



HUDSON TUNNEL PROJECT

Public Scoping Meetings
National Environmental Policy Act
May 17 and 19, 2016



Meeting Format

- Open house format to answer questions and provide information
- Presentation
- Comments in writing or to the stenographer
- Spanish-speaking project team members available

Purpose of the Meeting



- National Environmental Policy Act
 - Initiate project's environmental review to receive federal funding
- National Historic Preservation Act
 - Solicit public interest to serve as consulting parties with regard to potential effects on historic and cultural resources
- Obtain public comment on factors the FRA and NJ TRANSIT should consider in developing project alternatives and analyzing effects on the built and natural environment within the project's study area

Project Overview



- An Environmental Impact Statement (EIS) is being prepared by the Federal Railroad Administration and NJ TRANSIT
- Purpose: Preserve the current functionality of the Northeast Corridor's (NEC) Hudson River rail crossing and strengthen the resilience of the NEC while maintaining uninterrupted commuter and intercity rail service
- Anticipated Project elements:
 - A new rail tunnel under the Hudson River
 - Rail infrastructure required to connect the new rail tunnel to the NEC in New Jersey and New York
 - Rehabilitation of the existing NEC tunnel

Superstorm Sandy

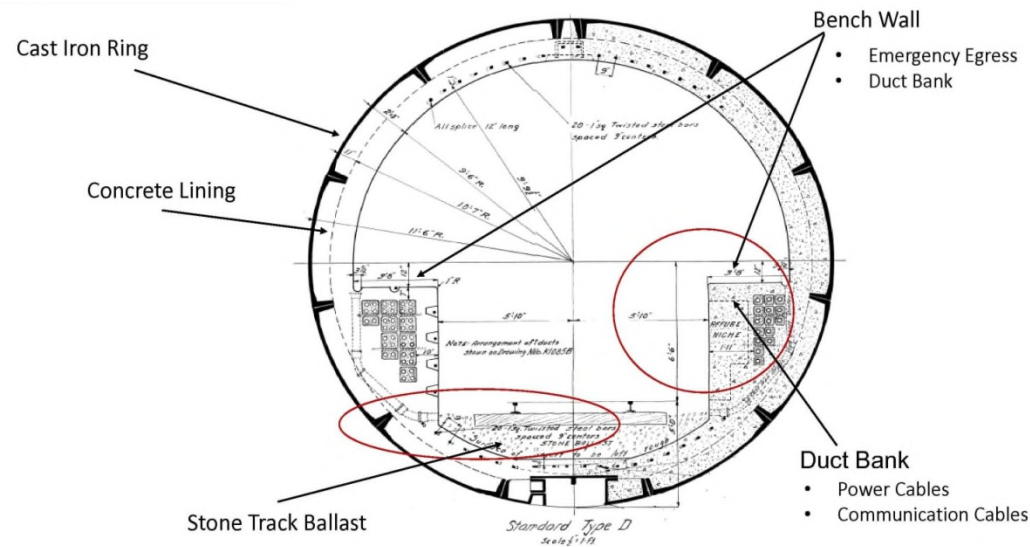


- Existing rail tunnel safe for use
- Both tubes of existing North River Tunnel were inundated during Superstorm Sandy
- Tunnel was closed for 5 days
- Storm damage continues to degrade tunnel systems
- Requires emergency maintenance and disrupts rail service
- Long-term, the storm damage can only be addressed through a comprehensive reconstruction of the tunnel



Photo courtesy of Amtrak

Need for the Project



Cross Section of Existing North River Tunnel

- Each tube of the existing North River Tunnel must be closed for more than a year for reconstruction
- Closing either tube of the tunnel without new capacity would significantly cut service levels
- Project will build two new rail tubes beneath the Hudson River to maintain the existing level of train service while the damaged tubes are taken out of service
- Project includes reconstruction of the existing North River Tunnel



Purpose of the Project

- To preserve the current functionality of Amtrak's NEC service and NJ TRANSIT's commuter rail service between New Jersey and Penn Station NY by repairing the deteriorating North River Tunnel.
- To strengthen the NEC's resiliency to support reliable service by providing redundant capacity under the Hudson River for Amtrak and NJ TRANSIT NEC trains between New Jersey and the existing Penn Station NY.
- These improvements must be achieved while maintaining uninterrupted commuter and intercity rail service and by optimizing the use of existing infrastructure.



Goals and Objectives

Goal 1: Improve service reliability and upgrade existing tunnel infrastructure.

- Reduce infrastructure-related delays due to poor condition of the North River Tunnel following Superstorm Sandy.
- Rehabilitate the North River Tunnel to modern system standards.

Goal 2: Maintain existing NEC service, capacity, and functionality by ensuring North River Tunnel rehabilitation occurs as soon as possible.

- Optimize use of existing infrastructure.
- Use conclusions from prior planning studies as appropriate and to the maximum extent possible.
- Avoid regional and national economic impacts associated with loss of rail service.

Goal 3: Strengthen the NEC's resiliency to provide reliable service across the Hudson River, facilitating long-term infrastructure maintenance and enhancing operational flexibility.

- Construct additional tracks to allow for continued NEC rail operations during maintenance periods and unanticipated human-caused and natural events.

Goals and Objectives (cont.)



Goal 4: Do not preclude future trans-Hudson rail capacity expansion projects.

- Allow for connections to future capacity expansion projects, including connections to Frank R. Lautenberg station in Secaucus through to the Portal Bridge over the Hackensack River, and connections to station expansion projects in the area of Penn Station NY.

Goal 5: Minimize impacts on the natural and built environment.

- Avoid/minimize adverse impacts on communities and neighborhoods.
- Strive for consistency with local plans and policies.
- Preserve the natural and built environment.

Anticipated Project Elements



- New tunnel approach tracks from Secaucus through North Bergen, NJ adjacent to the existing NEC
- New tunnel portal at Palisades in North Bergen, NJ
- New tunnel in New Jersey beneath Union City/ Weehawken/Hoboken, NJ and the Hudson River before connecting to Penn Station New York
- Tunnel ventilation buildings on both sides of the Hudson River
- Rehabilitation of existing North River Tunnel

Project Study Area



EIS Process



In order to use federal funds for project construction the FRA must consider the environmental effects of the Project in accordance with the National Environmental Policy Act (NEPA) of 1969. This is achieved by preparing an EIS for the Project.

Key EIS steps:

- **Notice of Intent in Federal Register:** May 2, 2016
- **Scoping:** May 2 – 31, 2016
- **Draft EIS:** Anticipated completion in Summer 2017
- **Public Review of the Draft EIS:** Summer 2017
- **Final EIS and Record of Decision:** Spring 2018



EIS Analysis Areas

- **Transportation**
- **Social & Economic Conditions**
- **Property Acquisition**
- **Parks and Recreational Resources**
- **Visual & Aesthetic Resources**
- **Historic & Archaeological Resources** (Section 106 review)
- **Air Quality**
- **Greenhouse Gas Emissions & Resilience**
- **Noise & Vibration**
- **Ecology**
- **Contaminated Materials**
- **Environmental Justice**
- **Secondary & Cumulative Effects**
- **Section 4(f) Evaluation**
(parklands, protected wildlife areas, & historic structures/sites)

EIS Scoping

The Scoping process considers:

- The Project's purpose and need
- Alternatives to be considered in the EIS
- Potential environmental issues of concern, analyses to be included in the EIS, and methodologies to be used
- Proposed plan for public and agency involvement

EIS Scoping



Comments may be submitted through **May 31, 2016**

- In person today: using a comment form or by speaking to the stenographer
- Via website: www.hudsontunnelproject.com
- Via email: team@hudsontunnelproject.com
- Via mail:

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

Ms. Amishi 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
Amishi.Castelli@dot.gov

Section 106



FRA and NJ TRANSIT are also evaluating the Project in accordance with Section 106 of the National Historic Preservation Act.

- Section 106 requires consultation with interested parties and the public on the Project's effects on historic properties.
- Any information on potential historic properties and cultural resources in the study area or issues to be considered is welcome.
- Parties with a specific interest in historic issues can request status as a Project Consulting Party under Section 106.



Historic image of North River Tunnel portal, North Bergen, NJ



Thank you!

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