We all agree there's another
19 tunnel that's needed, we like the fact that
20 it's an electric tunnel because it's a lot
21 cleaner and quieter. But we're not sure how
22 much due diligence was done prior to the
23 proposal.

24 So while we understand the
25 tunnel's benefits, we truly disagree with the

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2 proposal and its total attack on the quality
3 of life of hundreds and thousands of
4 residences and residents and neighbors over a
5 long period of time.

6 We have a counter proposal, as I
7 said, that takes Weehawken, its neighbors and
8 the commuters into account, it addresses
9 everyone's needs. It's, again, a win/win/win
10 proposal that we propose the American way,
11 putting it before you, having your -- you come
12 back and let us know what you think of our
13 proposal.

14 So let's get down to some facts.
15 I brought with me three boards, if you will,
16 that display the current site of Weehawken,
17 which is this board here. And if you take a
18 moment later and perhaps you can cruise around
19 the room and you can look at this a little
20 closer, but this is where the air shaft will
21 be, and this is the proposal where you plan to
22 dig for the rest of the tunnel from here to
23 Manhattan.

24 This is Weehawken. We have many
25 residents here in this area. We have more

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2 than 75,000 vehicles that come through
3 Weehawken to go through the Lincoln Tunnel to
4 go east, which is right up here.

5 We have some statistical
6 information on this board. It tells you
7 specifically the site of Weehawken, the space
8 in which we have, which is a little more than
9 80,000 square feet, and the fact that we have
10 many residences, we have school buses,
11 children getting on school buses, we have bus
12 routes through here, we have traffic, we have
13 cars, we have trucks all the time.

14 So when we did our digging, we get
15 to this site, we notice that where you're
16 starting, which is on the other side of
17 Tonnelles Avenue on the west side, you have --
18 NJ TRANSIT has quite a bit of property there,
19 it's this highlighted yellow portion. It's
20 over 800,000 square feet.

21 I know you said don't ask any
22 questions and I'm not going to ask a question,
23 but I'm going to tell you there's no
24 residences, I don't see any. It's kind of a
25 barren area. In addition to which in this

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2 area there's a freight rail. Therefore,
3 instead of hauling the dirt from this site on
4 to trucks -- which, by the way, dear friends,
5 we're in Hudson County, we know it's somewhat
6 contaminated, I would be a liar if I didn't
7 agree to that -- and we're going to put that
8 in trucks and transport that through the
9 streets, through these streets that have
10 76,000 vehicles a day coming through them to
11 get to 495 to get to the turnpike or whenever
12 it is that you're going to put it. A lot of
13 debris, a lot of wear and tear on the streets.

14 I don't think you'll be able to
15 get the number of trucks you plan to get out
16 in a day. Forty trucks a day? Well I want to
17 see a show of hands, how many Weehawkenites
18 are here?

19 (Indication from audience.)

20 COUNCILWOMAN SILVESTRI EHRET: Do
21 we have traffic?

22 (Audience response in unison.)

23 COUNCILWOMAN SILVESTRI EHRET: We
24 have a lot of traffic, all day, every day, all
25 night, honest to goodness. And please come to

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2 Weehawken and see. I'm sure that -- I don't
3 know if any of you live in Hudson County --
4 but all of Hudson County has traffic. I was
5 born and raised in Hoboken, I thought I moved
6 out of traffic, I moved right back into it.

7 So it doesn't make a lot of sense
8 to really do this in this site with all these
9 residences, when you have this site that
10 you're starting the dig in, just continue and
11 just finish it there. This site you have to
12 go down about 100 feet to dig. This site, you
13 have no feet.

14 This middle board will give you
15 the statistics on both sites, and please take
16 a moment to please review that board
17 completely so you can see what we are
18 proposing definitely is a win/win/win
19 situation.

20 We understand that the intent is
21 to work on the Weehawken site and work from
22 7:00 in the morning until 11:00 at night. You
23 will not be allowed to do that. This, again,
24 is in the middle of residences, we cannot
25 allow you to work until 11:00. We don't start

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2 before 8:00, and we would propose you finish
3 by 4:00.

4 If that's the case, you cannot
5 load up 40 trucks a day, you cannot get 40
6 trucks a day out, which means your project is
7 now going to be extended even longer, cost you
8 even more money to do it in the short time
9 frame that we must abide by because this is a
10 residence that we must acknowledge. And we
11 must make sure that we take care of these
12 folks because these are your commuters. One
13 way or another, they're also commuting.

14 So on behalf of the Mayor of the
15 Town of Weehawken and the Township Council, I
16 really, really do hope that you take this all
17 into account, you consider your Tonnelle
18 Avenue site, consider the fact that there are
19 no residences on that site, and that you make
20 this -- and help to make this a win/win/win
21 situation for all of us, all around, and that
22 we don't have to address any of pollution,
23 noise, air, traffic, inconvenience, years of
24 it, tragedy, 'cause I'm sure there will be.
25 There will be something. Things will happen

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2 with the trucks, things will happen with the
3 soil that's being removed. Things always
4 happen, they can't be avoided.

5 Thank you again for your continued
6 attention.

7 (Applause.)

8 MR. HOLLEY: Thank you.

9 Our next speaker will be Tiffanie
10 Fisher from the Hoboken City Council.

11 COUNCILWOMAN FISHER: Hi. My name
12 is Tiffanie Fisher, I'm the second
13 Councilwoman in Hoboken. I'm actually
14 speaking both as a Councilwoman hat, as well
15 as a resident on the north end of Hoboken in
16 the 2nd Board, living along the Weehawken
17 cove.

18 First, I like to just echo some of
19 the sentiments that the Weehawken Councilwoman
20 just said about really being able to complete
21 this project in this area. The -- not only
22 the challenges that she's already indicated
23 for the area, you have to look at all the
24 competing projects and additional projects and
25 things that are occurring in the area that are

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2 scheduled to happen at the same time.

3 I know the Helix project, the
4 replacement of the Helix, which is going to be
5 incredibly disruptive to this area, it's going
6 to cause traffic jams all over the place, it's
7 scheduled to happen in parallel. And if
8 you're not there, and you don't live through a
9 traffic disaster, you can't realistically look
10 at the time frame that you're looking at and
11 be able to defend that time frame.

12 We had, as you know, there are two
13 bridges that go from Weehawken into Hoboken on
14 the north end, one's the Willow Street Bridge
15 and one is the Park Avenue Bridge. Last
16 summer there was a minor -- pretty
17 significant, but it's a small bridge -- repair
18 to that bridge, it had traffic backed up. It
19 doubled the time for commuters going through
20 Hoboken coming from Weehawken trying to get
21 into the tunnel, and it was just that small
22 bridge. The Willow Street Bridge has to be
23 done as well.

24 They actually ended up having to
25 do the work at night because of the disruption

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2 to traffic. So notwithstanding, the
3 Councilwoman has indicated that you can only
4 work during 8:00 to 4:00, the reality is all
5 the work in order to avoid the traffic impacts
6 needs to be done overnight and my guess is
7 that's not going to be acceptable to the
8 people in the Shades area that live adjacent
9 to it.

10 The second thing, a little bit
11 different. Although I'm wholly supportive of
12 Mayor Turner and Weehawken's view on moving
13 the air shaft for the reasons that are
14 important to them to the Tonnelle Avenue side.
15 If for some reason, as you go down the path
16 you decide that you're going to keep it on
17 this side, I think there's a missed
18 opportunity.

19 When you look at -- I've spoken at
20 other hearings before and I've said it
21 recently. When you actually look on a map and
22 you see where all the transportation lines
23 cross, there's a real opportunity to link this
24 train tunnel with the Light Rail. And before
25 the Weehawken people have a heart attack, I

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2 don't actually see it happening on the
3 Weehawken side, but the north end of Hoboken
4 is -- the entire north end of Hoboken is in
5 the process of being redefined as a
6 development area and the whole north end of
7 Hoboken will be developed. And we have a
8 unique one-time opportunity to see if you're
9 going to create these tunnels and we have and
10 Light Rail, why wouldn't we consider doing
11 something on that northwest corner that would
12 allow -- that would actually help the
13 residents of Hudson County, whether it's the
14 Bergen Light Rail coming and connecting with
15 Hoboken or the people of Weehawken, the people
16 of Hoboken just being able to have another
17 alternative path into the City, and that adds
18 capacity to the rest of the line.

19 So I think it's a real missed
20 opportunity. If you're going to drill down,
21 figure out a way to drill and provide some
22 sort of station on the north end corner of
23 Hoboken.

24 So thirdly, now I'm wearing my
25 resident hat. I live in one of the three

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2 large, what they're referred to as, the Hudson
3 T buildings that run along the Weehawken cove,
4 on the sound end of cove, the north end of
5 Hoboken.

6 All the structures are
7 approximately 100-year-old structures, they're
8 generally solid concrete. The concern that we
9 have, and I understand the reverberations
10 aren't supposed to be significant, but we do
11 have a concern. Our understanding is the
12 buildings are generally built on landfill.
13 And just concerned about once the drilling
14 occurs and it goes into the cove, goes under
15 in through the bedrock, what type of
16 reverberations, if any, could potentially
17 impact these structures.

18 They're generally solid concrete,
19 they didn't have steel reinforcements, they're
20 built on concrete pilings. And I'm going to
21 be -- I'm probably ahead of my team at this
22 point in terms of knowing the specifics, I'm
23 the Board President for one of the -- two of
24 the Hudson T buildings, so I have a pretty
25 decent understanding of the structure of the

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2 building.

3 But what we'd like to make sure is
4 that you come and survey the buildings in
5 advance and do whatever type of monitoring
6 through the construction process so that just
7 we, you know, we avoid any type of unintended
8 consequences.

9 So that's it. Thank you very
10 much. I appreciate it.

11 MR. HOLLEY: Thank you,
12 Councilwoman.

13 Our next speaker is Chris Von Der
14 Leprh.

15 MR. VON DER LEPRH: My name is
16 Chris Von Der Leprh. My wife, young son, and
17 I reside in the Shades neighborhood, also
18 known as Downtown Weehawken.

19 I'm very dismayed by this hurried
20 process and public review, especially given
21 the massive size of this project and obvious
22 detrimental impact it will have on many of the
23 families in our community.

24 Our neighborhood is receiving
25 absolutely no benefit from this project and

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2 will be subjected to significant financial,
3 structural and health losses as a result.
4 These are the realities that need to be
5 independently studied in far greater detail
6 and are omitted in relation to our specific
7 community and population in the Draft
8 Environmental Impact Study.

9 In short, the Hudson Tunnel
10 Project's notice and review period is far too
11 short enough time to make appropriate formal
12 comments, but I will attempt to do so.

13 It is clear to me that this Draft
14 Environmental impact Study was written with a
15 preconceived conclusion that the proposed
16 Preferred Alternative was the only option. I
17 certainly reject this conclusion.

18 With regard to the timing of the
19 notice, I received the first notice in my
20 mailbox less than 30 business days ago. It
21 stated public comments would be closed
22 August 21st. This is not enough time for our
23 community to grasp, study and review the
24 Project.

25 In reality it was not fair notice

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2 with adequate time to respond given the size
3 of the Project. This is highly unusual given
4 the Hudson Tunnel Project is the largest
5 construction project in the State of New
6 Jersey in over 50 years and an over
7 \$20 billion cost. The hurried process
8 indicates, again, the proposed Preferred
9 Alternative was dusted off from the prior ARC
10 Tunnel plan in 2009. The study appears to be
11 a retread with little, if any, additional
12 improvements a decade later.

13 The most concerning thing to me
14 was there were no serious alternatives
15 presented in the study. Again, strongly
16 indicates a preconceived decision to write the
17 report to justify the Preferred Alternative.

18 Based on all this, I took the time
19 to review this Draft Environmental Impact
20 Study in its entirety and was taken back by
21 numerous omissions and outright holes in the
22 document. There's a litany of issues and
23 flaws with the study, I'll try to narrow it to
24 a list of issues most important here to
25 summarize.

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2 Although technically within the
3 Hoboken border, the Weehawken Shades community
4 will be most impacted by the work done in the
5 Hoboken construction staging area. Let this
6 be known, this is a residential neighborhood
7 full of families, children and senior
8 citizens. According to the impact of air
9 quality pollution alone is enough to give this
10 project location pause, as our residents will
11 be subjected to the harsh breathing conditions
12 due to construction and related trucks
13 carrying soil and other output from the site.

14 These routes suggested in the
15 study pass our homes and playgrounds and will
16 force many of our residents enduring fear for
17 their own and their children's health.

18 What's really crazy about this is
19 Appendix 13 of the study indicates that the
20 Project has been granted an Air Quality
21 Conformity Exemption. Given the make up the
22 residential population, this is in no way an
23 option when considering the risk to public
24 health. And we all know the ozone and
25 particle pollution are the most widespread and

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2 dangerous and children, pregnant women and
3 elderly are the most impacted by these
4 pollutants.

5 I'm really concerned about this
6 site because as many of us have been families
7 in Hudson County for, some of us, for over a
8 century. The particle pollution, given the
9 industrial environmental history of this
10 particular site, is of great concern. This
11 site has had a history of dumping going back
12 to the 1880's.

13 My greatest concern is the lack of
14 care in regard to that. Given the residential
15 population, the Project should reconsider
16 another site as an option. I do respect the
17 need for this project regionally, but I object
18 to it being done at the risk of my family and
19 community. The Shades should not be asked to
20 give up their health for the greater good of
21 the region.

22 Now I'll get to the third point,
23 which I think is important and that wasn't in
24 the study. The construction site in the
25 Shades has a very low water table. This site

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2 is a flood zone that was flooded in Hurricane
3 Sandy, the entire area was submerged by at
4 least five feet of water. This appeared to
5 have little or no consideration in the study.
6 I would like to remind NJ TRANSIT that you
7 have a long history of issues with flooding
8 sites, especially during peak season.

9 Again, a little more. Now we're
10 going to talk about traffic now because the
11 traffic section, I noticed there was no
12 pedestrian traffic study done. An assumption
13 that appears to not take into effect any of
14 the growth in traffic since the time of the
15 ARC project.

16 Rest assured, this will impact
17 construction time schedules and elongate the
18 Project. Frankly, it's a fairytale that 100
19 trucks are going to go to the site daily with
20 the extremely narrow streets in the Shades and
21 this, again, is ridiculous premise.

22 I also noticed one other thing,
23 the path to the tunnel is circuitous. It runs
24 southeasterly from the Meadowlands to the
25 Shades neighborhood, then northeasterly under

1 8/10/17 Hudson Tunnel Project Public Hearing
2 the Hudson River to New York. It was very
3 surprising to me why our forefathers between
4 1904 and 1908 with markedly less technology
5 than we have today had the common sense to
6 build the two existing tunnels in a straight
7 line across the Palisades.

8 Now the Preferred Alternative,
9 with over 100 years of advances in technology,
10 is taking a longer circuitous route just to
11 ensure the route goes to the lot that
12 NJ TRANSIT owns. Why not build the third
13 tunnel next to the other existing tunnel in a
14 straight line that may reduce construction
15 costs. There was no explanation of this in
16 the study at all.

17 Another issue is the necessity of
18 the construction area and the staging area of
19 the Shades. Many tunnels of this magnitude
20 went for miles with no shafts or vans. One
21 can think of the tunnel that runs from the UK
22 to France that has vehicles and trains in the
23 English Channel. Why not just run the tunnel,
24 as the Councilwoman has pointed out, directly
25 from the Meadowlands to New York without all

1 8/10/17 Hudson Tunnel Project Public Hearing
2 the construction and shafts in the Shades.
3 Move the construction staging area, as here to
4 North Bergen, which is industrial and even
5 easier to access for construction trucks.

6 I'll go with one other one and
7 then I'll try to complete this.

8 There was extremely little
9 forethought about the Shades residents,
10 including my family that will be impacted if
11 the time goes as planned. The lady that was
12 up here, and I'm sorry I forgot your name,
13 said 11 years and the Draft Environmental
14 Impact Study says seven years.

15 So seven years of construction,
16 five months of pile driving, a water treatment
17 plant, a warehouse, a shop, and air
18 compressors, as well as in most construction
19 projects, the timeline will have overruns and
20 this will drag out to over a decade of impact
21 to the Shades residents.

22 I also want to point out there is
23 no compensation for this extreme proposed
24 disruption to our family lives and reduction
25 of value of our homes. Again, it's totally

1 8/10/17 Hudson Tunnel Project Public Hearing
2 outrageous.

3 In my view, I'm not an attorney,
4 but be it as it may, this is inverse
5 condemnation as this public project will take
6 significant value from our homes for a
7 prolonged period with no compensation.

8 Let me continue. Most importantly
9 our voices -- two paragraphs and I'm done.

10 Most importantly, our voices as
11 residents of the Shades, we have not been
12 given due process -- this is the United States
13 of America, we're supposed to have proper due
14 process -- and true consideration given the
15 magnitude of this project.

16 Based on my preliminary
17 conversations with legal and construction
18 engineers, there are serious flaws in this
19 project's assumptions and design. We need
20 time to respond with facts to counter the
21 flaws in the study that again is a retread of
22 the ARC project.

23 I personally would like to come
24 back and submit a counter study with our own
25 experts based on irrefutable, scientific facts

1 8/10/17 Hudson Tunnel Project Public Hearing
2 to counter a poorly drafted design study we're
3 now accommodating.

4 Lastly, the Project seems to have
5 zeroed in on one Preferred Alternative without
6 fully examining other potentially viable
7 alternatives. I think the preferred
8 alternative will lead to -- and this is in
9 your own self-interest, not the Shades, so
10 even if I was sitting in Cranford or Westfield
11 and not in Weehawken and I wasn't concerned
12 about my home value, which is going to go down
13 the tubes -- the current Preferred Alternative
14 will leave a serious cost overruns, 'cause
15 you're never going to get your trucks down
16 there, serious issues given the lack of true
17 planning for air quality, traffic, flood
18 control, among many other issues.

19 And I have one last request,
20 because I do think it's a little bit of a sham
21 that we're only getting 30 days to comment on
22 the largest project in New Jersey. In
23 closing, I ask the public comments be extended
24 by at least 180 days so that there can be
25 further detailed comment and analysis.

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2 (Applause.)

3 MR. HOLLEY: Thank you.

4 Our next speaker will be Anna
5 Bolcar.

6 MS. BOLCAR: I'm Anna Bolcar, and
7 I live in the neighborhood where this is going
8 to be happening.

9 And I was actually very excited
10 that I thought this wasn't going to be
11 happening, but it was. So I thought that this
12 was really hard, because last time there was,
13 like, a whole bunch of, like, I heard stuff in
14 the middle of the night and I'm saying, Oh,
15 thank God it's gone. But it's not because I
16 think this is going to be happening.

17 And if this happened in North
18 Bergen, it would be so much easier and 'cause
19 nobody is living there, and it would be so
20 much easier.

21 So anyways the pollution in the
22 air for the kids, 'cause there's a park and a
23 whole bunch of kids would be run -- wanting to
24 be playing in it, but it's not because of the
25 pollution in the air so they would always have

1 8/10/17 Hudson Tunnel Project Public Hearing
2 to stay inside. And maybe they would have to,
3 like, I don't know, but it's going to be very
4 hard for kids because basically I don't want
5 to be inside the whole time, I want to be
6 outside and be active.

7 And before I heard that they were
8 going to make, like, a grass park and I was
9 like, Oh, thank God, not anything like trains
10 or anything. But I heard this happening so I
11 was a little bit upset.

12 But basically there's actually
13 people working at this park and I'm pretty sad
14 for them because they're going to -- 'cause
15 they may be working there for a long time and
16 the pollution in the air might get them sick
17 or something and then this park might be
18 closed down.

19 So this is why I didn't want this
20 to happen. And that's going to be it.

21 (Applause.)

22 MR. HOLLEY: Thank you.

23 Our next speaker is Stephen
24 Bolcar.

25 MR. BOLCAR: Hi my name is Steve

1 8/10/17 Hudson Tunnel Project Public Hearing
2 Bolcar, I'm also a resident and a proud father
3 of Anna.

4 (Applause.)

5 MR. BOLCAR: First, I'd like to
6 make a comment. I think, you know, following
7 what Chris says, as well as some other people,
8 you know, personally I think we got kind of
9 railroaded with this whole notice period,
10 quite frankly.

11 This is the first meeting, and I'm
12 starting to read the documents. I feel the
13 summertime, you know, basically I feel that
14 you guys took advantage of it because most
15 people are traveling, they're on vacation.
16 And at this point for everyone to sit here and
17 respond -- to get their thoughts together, is
18 unacceptable for the time frame that was
19 given, as well as when the time was given.

20 I think most people are away,
21 everybody is trying to scurry now, trying to
22 get together, sit here and have an intelligent
23 conversation and understand all the issues.

24 Second, I've lived in the Shades
25 since 2005, okay. The property that you took

1 8/10/17 Hudson Tunnel Project Public Hearing
2 over used to be a bus area that oils, diesel
3 fuel, we saw a lot of dumping back there.
4 When all the trucks vacated, we went back and
5 looked at it. I know prior to that, there was
6 a lot of dumping, and the residents that lived
7 there for 70, 80 years can add more to that.

8 That ground is polluted, there is
9 serious environmental issues with that whole
10 area, and of course right in Hoboken, you have
11 the sewage plant. And I'm sorry, I'm sure
12 there's been some leakage over the years of
13 that plant that no one's talked about, that's
14 also now into that area.

15 So not to do environmental study
16 which then leads to the e-mail chain here that
17 ended on the air study that -- on Thursday,
18 January 5th, I'd love to have Jerry, Liz, and
19 all the other people that are listed in the
20 e-mail come out and hang out for the first
21 three months of this project and breathe the
22 air that's coming out of the ground, 'cause I
23 can tell you right now it's not going to be
24 very good.

25 And I can't believe that you were

1 8/10/17 Hudson Tunnel Project Public Hearing
2 given an exception not to do at least a test
3 of the area and the pollution that's going to
4 be back there.

5 In that neighborhood there's a lot
6 of kids, they ride their bikes, they play in
7 the Park. And basically now what we're saying
8 for the next seven, eight, ten years, however
9 long this project is going to take place,
10 don't go outside because we're right next to
11 this site and as everything is going to get
12 stirred up, that stuff is going to go up in
13 the air and people are going to breathe it.
14 Children, especially, and senior citizens,
15 they're going to be effected the most. Maybe
16 I don't die now, maybe in 10 years, 15 years I
17 have cancer or some other toxin, I don't know.

18 But to do not a study is just, I
19 think, is unethical, it's immoral and it
20 should be done before anything happens in
21 regard to that.

22 Next I work over at Lincoln
23 harbor. I'm fortunate that I don't have to
24 work there every day 'cause I asked to go in
25 the city too, but the noise pollution.

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2 Hearing those pylons being piled into the
3 ground. In my office, I can't even have a
4 conference calls. I have to go leave my
5 office go to the other side of the building
6 and hope that I can shut a door so I don't
7 hear the pounding of the pylons.

8 From a noise pollution standpoint,
9 building a 20-foot wall is not going to do
10 anything. And with the trucks going in and
11 out, all the pollution coming off the trucks,
12 the noise of those trucks driving through our
13 neighborhood, I'm not sure -- and I understand
14 on the survey which I haven't seen on the
15 report, from Grand Street to Chestnut Street,
16 we're in an area that's deemed over the
17 decibel level.

18 So again, why we're not taking an
19 area where there's no people living versus
20 effecting everybody over here, I have no idea.
21 I don't understand why you need an air shaft
22 when as Chris mentioned, there's tunnels that
23 are being built across this world that there's
24 no air shafts or they're much farther out.
25 When we can take an area where there's no

1 8/10/17 Hudson Tunnel Project Public Hearing
2 residents versus taking an area where there's
3 residents.

4 So again, I don't see
5 alternatives. I don't see, Oh, we tried to
6 look along the tubes that are built today.
7 And the reason we can't build next to them, I
8 didn't see that. Maybe it's in the report, I
9 haven't had the time 'cause we were notified
10 less than 30 days ago and had a very short
11 time to read the reports.

12 So all these things should be
13 taken into consideration, especially the noise
14 pollution and air pollution, you know,
15 basically for people in the Shades for the
16 next eight years or ten years, however long
17 it's going to take, it's going to be hell.
18 And a 20-foot wall ain't going to do anything
19 to absorb the sound.

20 So unless you're going to build a
21 nice little balloon or bubble over the site
22 and keep everything there, it's unacceptable
23 to the neighbors in the Shades as well as
24 people in Hoboken to put up with this. And
25 not only that, we're also in, as you know, we

1 8/10/17 Hudson Tunnel Project Public Hearing
2 have a mountain around us, so it's not like
3 it's going to get dispersed, it's going to
4 stay there and fester.

5 So I think you should take into
6 consideration the proposal being presented and
7 look at definitely doing some kind of air
8 check, because I'll tell you right now this
9 project won't happen unless there is an air
10 check, I can guarantee that.

11 (Applause.)

12 MR. HOLLEY: Thank you.

13 Our next speaker is Jen Bolcar.

14 MS. BOLCAR: I'm not going to
15 rehash the points that have been made by my
16 husband and Chris and our Councilwoman and the
17 Councilwoman from Hoboken, I obviously agree
18 with them wholeheartedly.

19 I do think there's one point that
20 I plan to address tonight that hasn't
21 necessarily been drained fully, which is the
22 traffic implications. We're talking about a
23 lot specifically the impacts to North Hoboken
24 and the Shades neighborhood. But I'm kind of
25 stunned when I spent time looking through the

1 8/10/17 Hudson Tunnel Project Public Hearing
2 report, is the lack of assessment of the
3 traffic to other communities in the area.

4 I don't think that -- perhaps if
5 you all haven't spend enough time here, you
6 may not have noticed that the routes you take
7 to get to 495 from Hoboken and North Hoboken
8 and from our neighborhood, are also used by
9 people that live in Edgewater, people that
10 live in West New York, by people that live in
11 Union City. And a midday on a weekday you can
12 often have to sit through four, five, six
13 light cycles just to get up to the entrance to
14 495 coming from Boulevard East and that's when
15 there's no traffic, that's when it's not rush
16 hour.

17 So, you know, the idea of adding
18 this sort of volume of trucks coming through
19 these narrow streets, both in Weehawken and
20 Hoboken, coming up onto 495, there's just --
21 it's almost inconceivable that this process
22 will go well at all. And will impact not just
23 the residents of the communities you see here,
24 but also the residents of the communities that
25 use that only pathway to head out into the

1 8/10/17 Hudson Tunnel Project Public Hearing
2 more western or northern portions of New
3 Jersey.

4 So and, you know, in summary I
5 think that's something else that needs to be
6 studied. I encourage you guys to come down
7 and spend time in the neighborhood. There's a
8 lot of pedestrian traffic, most people walk to
9 the buses or ferries to commute. There are
10 often children and folks outside, lots of
11 people walking dogs. We've increased the
12 volume of since 2007 with new buildings that
13 have been built, not only multifamily houses,
14 but also a very large apartment building
15 between the Willow Street Bridge and Park
16 Avenue Bridge.

17 So I think all these things need
18 to be viewed by you guys and come down and
19 take a look so you understand what you're
20 dealing with. I think Chris used the term
21 pipe dream, it's going to be very inefficient
22 for tens of thousands of people if not
23 hundreds of thousands of people that rely on
24 that corridor to drive in New Jersey.

25 Thank you.

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2 (Applause.)

3 MR. HOLLEY: Thank you.

4 Our next speaker is Trista Nerich.

5 MS. NERICH: Hi. My statement has
6 to do with basically what everyone else, as
7 far as the environmental impact because of
8 course that soil is contaminated.

9 The traffic, the disruption to
10 everyone's lives, in addition to my children
11 have nebulizers, so add all the contaminants
12 to the air and we're going to be using our
13 nebulizers quite often.

14 Thank you.

15 (Applause.)

16 MR. HOLLEY: Thank you.

17 Our next speaker is Robert
18 Sternlieb.

19 MR. STERNLIEB: Good evening,
20 thank you for the meeting.

21 My concern is very specific to the
22 apartment building where I live. I live in
23 the Hudson T building, which Ms. Fisher has
24 described.

25 One thing I'd like to mention

1 8/10/17 Hudson Tunnel Project Public Hearing
2 about that specific building: A, as Tiffanie
3 said, it is on landfill. It is a 110-or-so
4 year old building. But more importantly, the
5 1500 Washington and 1500 Hudson Street was
6 originally one J-shaped building. That
7 building, in the late 1990's was -- a portion
8 of it was cut out from the middle to create
9 two separate buildings.

10 My expectation is that with the
11 tunneling underneath Weehawken cove there
12 could be some structural impact to that
13 building. So my request is that you do
14 utilize some sort of sensors to monitor
15 throughout the construction of the tunnel, as
16 well as into at least part of the time when
17 the tunnel becomes in use, just to make sure
18 that the tunnel does not -- the building does
19 not shift due to the increased vibration and
20 the changes in the subsoil.

21 Along with just that, we do know
22 that other areas of northern Hoboken, Sinatra
23 Drive, has had two major, sort of, like
24 sinkholes. Those were in 2010 as well as
25 2016. And my building 1500 Washington and

1 8/10/17 Hudson Tunnel Project Public Hearing
2 1500 Hudson was effected, to a minor extent,
3 by the, excuse me, the bulkhead on the
4 southeast end of Weehawken cove was shifted.

5 So that entire bulkhead needed to
6 be repaired. It's concerning that these
7 things have taken place, and especially with
8 any new construction underneath the Weehawken
9 cove it could very easily affect our
10 buildings.

11 Thank you.

12 (Applause.)

13 MR. HOLLEY: Thank you.

14 Our next speaker is Jacqueline
15 Romero.

16 MS. ROMERO: Hi, there.

17 So I'm a Union City resident and
18 I'm actually in the process of getting a house
19 in Union City so I'll be a first-time
20 homeowner, and I bring a little bit of a
21 different perspective 'cause I think I don't
22 have a Councilmember person here representing
23 Union City.

24 But my biggest concern, and I
25 totally agree with Weehawken, what they're

1 8/10/17 Hudson Tunnel Project Public Hearing
2 saying about the alternate site, as well as
3 the fact that I really don't understand how
4 you guys got an extension for not doing any
5 sort of air quality test, but I'm not going to
6 rehash that. It comes across that you guys
7 want something for nothing.

8 You want to, kind of, come into
9 our towns and give us noise pollution and
10 environmental pollution and we get -- we don't
11 get compensated for anything. Has there been
12 any sort of discussion as to whether there
13 would be a stop in Union City? You know,
14 before we go into Manhattan? You know, some
15 sort of location that would improve our
16 commute after it decreases our community for
17 seven years or ten years however long it
18 takes?

19 Has there been any sort of talk as
20 to will we get any sort of tax benefits, sort
21 of compensation since our home values are
22 going to decrease for a decade? Will we get
23 any sort of compensation in that sort of
24 aspect?

25 So that's kind of my perspective

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2 on this whole thing. I'm not necessarily
3 opposed to it, I'm opposed to how swiftly this
4 is moving, how little research as to, like,
5 the air quality and environment has been done.
6 But also the fact that I really do feel like
7 at the end of the day, we're not really
8 getting anything from this. This is going to
9 benefit other communities. Like I'm not
10 Secaucus, I don't have a stop in Secaucus,
11 that's not going to help my commute, it's
12 going to real why he decrease my commute.

13 I work in Brooklyn, I already have
14 a 45-minute commute, that's going to take me
15 even longer. So I think if you guys really
16 want this to happen, you need to think about
17 how much more it would take to, you know, down
18 the line if there's something for us to look
19 forward to. Like would there be a stop along
20 the line that would help us? Are there tax
21 benefits for the homeowners that own this
22 property? And really something for us to kind
23 of stick along with and say, All right it's
24 going to be seven to ten years, but at the end
25 of it our property values will go up, our

1 8/10/17 Hudson Tunnel Project Public Hearing
2 commute will go down.

3 There needs to be something that
4 we can look forward to. So that's it, thank
5 you.

6 (Applause.)

7 MR. HOLLEY: Our next speaker is
8 Joseph Rovito.

9 MR. ROVITO: My name is Joseph
10 Rovito, I live in the Shades in Weehawken.
11 Been there about five, six generations now.

12 And I believe I speak for the rest
13 of the community when I say the lack of
14 transparency on this project is a blatant
15 disregard to the health of the residents of
16 the community, and it's appalling that the
17 proper soil testing was not conducted with
18 disclosure to the public on a federally funded
19 Project. That the Project may be exempt to
20 adhere to the guidelines of the Clean Air Act
21 is nothing sort of criminal.

22 I propose that we stand together
23 as a community and seek an injunction to halt
24 construction on the site indefinitely on the
25 grounds that the site is far too contaminated

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2 and that digging at the proposed site would be
3 detrimental to the health of our residents,
4 especially our children and elderly that live
5 in the community.

6 We feel that the history of the
7 site and its present condition have not been
8 properly addressed. We feel that the needs of
9 project management to meet deadlines and
10 secure federal funding have become more
11 important than the lives of its residents.

12 We recognize the importance of a
13 new rail tunnel and the vision of the NJTPA's
14 plan 240, but at what cost? The options of
15 digging from either end of the tunnel make
16 most sense, financially, time-wise and most
17 importantly they don't disturb or threaten the
18 lives of the residents.

19 We, the residents, are fully aware
20 of the contaminants that exist at this site,
21 we lived through it; 100 years of coal runoff,
22 mechanic shops for diesel trucks, storage of
23 oil trucks, storage of containers and
24 contaminated soil, garbage dumps and container
25 trucks. We've been there for years, we've

1 8/10/17 Hudson Tunnel Project Public Hearing
2 seen what's been dumped there.

3 You want to do us a real favor,
4 cap it and leave it alone. We refuse to be
5 looked upon as collateral damage. If you
6 think we're just going to lay down, you're
7 mistaken. We will not stop, we will not rest,
8 we will not go away. We'll exhaust every
9 effort available and resource to ensure that
10 our constitutional rights are afforded us and
11 most importantly that our families are
12 protected.

13 We don't seek anything. We don't
14 care about railway stops. We don't care about
15 parks. We just want to be left alone. We
16 just want to be able to live our lives the way
17 we're living them right now. That's all we're
18 asking for.

19 Thank you.

20 (Applause.)

21 MR. HOLLEY: Thank you.

22 Our next speaker is Benjamin
23 Griggs.

24 MR. GRIGGS: Hello. My name is
25 Benjamin Griggs, I work at Liberty Realty and

1 8/10/17 Hudson Tunnel Project Public Hearing
2 I'm speaking to you not only as a real estate
3 professional, but also a resident of Union
4 City.

5 I'm not -- I don't want to bring
6 up what everyone else has, other than to say
7 yes, there is definitely going to be impacts
8 as far as traffic, as far as pollution and
9 everything like this.

10 I see zero benefits coming to any
11 of the communities that are involved here.
12 Union City was mentioned once, but Hoboken and
13 Weehawken have zero benefit from this project.
14 In fact, they have great financial harm, not
15 only to the cities; Union City, Hoboken and
16 Weehawken, but also to all of their residents,
17 particularly in the Hoboken Shades
18 neighborhood.

19 Now there are, what's it, 476
20 households in Weehawken Shades. I don't know
21 if any of you have been to Weehawken Shades,
22 but this is a small neighborhood. Very little
23 way in and out. I have no clue how you plan
24 to get trucks in and out of this neighborhood.
25 There's currently signs in this neighborhood

1 8/10/17 Hudson Tunnel Project Public Hearing
2 that say "No Trucks Allowed." I would like to
3 know who is going to be building and
4 rebuilding the highways, the roads, to get in
5 and out of this neighborhood.

6 As far as the direct financial
7 impact to all of the residents, I'm not only
8 speaking about the residents of Weehawken
9 Shades, but also Union City. I don't know if
10 anyone is aware, but 1300 Manhattan Avenue has
11 approvals for a construction project that have
12 been in place since 2007. Shortly after those
13 construction projects were shelved, I believe
14 this was shelved. And as soon as they got a
15 renewal for their construction project,
16 renewal of application, you open a 30-day
17 public comment.

18 We have developers looking all
19 over trying to figure out financials in order
20 to do this project and you're giving them a
21 very short amount of time to respond. I'm
22 here because the developer I represent isn't
23 even in the country at the moment and cannot
24 defend himself.

25 There's going to be a loss of tax

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2 revenue for the City of Union City in excess
3 of \$1 million a year. There's going to be
4 property values dropping in Weehawken Shades
5 like nowhere else in Hudson County.

6 The moment you begin this
7 construction, the property values are going to
8 plummet, and that's not going to be good for
9 anybody in the neighborhood. It's not going
10 to be good for Union City, Weehawken or
11 Hoboken.

12 I believe that's all I have to
13 say. Thank you.

14 (Applause.)

15 MR. HOLLEY: Our next speaker will
16 be Tom Jarosky.

17 MR. JAROSKY: Hello. I am a
18 resident of Union City, also have previously
19 lived in Hoboken, I can vouch for, obviously,
20 the traffic in the area.

21 If, you know, something small as
22 the Willow Bridge project, I guess, last
23 summer or whenever that was, can paralyze half
24 the city, I can only imagine what something
25 like this would do.

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2 Obviously there's environmental
3 aspects of this, and there's families in the
4 area that want to have kids or have their kids
5 flourish, that's definitely something that
6 needs to be taken into account.

7 But I mean at the end of the day,
8 this is just the absolutely rushed. There
9 needs to be, you know, there needs to be an
10 extensions of -- another gentleman mentioned
11 180 days at least. I think that's fair for,
12 you know, to think through this to see
13 alternate proposals, and just to also see what
14 do our neighbors have to gain from this.

15 'Cause I understand it's for the benefit of
16 the region, but for us as a community we need
17 to see how this is going to really make our
18 lives and the lives of our families better.

19 Thank you.

20 (Applause.)

21 MR. HOLLEY: Our next speaker is
22 Ace Case.

23 MR. CASE: Hi, folks. Thanks for
24 hearing me. I represent the Hudson Sierra
25 Club group.

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2 I just wanted to go on record that
3 both the Hudson group and the statewide
4 Chapter are in favor of a Hudson Tunnel
5 Project. It's been very interesting to hear
6 the opposition from the local residents so it
7 might be appropriate that more time is given
8 to review an alternate route.

9 We did oppose the ARC project, and
10 we feel that the Hudson Tunnel Project is
11 superior because it does tie in with Penn
12 Station and it opens up possibilities for
13 regional connection that the ARC project
14 didn't.

15 I guess that the balance that has
16 to be drawn is between disruption that the
17 construction is going to cost, against -- I
18 might become very unpopular for this --
19 against the disruption that one of the
20 Hudson -- North Hudson tunnels going down
21 would cause, if one of those tunnels does go
22 down.

23 I guess the concern is that for
24 the entire Hudson/Bergen County areas that
25 there would be a traffic snarl and disruption

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2 like we haven't seen, because what would be
3 the alternative? All the traffic has to come
4 through the tunnels with cars and buses. So I
5 guess there is going to be need to weigh that.
6 It's been interesting hearing the opposition.

7 That's about -- oh, we do want to
8 encourage, in any design, that provisions be
9 made for renewable energy, both in terms of
10 sustainability and resiliency that
11 decentralization that would come from
12 renewable sources would increase resiliency of
13 the Project in case of a big grid crash like
14 happened during Sandy that renewable sources
15 would create greater resiliency.

16 And I'll leave it at that, thanks.

17 (Applause.)

18 MR. HOLLEY: Our next speaker is
19 Hidemi Okubo.

20 MS. OKUBO: Hi. My name is Hidemi
21 Okubo, I'm resident of Union City and my house
22 is right above the proposed tunnel route,
23 that's why I'm here.

24 Basically I am against this
25 project. This project is not for residents of

1 8/10/17 Hudson Tunnel Project Public Hearing
2 Hudson County, we all live here and we commute
3 to New York City by bus. This tunnel is for
4 train. We don't go to Secaucus Junction to go
5 to New York City for commute.

6 And as you know, Union City and
7 Hoboken and Weehawken, we are one of most
8 dense populated neighborhood. For people to
9 commute with train, and you have to impact
10 most densely populated neighborhood, and you
11 said that this is a Preferred Alternative? I
12 don't think so. I'm very against that.

13 And as you have heard, people have
14 already brought up idea about alternate tunnel
15 route and I think you seriously need to
16 consider this, because I just saw the proposed
17 tunnel route, why this route? Because the
18 route that you proposed is on top of the hill,
19 so it's easy for you to dig through because
20 you don't need to go down.

21 But I think you need to work
22 harder to come up with a better route where
23 less people live or more like in the area that
24 nobody lives. This is preferred for you, but
25 not for the residents of Hudson County in this

1 8/10/17 Hudson Tunnel Project Public Hearing
2 area. And you need to change this route.

3 We don't need to go through the
4 noises, vibration, and down the road, like
5 some people say, sinkhole. How you going to
6 compensate that? Are you going to give
7 compensation for the next hundred years? The
8 house I live in now has been there since the
9 beginning of 1900. No sinkhole, nothing for
10 hundred years. If there's going to be a
11 sinkhole in the next hundred years and tunnel
12 is going to go under my house, it's definitely
13 because of the tunnel.

14 So this route has to be changed
15 without that. This is harmful to Hudson
16 County residents. It's only benefitting your
17 project and train commute. You need to
18 seriously think about how we live here. It's
19 a one of the most densely populated
20 neighborhood in the nation, not just New
21 Jersey. And I am speaking for Union City.

22 Thank you.

23 (Applause.)

24 MR. HOLLEY: Thank you.

25 Our next speaker is Madeline

1 8/10/17 Hudson Tunnel Project Public Hearing
2 Correia.

3 MS. CORREIA: Thank you.

4 I'm not going to repeat what I've
5 heard here, actually almost on both sides, for
6 and against. I'll explain myself.

7 I literally live above the
8 entrance to New York, the last entrance, the
9 tunnel, literally our building is over.

10 I could tell you the whistle, I've
11 had to call to ask them to please lower the
12 intensity of that whistle; 23 trains a day,
13 that's an awful lot.

14 When the other project started, we
15 were happy about it. I mean, after hearing
16 all positive remarks and the advantages. But
17 I've had a couple years to think about it and
18 now I'm not so sure. I'm a little more
19 ambivalent.

20 We did receive, full disclosure,
21 windows to mitigate some of the noise. They
22 are fabulous; however, it's only for the front
23 of the building. Noise, as you know, travels,
24 just like water, it'll find its way. So it's
25 still rather noisy.

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2 I know that the previous proposal
3 was to do it either adjacent to our building,
4 and that has changed, I don't know what the
5 footage difference is. I didn't -- I
6 apologize, I didn't come early enough to see
7 the distance. But the traffic now is North
8 Bergen, and I know you suffer in Hoboken and
9 in Weehawken with traffic, but before they
10 ever get to Hoboken or Weehawken, they have to
11 come through North Bergen and Union City. And
12 it is unbelievable.

13 When they did some projects on
14 Paterson Plank Road, which is the road I'm
15 referring to, the simple projects, like
16 putting in a Best Western, I'm sure most
17 people are familiar that there's now Best
18 Western on Paterson Plank Road, and a new
19 construction of 400 units. We've had no peace
20 and no notice. Every time they close the
21 road, you find out about it the minute you
22 step out of your home. So I know about
23 disruption.

24 And although we are only two
25 buildings in that small stretch, and a couple

1 8/10/17 Hudson Tunnel Project Public Hearing
2 by the tunnel entrances by Motel 8 and by Best
3 Western, there's the Park & Drive for
4 NJ TRANSIT, the pollution is unbelievable. I
5 stand here before you, I'm asthmatic, I don't
6 know how I'm not six feet under.

7 The trees, they keep cutting the
8 trees to make room for new construction. I
9 don't know where it's going to end. I'd like
10 more information and an air study done. And
11 communication to be up to date if this goes
12 through or when it goes through. I really
13 appreciate that all those affected, either
14 because of proximity, or because of
15 informational purposes, Right To Know, that we
16 be kept in the know. And perhaps even a
17 committee from each community to meet with
18 NJ TRANSIT at X amount of periods.

19 Thank you.

20 (Applause.)

21 MR. HOLLEY: Our next speaker is
22 John Carey.

23 MR. CAREY: Hello. My name is
24 John Carey, I'm a resident of Hoboken for the
25 last 30 years, we live in Uptown Hoboken.

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2 I didn't expect to speak on this,
3 I've been very involved in the conversations
4 in our community, and of course there's
5 adjoining Weehawken and Jersey City, about the
6 flood control issues post Hurricane Sandy, and
7 that's been going along.

8 And I was interested in being here
9 today, tonight, not exactly taking it all in
10 because of time restrictions and we're all
11 busy on things, you know, what's going on with
12 this project, 'cause obviously it's going to
13 have a huge impact, you know, locally and
14 regionally.

15 I'm very much in favor of the
16 tunnel. It has been long and needed being
17 done. The tunnel that's there has been
18 compromised severely and it's totally at
19 capacity, we need to understand that.

20 I know -- I have several friend
21 that is live out in the exurbs and the
22 suburbs, and the fact is you can only put in
23 30 trains an hour, and that's so many
24 thousands of people, and as wonderful as
25 Secaucus Junction might be, that my kid

1 8/10/17 Hudson Tunnel Project Public Hearing
2 brother uses coming down from Bergen County,
3 the fact is Amtrak has the right-of-way to
4 come through the tunnel, and it's at capacity
5 and you can't put anymore NJ TRANSIT trains
6 through with 500,- to 800,000 people in each
7 train, I believe, something like that.

8 And which essentially, if that was
9 a good alternative, would take cars off our
10 roads, not regionally, potentially, and off
11 our roads locally, and maybe the Lincoln
12 Tunnel wouldn't get so backed up, which
13 impacts us. Maybe more so the people in
14 Weehawken that are here speaking for good
15 reason.

16 Certainly I see traffic just
17 trying to get out of Hoboken like as our
18 Councilwoman said when the Park Avenue Bridge
19 was being redone and how congested we are. In
20 our case we only have, I believe, seven roads
21 going in and out of town or seven and two
22 each, one inbound and outbound in addition to
23 that, so congestion is most important.

24 So my hope is with the tunnel
25 eventually being finished that we'll all be

1 8/10/17 Hudson Tunnel Project Public Hearing
2 much better for it and it needs to be done.
3 So how do we look at what the local impact is
4 and what the alignment is going to be?

5 The -- and I guess the question
6 is, as the gentleman here pointed out, and
7 I've got a construction background somewhat.
8 The centralized air shaft that's there, kind
9 of midpoint between over in Bergen County and
10 the far side of the river, is that, from an
11 engineering point of view, really needed as
12 opposed to maybe facilitating air flow, which
13 I assume for emergency reasons, is there some
14 other design and what's the cost involved in
15 that?

16 So I think -- I have not gone
17 through this huge document, but what are the
18 tradeoffs? And how is it going to impact?
19 Everything has a cost and sometimes yes, it
20 does fall on individuals and areas so how do
21 we look at that?

22 Let me get back to my notes here.

23 So you're talking about the three
24 shafts, is it possible to get away with just
25 two? One thing I think should be clear, and

1 8/10/17 Hudson Tunnel Project Public Hearing
2 certainly these people here know it, although
3 some of your literature talks about in
4 Hoboken, for all essential purposes most
5 people in Hoboken really don't even realize
6 that six acres on this side of the track, the
7 north side, is in the municipality of Hoboken
8 and whatever, you know, our part of the world
9 is, because it's on the north side of the
10 tracks. And I guess historically there was a
11 creek back through the title marsh and that
12 creek's obviously no longer there, although
13 the drainage lines follow that, and the
14 railroad line went through at some low
15 elevation and now, you know, access to that is
16 down by St. Lawrence Church, and coming there
17 it's tight, and there's a lovely little
18 community and a lot of people have lived there
19 for many decades in some cases. But it's
20 extremely, I don't want to say isolated, it's
21 very convenient, but in many ways it's got a
22 very unique character within the Hudson
23 waterfront. So that should be recognized, I
24 hope that's done.

25 One thing, as I said, I've been

1 8/10/17 Hudson Tunnel Project Public Hearing
2 involved with the flood work here. There's
3 the impending Rebuild By Design work that we
4 have funding for thankfully in Hoboken, you
5 know, parts of Weehawken and Jersey City. And
6 the coordination of what's being done here,
7 which from a dollar value, even though most of
8 it will be way below us, needs to really be
9 coordinated with what's going on in the
10 waterfront. And I have pointed out at Rebuild
11 By Design functions, the fact is with truck
12 and other traffic that's going to be generated
13 for that, and I haven't seen all the numbers,
14 such as I just looked quickly here and with
15 what was spoken earlier, how they're going to
16 work with each other and what's the overlap?
17 Because there -- it's going to be tight.

18 So I suggest to you one item that
19 might be done is, and I have put forth the
20 Light Rail, that's only been there for less
21 than 20 years, historically had been a rail
22 line. And it's not used 24 hours a day. If
23 there needs to be a shaft and there has to be
24 construction there, is there some way the
25 Light Rail right-of-way can be used?

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2 Is it possible as opposed to
3 taking loads of debris out, dirt and trucks
4 and bringing fill in and concrete, is there
5 some how off hours at night, maybe that's the
6 best way, but to bring material in out of
7 there using a siding? And when the Light
8 Rail, which I don't believe is running in the
9 middle of the night? And then load material
10 on and off in tents or some sort of
11 containment system and so it wouldn't have
12 dust and whatnot. These things should be
13 looked at and given the reason why it's not an
14 option.

15 So you're talking about, from what
16 I think I saw quickly, 80 trucks, 50, 60, 70,
17 80, trucks a day. What percentage of the fill
18 is actually coming out of vertical right
19 there, in the only of the three portals, in
20 the only of the access to the tunnel, as I see
21 it coming out there, in the one residential
22 area of the three places this goes in? The
23 West Side of Manhattan over on 12th Avenue
24 between 29th and 30th is booming with billions
25 and billions and billions of dollars worth of

1 8/10/17 Hudson Tunnel Project Public Hearing
2 construction, and the very nature of Manhattan
3 is such that this is done and that's not a
4 residential area.

5 Certainly the far side of Tonnelle
6 Avenue in North Bergen seems more suited to
7 some of this, and it's away from most of our
8 more congested residential areas. So if that
9 can be done. But if you're working -- if
10 you're taking material out and putting it down
11 this area, as opposed to taking it out to the
12 ends, you know, and bringing it out, you know,
13 how does that work? And the reality is that
14 might well make the tunnel take longer and
15 what's the trade off of that from an
16 engineering and environmental point of view?

17 It is, in the long run, it's an
18 environmental plus for us all. But in the
19 immediate future, there's going to be down
20 sides and some of them, the worst of them, is
21 going to be on people in Weehawken or
22 elsewhere. And what's that balance?

23 And I think -- I have not gone
24 through this heavily, but I mean to a couple
25 of people's points, it seems this for a lot of

1 8/10/17 Hudson Tunnel Project Public Hearing
2 people hasn't come out on the radar screen
3 until farther along in the process. There
4 were four alignments, certainly this alignment
5 that's the Preferred Alternative here, the
6 shaft is an existing piece of TRANSIT property
7 that has been owned by TRANSIT for a while, I
8 take it. And maybe that makes certain sense,
9 there are other options by Dykes Lumber and
10 elsewhere.

11 I don't know, you know, I mean, I
12 think you've got to really state the case and
13 maybe it is already there, but I think
14 everybody needs to understand why those other
15 locations. And maybe also, as I understand
16 it, and someone here said, Well why isn't it
17 right next to the other tunnel. Again, as I
18 understand it, I think from a security point
19 of view, which we don't all think about is,
20 you don't want those tunnels right next to
21 each other because if somebody does something
22 nasty to us, as we've seen on our Hudson
23 waterfront across the way, you want those
24 tunnels separated.

25 So what's the balance? That's

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2 what I put. I think it's got to be done. I
3 think you've got to do due diligence to the
4 people here. And there's engineering
5 considerations and financial. And obviously
6 if the existing tunnel craps out for whatever
7 reason or somebody does something nasty to it,
8 we're all going to be screwed. And everybody
9 needs to understand that because I might not
10 particularly ever use that tunnel, but as I
11 understand it also, the fastest way that most
12 people, business and government, go from New
13 York to Washington is by train now because of
14 the security that's needed at our airports.
15 And so this is a very much preferred and it's
16 a vital economic component to our regional and
17 national economy. And hopefully if we're
18 interconnected today, that maybe a train
19 station locally isn't worth it, but that
20 builds us all in a better place.

21 So it needs to get done. And how
22 do we do it that, you know, with these
23 concerns in mind? So enough said. Thank you.

24 And I -- virtually everything that
25 was said before now, right down to the

1 8/10/17 Hudson Tunnel Project Public Hearing
2 gentleman from the Sierra Club and the local
3 people, I can very much understand. I think
4 all these things need to be talked through,
5 it's important.

6 (Applause.)

7 MR. HOLLEY: That was the last of
8 the people that we have signed up to speak.

9 If anyone else would still like to
10 speak, if you could please fill out a speaker
11 card.

12 MR. PALLADINO: I think in the
13 interest of time, if you want to speak first
14 and fill out the card afterwards.

15 MS. DYKHOUSE: My Lourdes
16 Dykhouse, and I run a daycare center -- own a
17 building with a daycare center -- two
18 buildings where the daycare center is housed.

19 Now I don't know because I really
20 have not been given a lot of time as these
21 gentlemen or these people have said tonight,
22 we don't know anything really about this
23 project, and we were given no time to think
24 about it. It's not the same as the ARC or it
25 might be the same, I don't know, but the ARC

1 8/10/17 Hudson Tunnel Project Public Hearing
2 was planning to go directly under the daycare
3 center. And I'm concerned if you're not doing
4 air quality control for the pollution, are you
5 doing seismic monitoring?

6 I mean are other houses going to
7 collapse? Are you going to shatter the
8 foundations with the vibrations?

9 So that's something I'd like to
10 have looked at as well. And I think -- I
11 don't know, I haven't read the report, again,
12 because I had no idea what was going on. I'd
13 like to be informed. Maybe I wasn't informed
14 because it's been moved from underneath the
15 daycare, I don't know. But I would like to be
16 more informed.

17 But -- even if it's not my home, I
18 think it's a big concern that you look into
19 doing some seismic monitoring. Make sure
20 those vibrations -- these homes are old. Mine
21 was built in 1936, both of them, and it's
22 something that should be considered.

23 Thank you.

24 (Applause.)

25 COUNCILWOMAN SILVESTRI EHRET:

1 8/10/17 Hudson Tunnel Project Public Hearing
2 Councilwoman Carmela Silvestri again, sorry.

3 But hearing, you know, everybody
4 else come up and make their testimonies gives
5 me a lot of great encouragement, excitement.
6 I'm really anxious now to, you know, further
7 talk about our proposal with the Tonnelle
8 Avenue site.

9 So I'm ready to say, and the Mayor
10 and Town Council are ready to say, that we
11 have experts who are more than happy to sit
12 down with all of you, and us, together. Do
13 this together so that we can come to a meeting
14 of all the minds and, you know, a good, again,
15 win/win/win situation.

16 We're very happy to put our
17 experts at that table with you and your
18 experts, so that in fact we can get that all
19 done. And we do hope that we see, I guess, a
20 response to our proposal by a certain target
21 date, at least, so at least -- I know we can't
22 ask questions, and you can't answer, that's
23 fine.

24 But I'd like to go down on record
25 as saying I hope we can have a date where we

1 8/10/17 Hudson Tunnel Project Public Hearing
2 can meet and discuss this proposal, because I
3 would hate to see us have to decide whether
4 legal action should be taken. I would rather
5 see a good proposal that's good for all.

6 Thank you.

7 (Applause.)

8 MR. PALLADINO: Okay. At this
9 point we will take a break for a little bit.

10 If anybody else does want to sign
11 up, we'll be taking comments for testimony
12 through 8:00.

13 Councilwoman, one thing I'm going
14 to make sure our project team does is get
15 pictures of all the boards so we have that as
16 part of the project record.

17 I do thank you all for coming out
18 tonight, and we will still be available to
19 take comments both here, as well as there is a
20 transcriptionist in the back of the room if
21 you'd like to speak but not in front of
22 everybody, however you like to do it.

23 Thank you very much.

24 Also just one thing, if you have
25 not already, and you do want future project

1 8/10/17 Hudson Tunnel Project Public Hearing
2 updates, which apparently I think most of you
3 do, please sign up on the Project website for
4 e-mail updates. You can also sign up here
5 before you leave so we'll make sure that we
6 are keeping you informed as the Project
7 advances. Thank you.

8 (Whereupon, there was a pause in
9 the proceedings from 7:48 p.m. to 8:00 p.m.)

10 MR. PALLADINO: Attention
11 everyone, it is 8:00. At this point we'll
12 still be taking comments, written comments, on
13 the locations that are shown on the slide
14 behind me.

15 And thank you again for coming
16 out. Have a good evening.

17 (Time noted: 8:00 p.m.)

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08/10/2017
Public Hearing – Marcos, Laura

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FEDERAL RAILROAD ADMINISTRATION

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NJ TRANSIT

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HUDSON TUNNEL PROJECT

RE: DEIS PUBLIC HEARING

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Union City High School
2500 Kennedy Boulevard
Union City, New Jersey

August 10, 2017
4:43 P.M.

STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

LAURA MARCOS

REPORTED BY: Marc Russo, Stenographer

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MS. MARCOS: Okay. My name is
Laura Marcos. I'm a resident of Union City.

And after hearing the comments
today, I'm deeply concerned about the cost and
timeframe of the project.

I'm concerned about the lack of
alternative analysis that's been done and
environmental impact.

And, also, that it does not
benefit in any way the residents of Union City,
which is a population which truly does -- or can
benefit from additional transportation to and from
the City. It is very scarce with New Jersey
Transit.

It certainly feels like -- that we
are being taken advantage of with the current
proposal.

Okay.

Thank you so much.

(TIME NOTED: 4:44 P.M.)

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STATE OF NEW YORK)
SS.
COUNTY OF NEW YORK)

I, MARC RUSSO, a Shorthand
(Stenotype) Reporter and Notary Public within and
for the State of New York, do hereby certify that
the foregoing pages 1 through 4, taken at the time
and place aforesaid, is a true and correct
transcription of my shorthand notes.

IN WITNESS WHEREOF, I have
hereunto set my name this 14th day of August, 2017.

Marc Russo

MARC RUSSO

Concordance

TUNNEL 1 : 6

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2 : 11

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w i t h i n 3 : 8
W I T N E S S 3 : 13

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3 : 4 , 3 : 9

08/10/2017
Public Hearing – Sivo, Joe

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FEDERAL RAILROAD ADMINISTRATION

&

NJ TRANSIT

-----x

HUDSON TUNNEL PROJECT

RE: DEIS PUBLIC HEARING

-----x

Union City High School
2500 Kennedy Boulevard
Union City, New Jersey

August 10, 2017
4:22 P.M.

STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

JOE SIVO

REPORTED BY: Marc Russo, Stenographer

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MR. SIVO: My name is Joseph Sivo

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and I live in Union City.

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And I'm concerned about the

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ventilation shaft or building that you're going to

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build on the -- in Weehawken or Hoboken.

7

And I'm concerned about the air

8

quality.

9

Radon gas might be pumped up from

10

the tunnel and that's it.

11

THE STENOGRAPHER: I just note

12

the time. That's all.

13

MR. SIVO: That's it?

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THE STENOGRAPHER: That's it.

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MR. SIVO: Now some guys going to

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write -- so you are going to get in touch with the

17

scientists and say, don't worry about the radon.

18

gas?

19

THE STENOGRAPHER: Well, they're

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going to read it.

21

MR. SIVO: You know, it's not

22

going to be the tunnel project where you have the

23

pollution with the carbon monoxide and all that by

24

the Lincoln Tunnel and Harlem Tunnel. But there is

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going to be some kind of a pump that's going to

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2 pump up the bad air.

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Thank you.

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THE STENOGRAPHER: Thank you,

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sir.

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(TIME NOTED: 4:23 P.M.)

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STATE OF NEW YORK)

SS.

COUNTY OF NEW YORK)

I, MARC RUSSO, a Shorthand
(Stenotype) Reporter and Notary Public within and
for the State of New York, do hereby certify that
the foregoing pages 1 through 4, taken at the time
and place aforesaid, is a true and correct
transcription of my shorthand notes.

IN WITNESS WHEREOF, I have
hereunto set my name this 14th day of August, 2017.

Marc Russo

MARC RUSSO

Concordance

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We e h a w k e n 2 : 6

W H E R E O F 4 : 13

w i t h i n 4 : 8

W I T N E S S 4 : 13

w o r r y 2 : 17

w r i t e 2 : 16

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Y o r k 4 : 2 ,

4 : 4 , 4 : 9