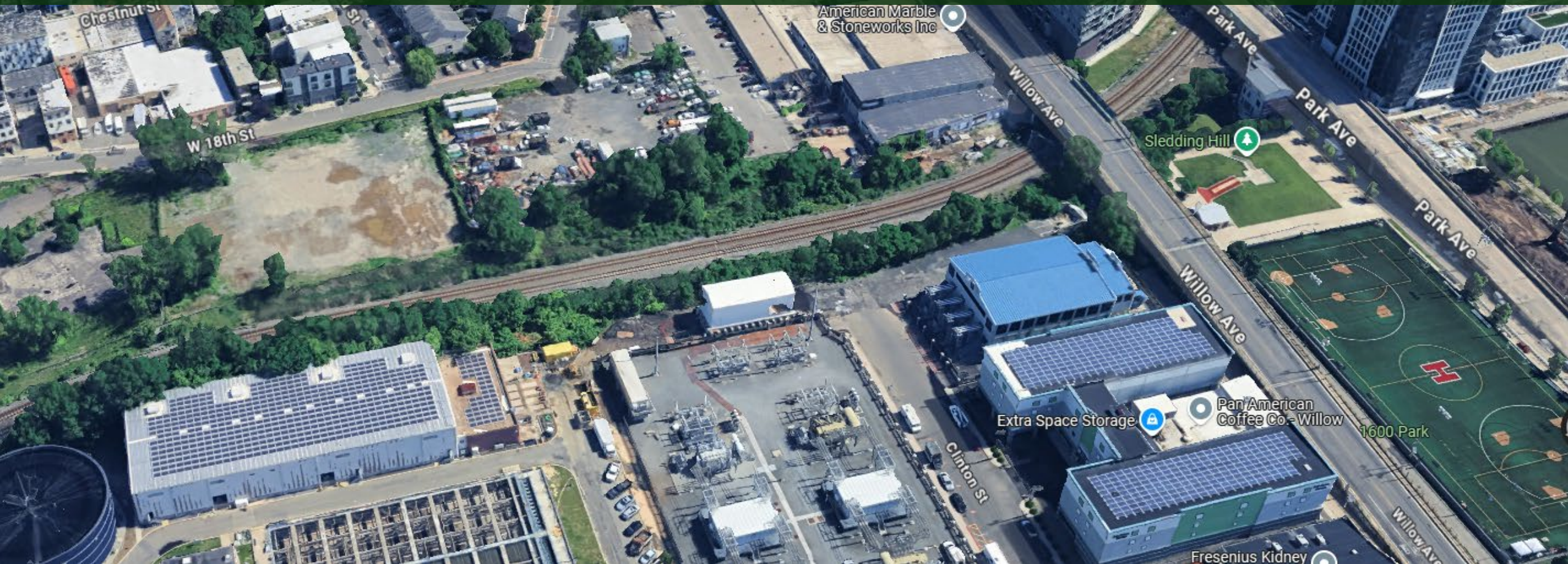


Hudson Tunnel Project Briefing

Hoboken City Council

June 4, 2025



Agenda

Hudson Tunnel Project Overview

Construction in Hoboken

Environmental Review & Section 4(f) Process

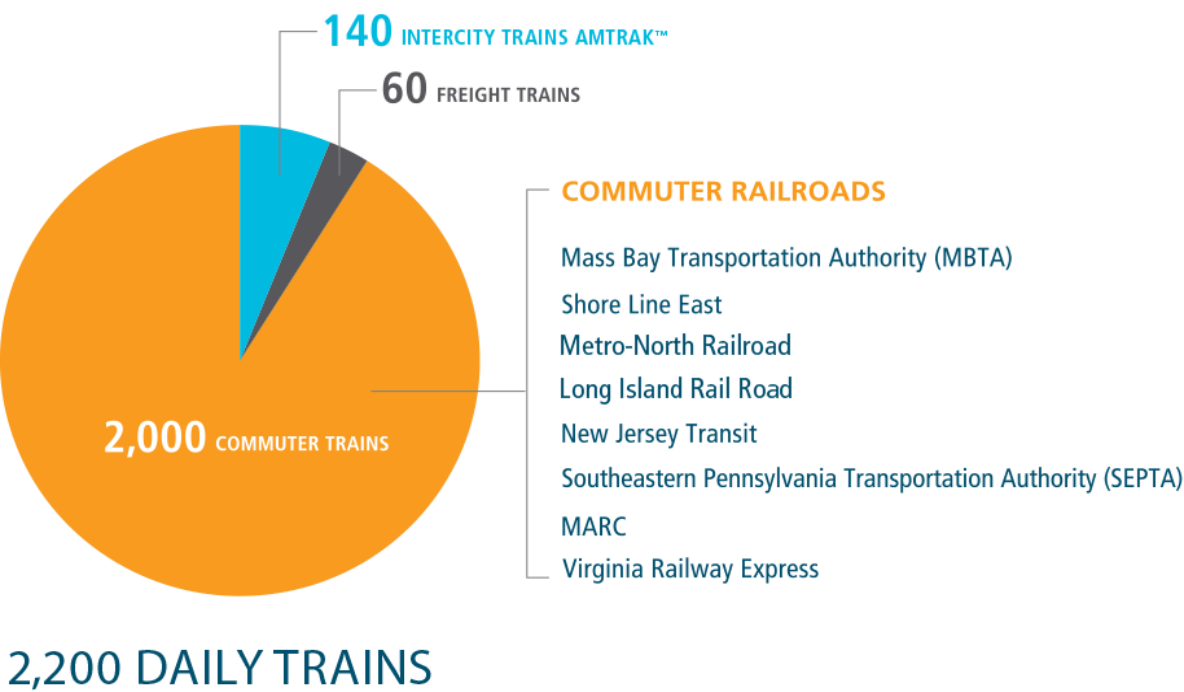
Project Refinements

Section 4(f) Coordination

Stakeholder Outreach & Public Engagement Opportunities

Hudson Tunnel Project Overview

The Northeast Corridor: An Economic Engine With 800,000 Daily Riders



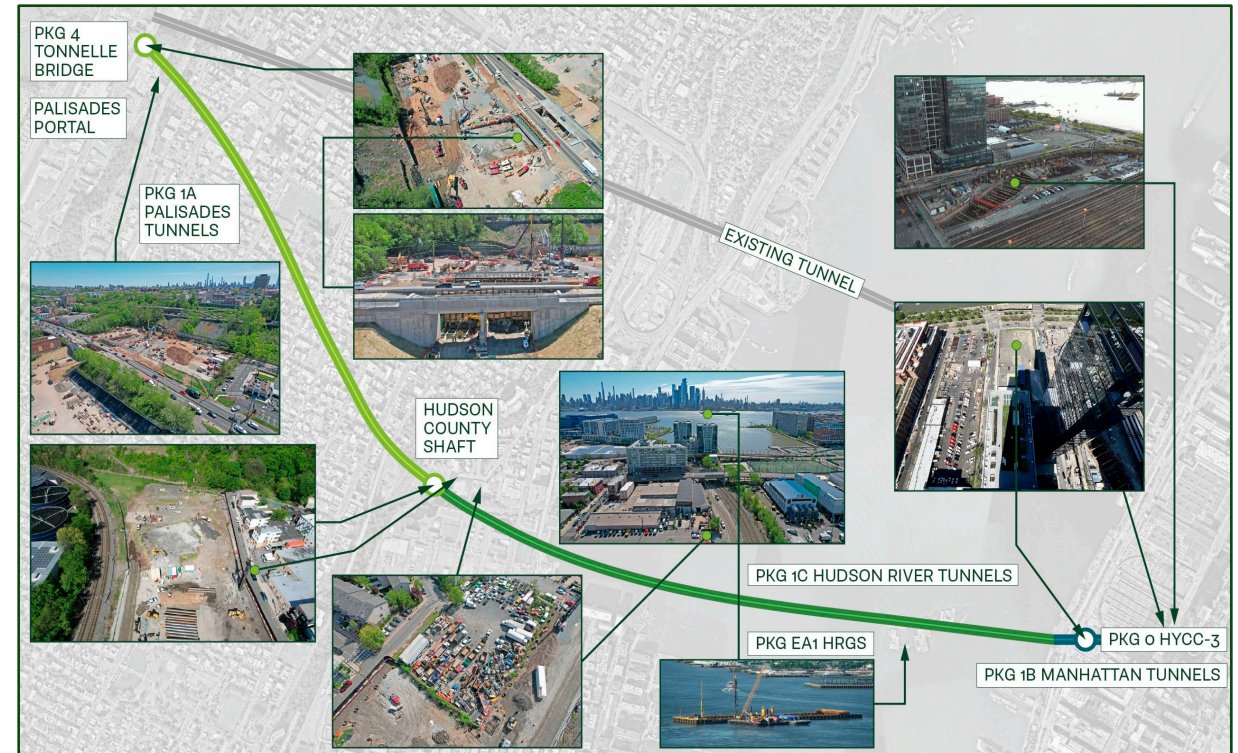
 7M Number of jobs located within 5 miles of a NEC station	 \$50B Annual contribution to the US economy by workers riding NEC	 \$100M Cost to the US of a single day of loss of NEC
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Hudson Tunnel Project

Overview

The Hudson Tunnel Project (HTP) is an urgent investment in our rail infrastructure that will make two crucial improvements to improve service and increase reliability:

1. **Building nine miles of new passenger rail track** between New York and New Jersey, including a new, two-tube tunnel under the Hudson River.
2. **Rehabilitating the existing 115-year-old tunnel**, which is a source of chronic delays for hundreds of thousands of daily passengers.

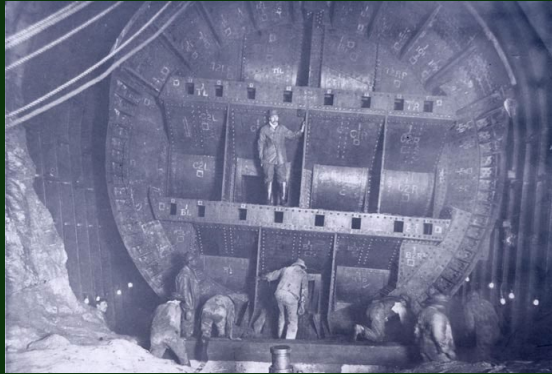


5 of the 10 construction packages that make up the HTP are in progress:

2 packages in New Jersey + 2 packages in New York + 1 package in the Hudson River

Hudson Tunnel Project

Overview



The existing North River Tunnel is almost 115 years old and was severely damaged during Superstorm Sandy.

The Most Urgent Infrastructure Project in America

*A 4-year shutdown of **just one tube** for repairs would cause...*

- **\$16 billion loss** to GDP, the equivalent of losing **33,000 jobs per year**
- **\$22 billion loss** to regional property values
- **A 75% reduction in capacity** through the North River Tunnel
- Almost **a quarter million drivers** would have longer commutes
- **170,000 PATH and bus riders** would be delayed by crowds and congestion

Without the Hudson Tunnel Project...

“

Passengers who would no longer be able to take a NJ TRANSIT or Amtrak train would **spill over into already crowded trains, buses, highways and planes** [and] the entire transportation network would become more congested.

”

- The Regional Plan Association

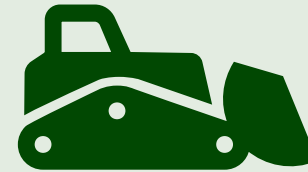
Hudson Tunnel Project

Creating Jobs & Growing the Economy

Overall HTP Construction Benefits



95,000 jobs created during construction of the Hudson Tunnel Project



\$19.6 billion total economic output generated by construction

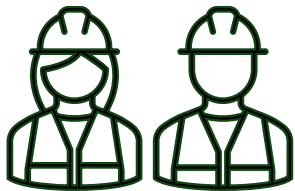
Active Construction Benefits



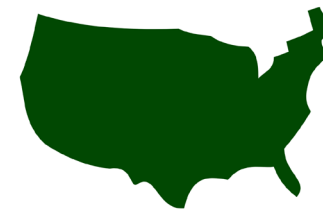
\$4.5 billion total economic output from active construction projects



20,200 jobs and **\$1.7 billion** in labor income generated by active construction



Every \$10 spent on direct labor supports **\$17 in wages and benefits** across the country



94% of capital spending sourced within the United States

Creating 18,000+ Jobs and \$3.8 Billion in Economic Activity in the Region

Creating Jobs & Growing the Economy

NJ and NY Economic Impact of the HTP for Current Active Construction

Project	Jobs Full-Time Equivalents (FTEs)	Labor Income*	Output*
Hudson Yards Concrete Casing – Section 3	4,700	\$390	\$960
Hudson River Ground Stabilization	2,200	\$190	\$450
Tonnelle Avenue Bridge	400	\$30	\$80
Palisades Tunnel	5,100	\$420	\$770
Manhattan Tunnel	5,800	\$500	\$1,600
Total: Contracts Awarded To-Date**	18,200	\$1,530	\$3,860

*In millions of dollars

**Columns may not sum due to rounding

Economic Impacts of New Jersey Construction



5,500 jobs



\$450M in
labor income



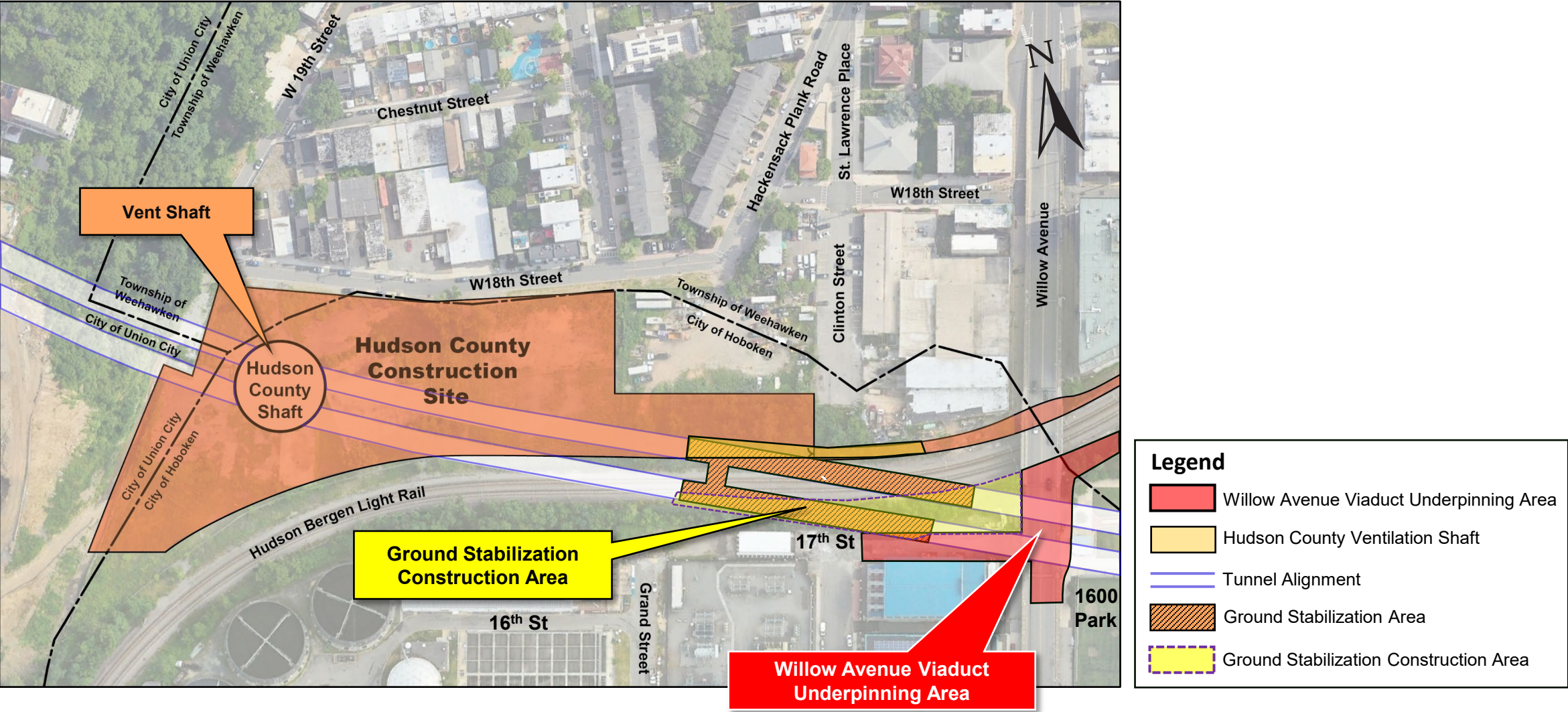
\$850M in
economic output



Construction in Hoboken

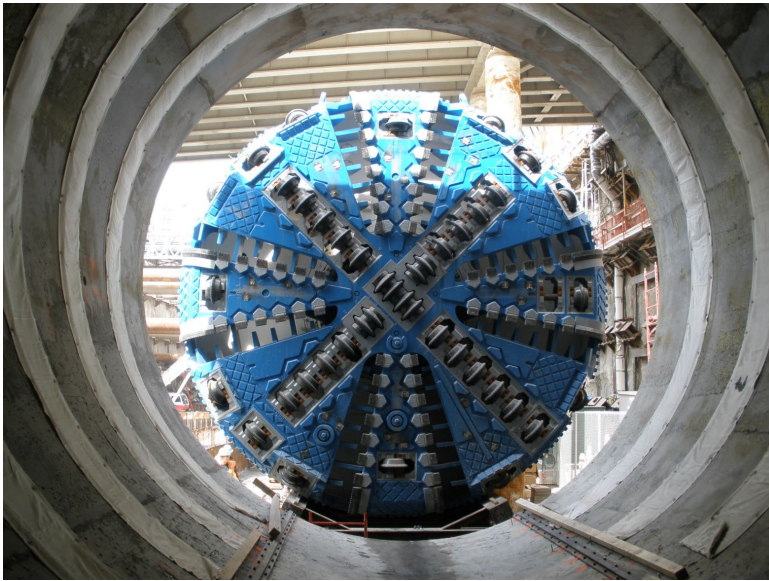
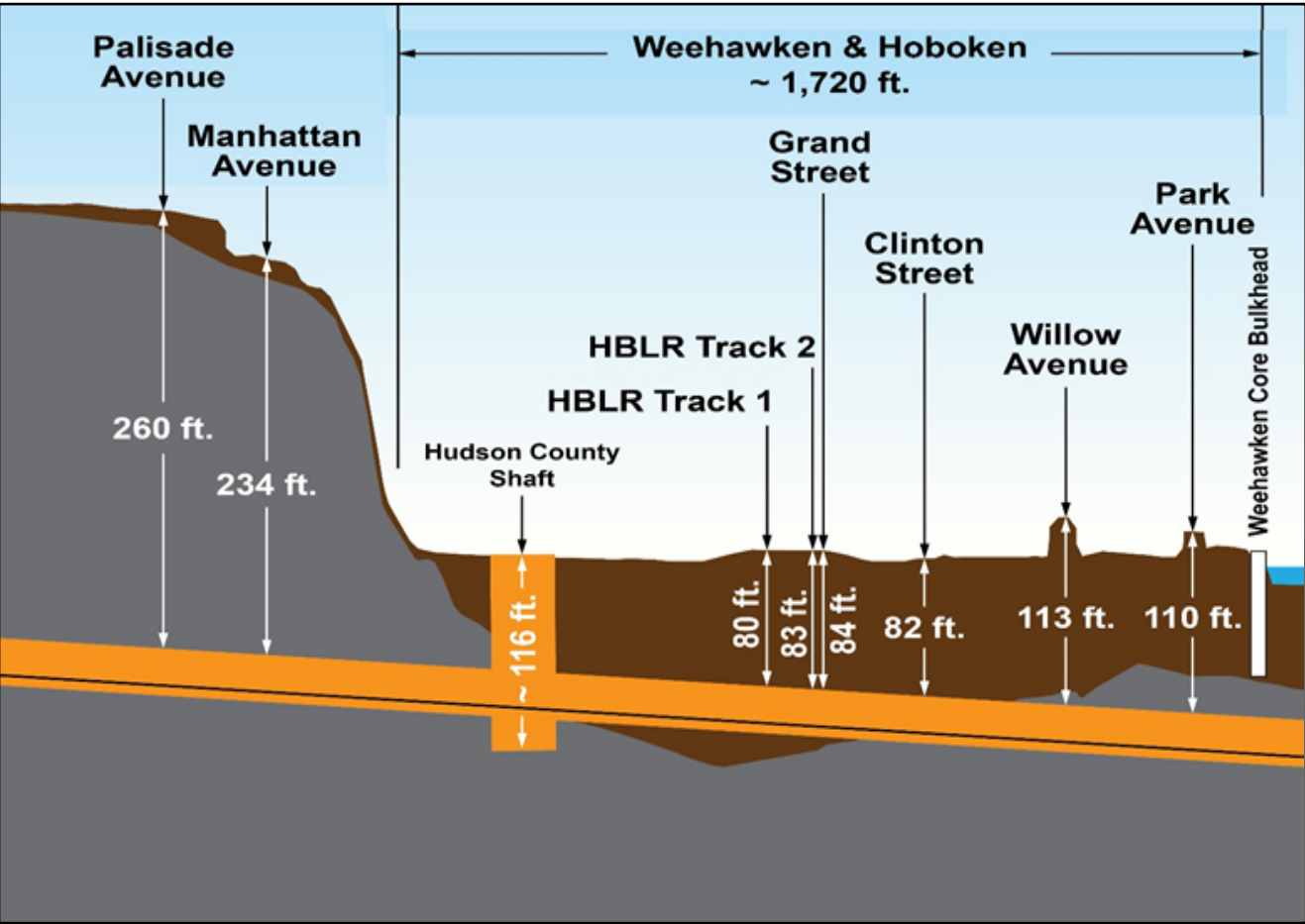
Hudson Tunnel Project

Construction Locations in Hudson County - Overview



Construction in Hudson County

Shaft Construction, Tunnel Boring Machine Tunneling



LEGEND:

- Proposed Tunnel and Hudson County Shaft
- Soil
- Rock

Tunneling below Hoboken and Weehawken anticipated to last approximately 3 – 4 months

The background of the slide is a light green color with various abstract line art elements in a darker green. These include step-like lines at the top, wavy lines behind the title, horizontal lines with wavy patterns below the title, and zigzag lines at the bottom.

Environmental Review & Section 4(f) Process

Environmental Review Process

Environmental Review & Section 4(f) Process

- National Environmental Policy Act (NEPA): Before providing funds or issuing a permit, Federal agencies must consider the environmental effects of projects; this was achieved by preparing a Final Environmental Impact Statement (FEIS) for the Hudson Tunnel Project, issued together with the Record of Decision (ROD) in May 2021
- The Federal Transit Administration (FTA) is the lead Federal agency for the Project's environmental review
- The Gateway Development Commission (GDC) is the NEPA Project Sponsor for the Hudson Tunnel Project

U.S. Department of Transportation Act of 1966 – Section 4(f)

Environmental Review & Section 4(f) Process

- Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966, which established the requirement to consider alternatives which would avoid the use of park and recreational lands in the development of transportation projects
- Section 4(f) applies to projects that receive funding from or require approval by an agency of the U.S. Department of Transportation
- Before approving a project that “uses” Section 4(f) property, FTA must either (1) determine that the impacts are *de minimis*, or (2) undertake a Section 4(f) Evaluation to determine whether use of the property can be avoided or minimized
- Section 4(f) properties include publicly owned public parks and recreation areas

The background of the slide is a light green color. It is decorated with various abstract green line art elements. At the top, there are three horizontal rows of step-like lines of varying heights. Below these, there are several wavy, sinusoidal lines. In the center, there are several horizontal lines, some of which are double-lined. At the bottom, there are more wavy lines and a few sharp, zigzag lines. The overall aesthetic is modern and minimalist.

Project Refinements

Project Refinements

- Following the issuance of the NEPA FEIS/ROD, detailed engineering has identified refinements to the project design that are being advanced
- The refinements include modification to construction means and methods, extent, and duration associated with ground stabilization and Willow Avenue viaduct underpinning activities within the City of Hoboken and Township of Weehawken
- These changes to the project warrant assessment of potential effects on a portion of **1600 Park**, a resource protected under Section 4(f)

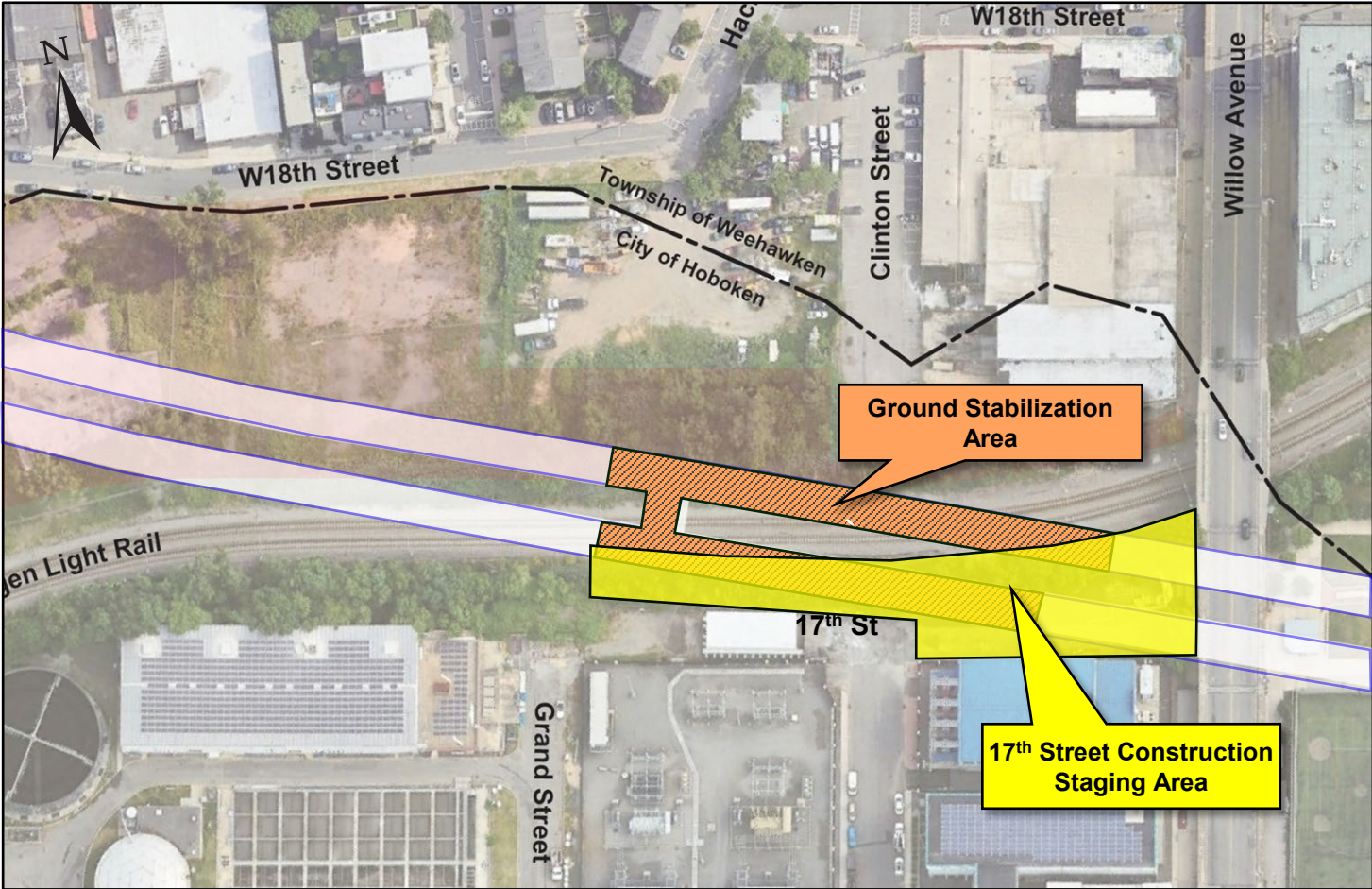
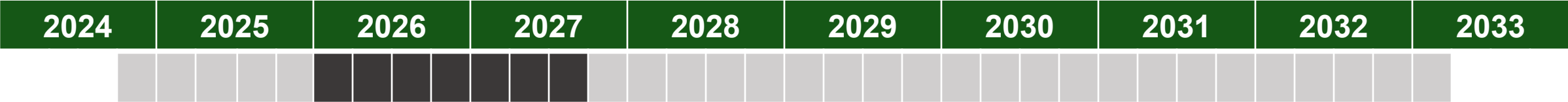
Ground Stabilization Below the Hudson Bergen Light Rail (HBLR)

Since the FEIS/ROD, detailed engineering has refined the location for construction staging and activities, as well as the duration of ground stabilization below the HBLR. As currently contemplated, ground stabilization would:

- Require a new Construction Staging Area (“ground stabilization area” + “Willow Avenue viaduct underpinning construction area”) temporarily occupying 17th Street (between Clinton Street and Willow Avenue) as well as Block 145, Lot 1.01 and Block 146, Lots 1, 4, and 4.01
- Be active for approximately 19 months

Project Refinements

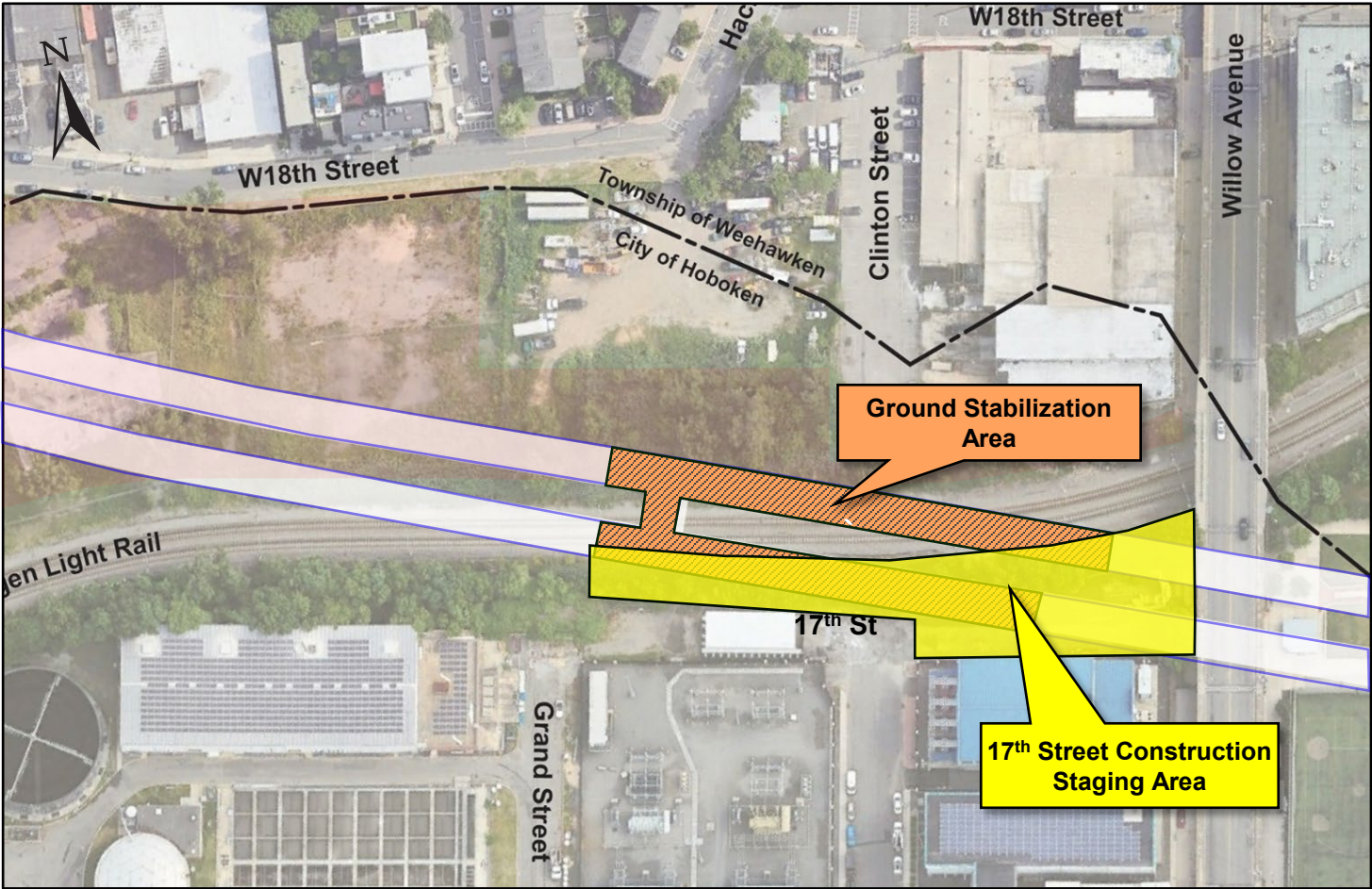
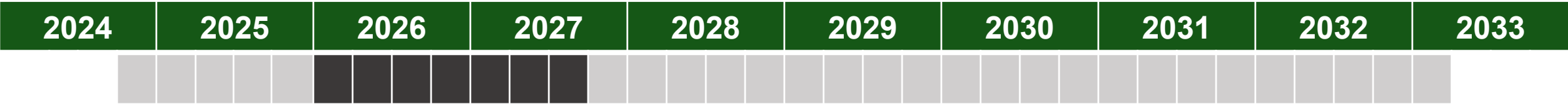
New Staging Area in Support of Ground Stabilization at HBLR



View looking west at HBLR and Proposed 17th Street Construction Staging Area

Project Refinements

New Staging Area in Support of Ground Stabilization at HBLR



View looking west at HBLR and Proposed 17th Street Construction Staging Area

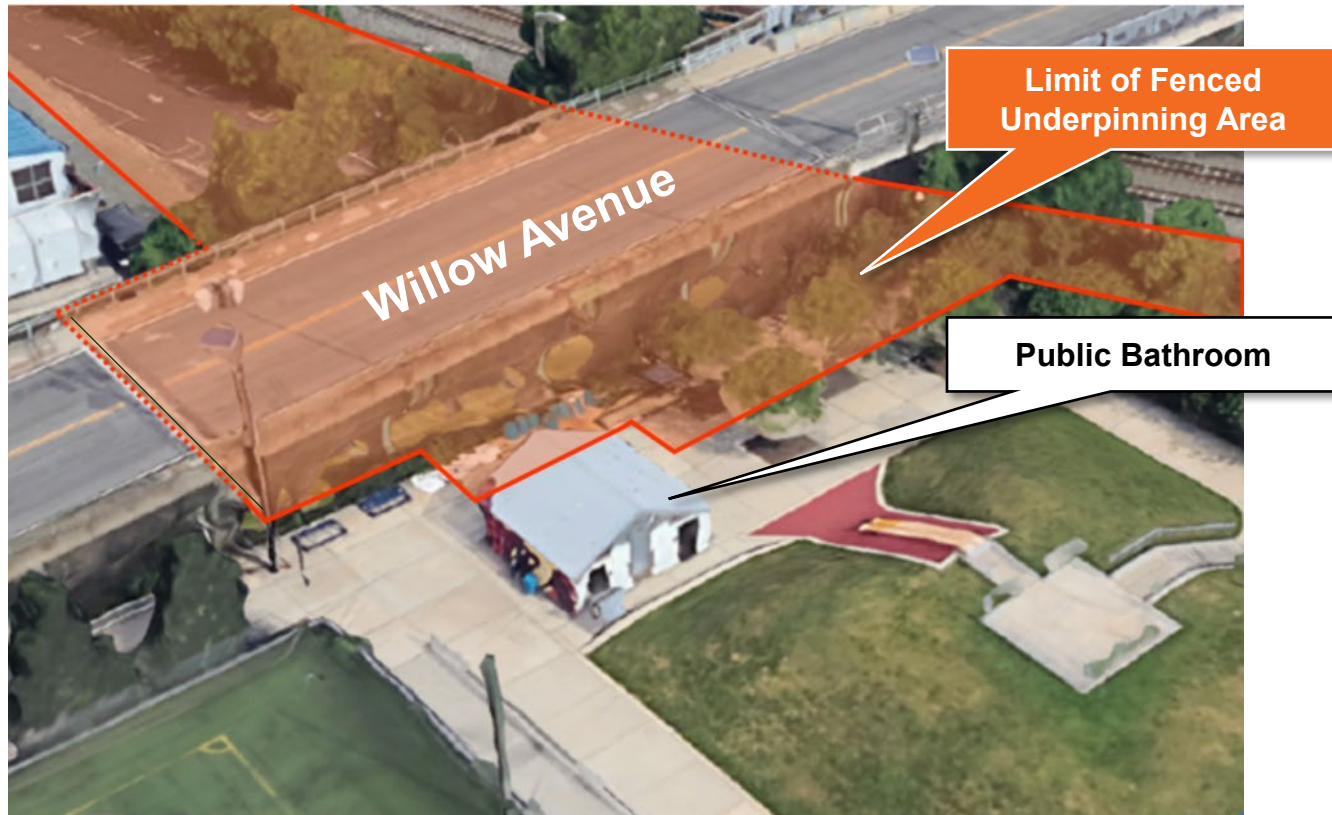
Willow Avenue Viaduct Underpinning

As currently contemplated, the Willow Avenue viaduct underpinning would:

- Utilize "micropiles" below ground, with permanent above ground pile caps and concrete encased steel girders (FEIS originally assumed subsurface pile caps that would have required additional excavation)
- Temporarily (14 months) occupy a portion (2.5%) and permanently extend into a portion (0.5%) of 1600 Park within the Willow Avenue Right-of-Way (FEIS did not specify the use of 1600 Park)
- Require construction below the Willow Avenue viaduct for approximately 14 months

Willow Avenue Bridge Underpinning

Frequency	Count
Never	5
Rarely	5
Sometimes	1
Often	4
Always	1
Other	19



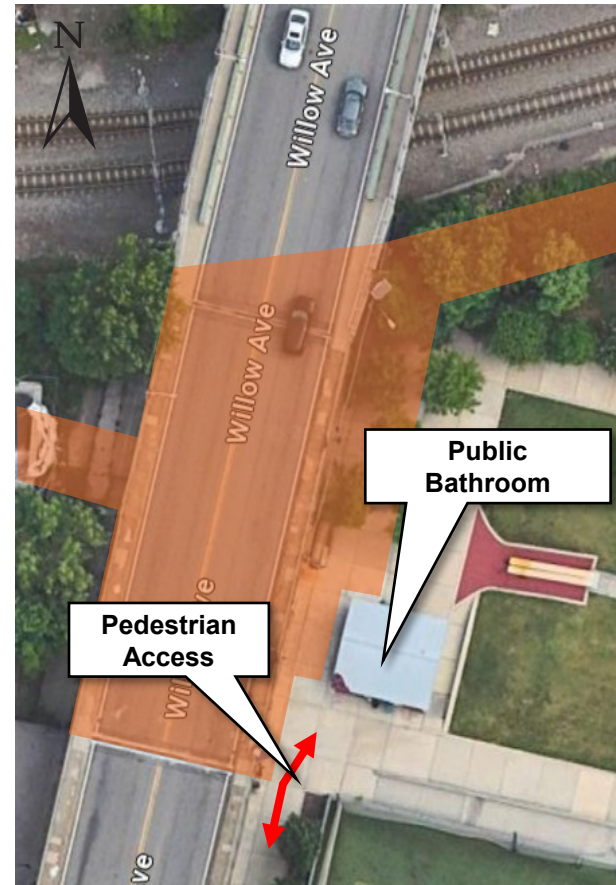
- Existing foundations of bridge in the path of the tunnels
- Underpinning requires new foundations to be installed from below viaduct (south of HBLR)
- Willow Avenue viaduct would remain open during the proposed underpinning construction activity, with only short-term, intermittent closures required during off-peak hours or weekends.
- The Public Bathroom will remain open during construction.

Willow Avenue Bridge Underpinning

Frequency	Count
Never	5
Rarely	5
Sometimes	1
Often	4
Always	1
Other	19



Willow Avenue Bridge Underpinning Work Area



**GATEWAY DEVELOPMENT
COMMISSION**

Project Refinements

Willow Avenue Bridge Underpinning – Proposed Permanent Condition



Rendering of proposed permanent pile caps and concrete encased steel girders below the Willow Avenue viaduct.

Draft rendering shown for illustrative purposes only



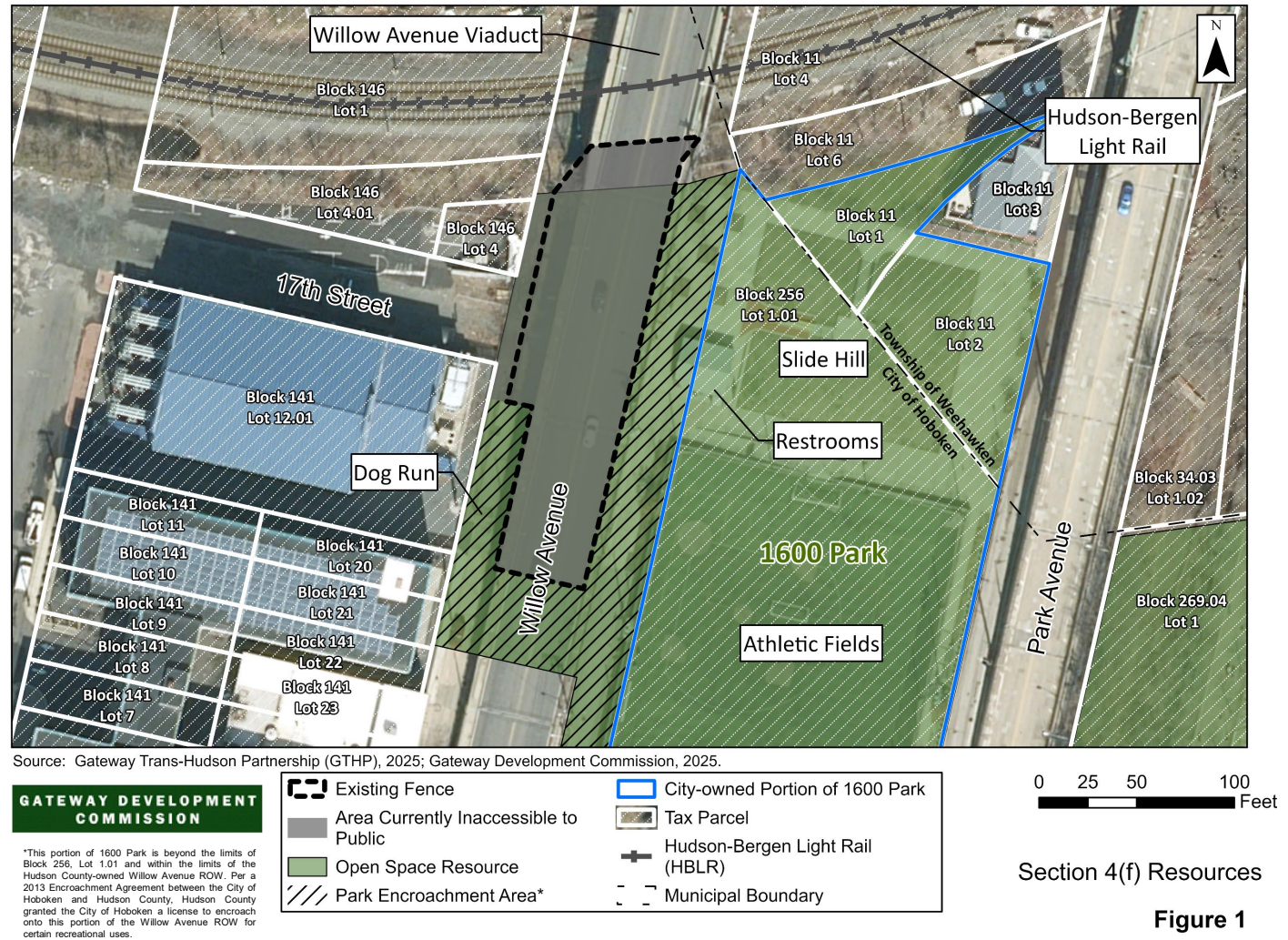
Section 4(f) Coordination

Section 4(f) Coordination

Section 4(f) Resources – 1600 Park

1600 Park

- 2.5-acre multi-use open space
- Located in City of Hoboken and Township of Weehawken
- Owned by City of Hoboken and Hudson County
- Key features of the park include:
 - Multi-use playing fields with baseball, soccer, and lacrosse facilities
 - Slide hill
 - Dog Run
 - Restroom facilities



Section 4(f) Resources – 1600 Park

What's Different Since the FEIS?

LATEST INFORMATION

The FEIS/ROD determined that there would be no Section 4(f) use of 1600 Park.

GDC anticipates that minor temporary and permanent occupancies of publicly accessible portions of 1600 Park within the Willow Avenue ROW would constitute a Section 4(f) *de minimis* impact.

Under Section 4(f) a *de minimis* impact for parks is one that will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).

Permanent and Temporary Occupation of Section 4(f) Property

- Temporary construction activities occupy approximately 2,500 sf (~2.5% of publicly accessible park) – *Yellow Shaded Area in Figure*
- Permanent infrastructure would reduce publicly accessible park area by approximately 500 sf (~0.5% of publicly accessible park) – *Red Hashed Lines in Figure*
- Fence would be relocated around permanent infrastructure
- Key park features will remain accessible throughout construction
- Permanent and temporary occupation of publicly accessible park area would be entirely within the Willow Avenue Right-of-Way (owned by Hudson County)
- In 2013, the City of Hoboken entered into Encroachment Agreement with Hudson County to improve portion of the Willow Avenue Right-of-Way with park amenities.



Section 4(f) Coordination

Section 4(f) Impact Determination

- The Project Refinements meet the definition of a *de minimis* impact under Section 4(f) (23 CFR 774.17) as they would:
 - Not affect or substantially impair any protected activities, features, or attributes of the park;
 - Allow for continuous access to all key park features and facilities throughout construction including the active use ball fields, slide hill, restrooms, dog run, seating, and bike parking; and
 - Affect an area small enough in area so as to not adversely affect the public use of 1600 Park.



Stakeholder Outreach & Public Engagement Opportunities

Stakeholder Outreach & Public Engagement Opportunities

Active and Responsive Community Engagement

- 24-hour hotline for emergencies, construction complaints
1-800-444-1050
- Email us: NJConstruction@gatewayprogram.org
- Neighborhood Project outreach office
- Project liaison always available to address concerns and work with community to accommodate special events where possible
- Regular meetings and coordination to identify concerns and provide information about upcoming construction

The Hudson Tunnel Project

Moving it Forward...

10th Avenue Test Pit Investigation Program

Beginning on October 30, 2023, and continuing for approximately four to five weeks, a test pit investigation program will be conducted on 10th Avenue between West 31st Street and West 33rd Street. This program will consist of excavating two 4-foot wide trenches across the roadway and portion of east sidewalk to locate the existing underground utilities to provide information for the design of a new rail tunnel crossing under 10th Avenue.



When

- ▶ **Starting on:** October 30, 2023
- ▶ **Work Schedule:** Monday to Thursday, 7:00 PM to 3:00 AM
- ▶ **Duration:** Four to five weeks

Where

10th Avenue, between West 31st Street and West 33rd Street.

Traffic Impact

- ▶ 10th Avenue - Reduction to 3 through lanes during the work hours.
- ▶ All lanes will be available to traffic for non-working hours including Friday and weekends.

Pedestrian Impact

Pedestrian access will be maintained 24/7 with some reduced width during work hours, if necessary.

Business and Emergency Access

- ▶ 24/7 Access to driveways, stores, and building entrances will be maintained.
- ▶ 24/7 Emergency access will be maintained for emergency and first responders' vehicles.
- ▶ Bus stop at the southeast corner of 10th Avenue and West 31st Street will be maintained 24/7.

For additional information about this project, contact info@gatewayprogram.org

GATEWAY DEVELOPMENT COMMISSION

Stakeholder Outreach & Public Engagement Opportunities

Section 4(f) Coordination

Comments on the proposed construction activities in 1600 Park may be submitted on or before 5:00 p.m. on Monday, July 7, 2025, by emailing both **daniel.moser@dot.gov** and **james.goveia@dot.gov**

Please visit **hudsontunnelproject.com** for additional project information



Thank you!