



HUDSON TUNNEL PROJECT

Public Hearings

August 1, 2017

**Hotel Pennsylvania
New York, NY**

August 3, 2017

**Secaucus Junction Station
Secaucus, NJ**

August 10, 2017

**Union City High School
Union City, NJ**

Outline of Presentation



- Purpose of this meeting
- Project background and alternatives
- Proposed Project
- Draft Environmental Impact Statement (DEIS)
- Public Comments

PURPOSE OF THIS MEETING

Purpose of the Public Hearing



The purpose of the public hearing is to address:

- Environmental analysis and potential impacts of the Project
- Proposed mitigation to address potential impacts
- Opportunity for comments on the Draft Environmental Impact Statement (DEIS), Draft Programmatic Agreement, and proposed U.S. Army Corps of Engineers Section 404/Section 10 permit for the Project

PROJECT BACKGROUND AND ALTERNATIVES

Environmental Impact Statement (EIS)

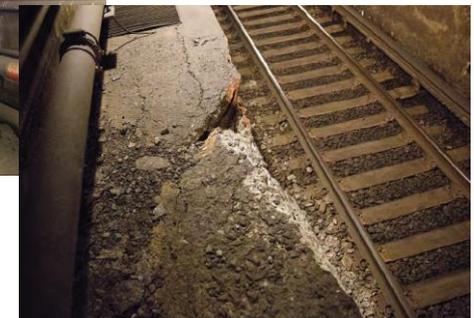


- **National Environmental Policy Act (NEPA)** – Before providing funds or issuing a permit, Federal agencies must consider the environmental effects of projects. This is achieved by preparing an **Environmental Impact Statement (EIS)** for the Project.
- **Project Partners:**
 - **Federal Railroad Administration (FRA):** Federal lead agency for NEPA
 - **NJ TRANSIT:** Co-lead, local agency for NEPA
 - **Amtrak:** Project Design & Engineering
 - **Port Authority of NY & NJ:** Project Coordination & Development

Need for the Project



- Both tubes of existing North River Tunnel were inundated during Superstorm Sandy and the tunnel was closed for 5 days
- The tunnel is safe for use, but storm damage continues to degrade tunnel systems
- Long-term, the storm damage can only be addressed through a comprehensive reconstruction of the tunnel
- Existing train service (approximately 450 trains per day) must be maintained while reconstruction is under way



photos courtesy of Amtrak

Project Purpose



- Preserve the current functionality of Amtrak's Northeast Corridor by repairing the North River Tunnel.
- Strengthen the Northeast Corridor's resiliency.
- Achieve improvements while maintaining uninterrupted service.



Project Goals



- Goal 1:** Improve service reliability and upgrade existing tunnel infrastructure in a cost-effective manner.
- Goal 2:** Maintain uninterrupted existing NEC service, capacity, and functionality by ensuring North River Tunnel rehabilitation occurs as soon as possible.
- Goal 3:** Strengthen the NEC's resiliency to provide reliable service across the Hudson River, facilitating long-term infrastructure maintenance and enhancing operational flexibility.
- Goal 4:** Do not preclude future trans-Hudson rail capacity expansion projects.
- Goal 5:** Minimize impacts on the natural and built environment.

Alternatives Evaluation Process



- Reviewed potential alternatives:
 - Alternatives from previous Access to Region's Core project
 - Alternatives presented in the Project's Scoping Document
 - Alternatives suggested during scoping
- One Build Alternative meets the purpose and need:
 - Construction of a new two-track tunnel connecting from east of Secaucus Junction in NJ to Penn Station NY, and rehabilitation of the existing tunnel

PROPOSED PROJECT

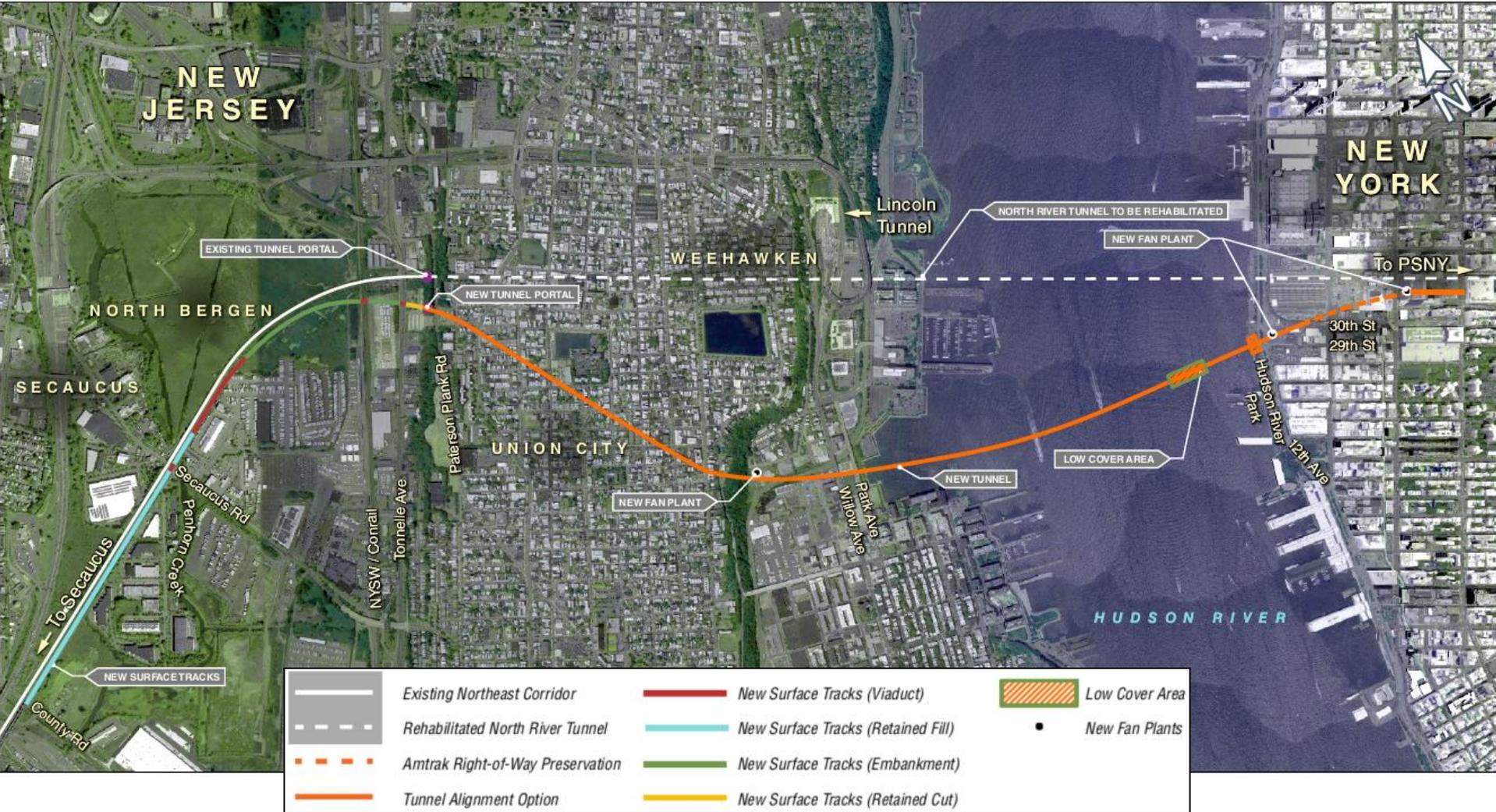
Preferred Alternative



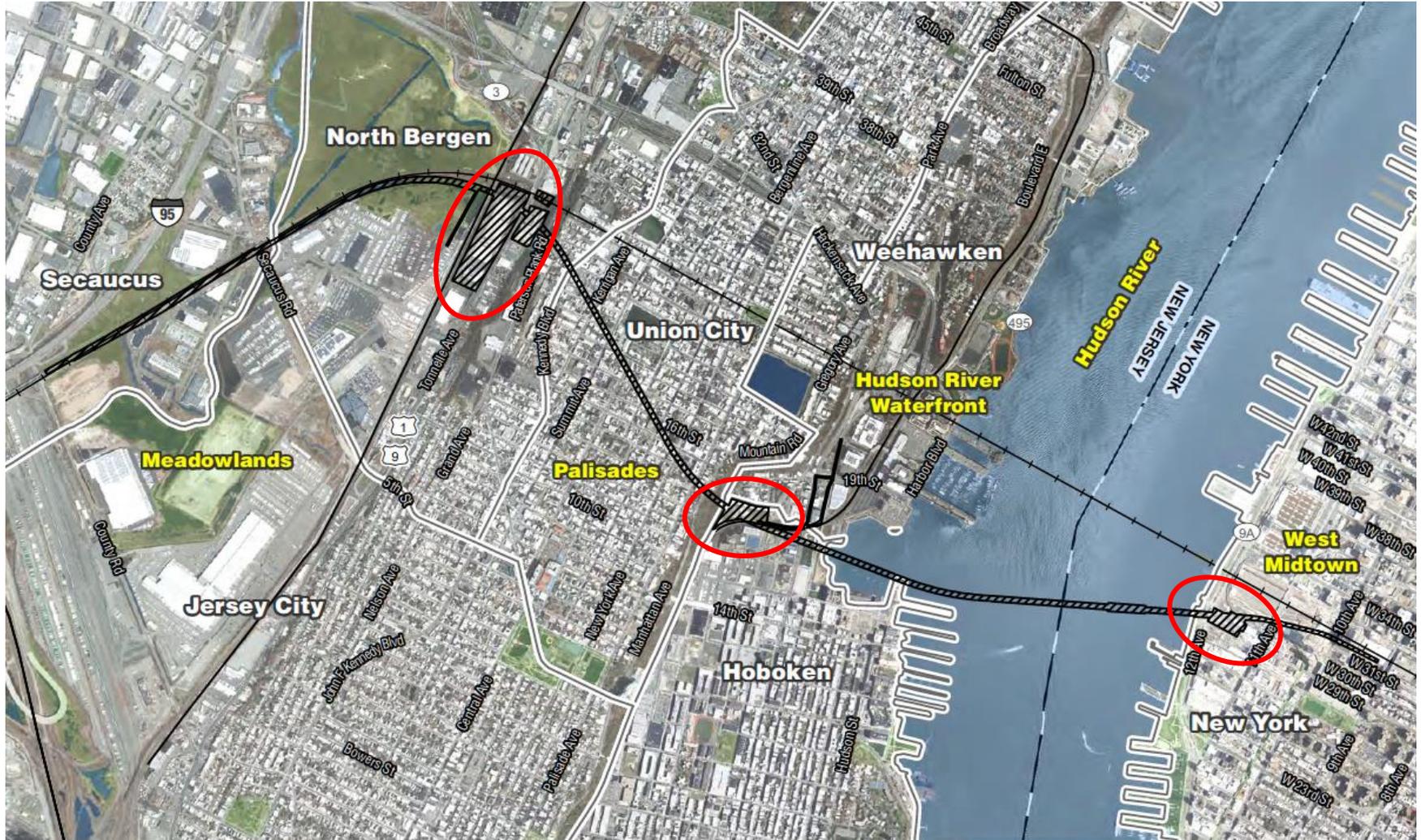
- **Two new tracks** from the Northeast Corridor in Secaucus, NJ, beneath the Palisades, Hoboken, and the Hudson River to connect to the existing approach tracks that lead into Penn Station New York.
- **Three new ventilation shafts/fan plants** directly above the new tunnel.
- **Rehabilitation of the existing tunnel** once the new tunnel is complete. When the rehabilitation is complete, both the existing and new tunnels would be in service, providing increased operational flexibility for Amtrak and NJ TRANSIT.



Preferred Alternative



Project Construction: Staging Areas



Hudson Tunnel Project Compared to Former ARC Project



Smaller Impact Area (Secaucus to NY Penn)

- No loop tracks
- No storage yard
- Serves existing Penn Station
- Shallower approach to Manhattan under Hudson River

Common Elements Between Projects

- New surface tracks approaching the tunnel in New Jersey
- Two new tubes beneath the Palisades, Hoboken, and the Hudson River
- Same alignment and depth in New Jersey

DRAFT ENVIRONMENTAL IMPACT STATEMENT

What is a Draft Environmental Impact Statement (DEIS)?



- Compares the **Preferred Alternative** and the **No Action Alternative** (conditions if the Project is not built)
- Evaluates impacts to the natural and human environment:
 - Impacts during construction
 - Impacts when the Project is complete and in operation
- Identifies measures to reduce and avoid impacts (mitigation)
- After public comment, Final EIS responds to comments and is used by FRA as the basis for its Record of Decision

Environmental Analysis: Studies Conducted

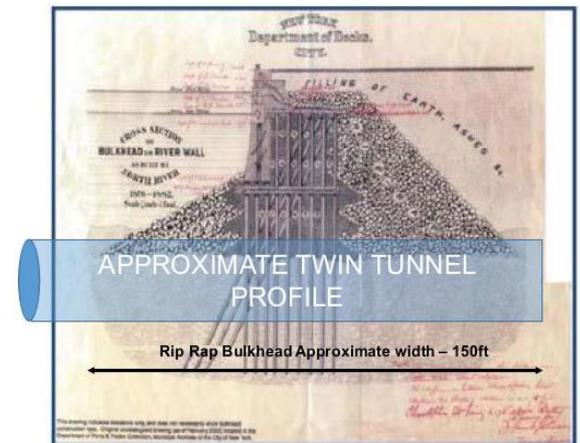


Traffic and Pedestrians	Greenhouse Gas Emissions and Resilience
Transportation Services	Geology and Soils
Land Use, Zoning, and Public Policy	Contaminated Materials
Property Acquisition	Utilities and Energy
Socioeconomic Conditions	Safety and Security
Open Space and Recreational Resources	Public Health and Electric and Magnetic Fields
Historic and Archaeological Resources (Section 106)	Indirect and Cumulative Effects
Visual and Aesthetic Resources	Coastal Zone Consistency
Natural Resources	Environmental Justice
Noise and Vibration	Commitment of Resources
Air Quality	Draft Section 4(f) Evaluation

Historic and Archaeological Resources / Section 106



- DEIS also includes evaluation of the Project in accordance with Section 106 of the National Historic Preservation Act.
- Identifies adverse effects to historic properties (North River Tunnel and NY Hudson River Bulkhead) and potential effects to archaeological resources.
- Mitigation to resolve adverse effects set forth in Draft Programmatic Agreement.

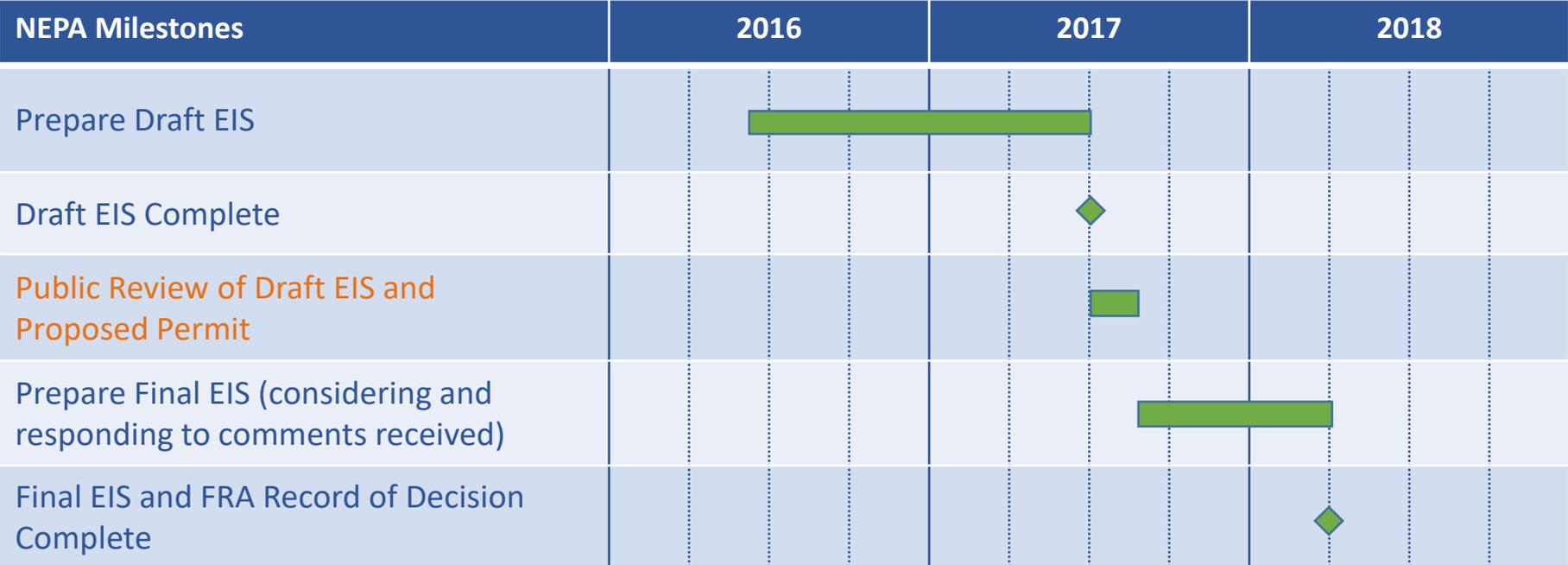


Draft Section 4(f) Evaluation

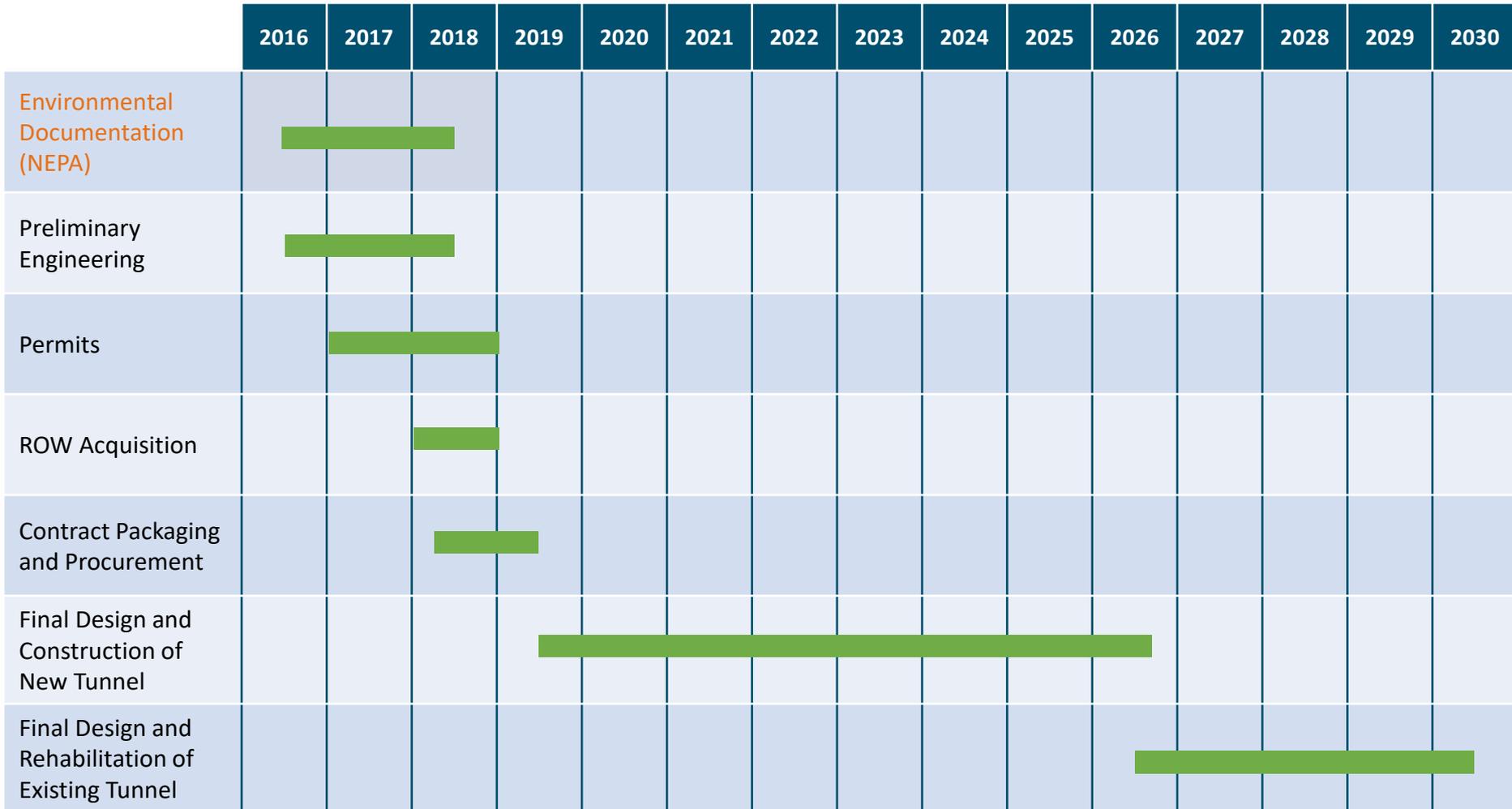


- Section 4(f) prohibits use of publicly owned parks, recreational areas, wildlife and waterfowl refuges, or historic sites unless there is no feasible and prudent avoidance alternative
- The NY Hudson River Bulkhead is a Section 4(f) property and removal of original components of the Bulkhead constitutes a use
- Draft evaluation concludes that there are no prudent and feasible alternatives to avoid a use of the Bulkhead
- Draft Programmatic Agreement includes measures to minimize harm to the Bulkhead

Environmental Review Schedule



Overall Project Schedule



PUBLIC COMMENTS

Review of DEIS



- DEIS available for review:
 - on Project Website:
www.hudsonunnelproject.com/deis.html
 - At document viewing locations (see Project Fact Sheet #4)
- Public comments on the DEIS will be accepted until **August 21, 2017**
 - At three public hearings
 - In writing
- For more information, visit the Project website:
www.hudsonunnelproject.com

Written Comments



- On the Project website:
www.hudsonunnelproject.com/contact.html
- By email: comment@hudsonunnelproject.com
- By postal mail:

Hudson Tunnel Project

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

Comments at the Hearing



- Speaking order
 - Individuals who registered to speak
 - Open the floor for any other comments
- Please limit comments to three minutes
- The stenographer will record all comments
- Please begin by stating your name and organization, if any, for the record
- FRA and NJ TRANSIT will not be responding to questions tonight – responses will be provided in the Final EIS