

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

Joel P. Ettinger
Executive Director

THE NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

RESOLUTION #2006-2

COUNCIL AMENDMENT OF THE 2005-2030 REGIONAL TRANSPORTATION PLAN TO INCLUDE THE TRANS-HUDSON EXPRESS TUNNEL, NEW JERSEY TRANSIT'S LOCALLY PREFERRED ALTERNATIVE FROM THE ACCESS TO THE REGION'S CORE STUDY

WHEREAS, the New York Metropolitan Transportation Council (NYMTC) is designated by the Governor of New York State as the Metropolitan Planning Organization for New York City, Long Island and the lower Hudson Valley; and

WHEREAS, pursuant to 23 U.S.C. 450.322, NYMTC is responsible for the development of a Regional Transportation Plan (RTP) for its region; and

WHEREAS, the 2005-2030 RTP was adopted by the Council on August 4, 2005, having addressed all federal planning requirements set forth in 23 U.S.C. 450.322; and

WHEREAS, the Access to the Region's Core (ARC) Major Investment Study (MIS) was adopted by NYMTC and initiated in 1995 by New Jersey Transit, the Metropolitan Transportation Authority (MTA) and the Port Authority of New York & New Jersey (PANY&NJ) and was performed in accordance with Federal Transit Administration guidelines; and

WHEREAS, the ARC MIS evaluated 137 transportation improvement options and found that the existing trans-Hudson rail tunnel into Penn Station New York is a significant choke point in the regional rail system and without additional capacity it is doubtful the rail system can accommodate the growth of rail passenger demand over the next two decades; and

WHEREAS, the ARC MIS recommended a new rail connection between New Jersey and New York City and New Jersey Transit initiated a Draft Environmental Impact Statement (DEIS) in 2003 that considers costs, benefits, operational feasibility, public acceptance, and potential environmental impacts of various alternatives, including this recommendation; and

WHEREAS, the Trans-Hudson Express Tunnel has emerged from these analyses, which involved participation by a broad array of stakeholders including elected officials, transportation and environmental agencies, business, community and other interested parties; and

WHEREAS, the Trans-Hudson Express Tunnel is a commuter rail project beginning generally west of Secaucus, NJ and continuing through to Manhattan, which could include the construction of two new state-of-the-art single-track tunnels under the Hudson River ; and

WHEREAS, the Trans-Hudson Express Tunnel also includes track improvements in New Jersey along the Northeast Corridor, and a connection to existing rail lines that would result in a one-seat ride for these residents to New York City for the first time; and

WHEREAS, the Board of Directors of New Jersey Transit adopted the Trans-Hudson Express Tunnel as its Locally Preferred Alternative at their July 2005 meeting and on September 12, 2005 the North Jersey

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Transportation Planning Authority (NJTPA) amended its fiscally-constrained Regional Transportation Plan to include the Trans-Hudson Express Tunnel as the New Jersey Transit's Locally Preferred Alternative; and

WHEREAS, NJTPA's Regional Transportation Plan anticipates that sufficient federal funding allocated to that metropolitan planning organization, along with New Jersey State funding, will be available in order to implement this project; and

WHEREAS, the amendment of NYMTC's fiscally-constrained Plan to include the Trans-Hudson Express Tunnel will not affect the Plan's fiscal constraint; and

WHEREAS, the Trans-Hudson Express Tunnel is included in NYMTC's most recent transportation conformity demonstration, required under the Clean Air Act and the New York State Implementation Plan for Air Quality;

NOW, THEREFORE, BE IT RESOLVED THAT the New York Metropolitan Transportation Council amends the fiscally-constrained element of its 2005-2030 Regional Transportation Plan to include the Trans-Hudson Express Tunnel as New Jersey Transit's Locally Preferred Alternative from the ARC MIS and subsequent environmental analyses,

This resolution shall take effect the sixteenth day of March, two thousand six.

ADOPTED: March 16, 2006

"I hereby certify that the above is a true copy of Council Resolution #2006-2, Council Amendment of the 2005-2030 Regional Transportation Plan to Include the Trans-Hudson Express Tunnel, New Jersey's Transit's Locally Preferred Alternative from the Access to the Region's Core Study, and was motioned by Lawrence Salley, representing Westchester County Executive Andrew J. Spano, and seconded by Rockland County Executive C. Scott Vanderhoef. This Resolution was adopted and passed unanimously."



Timothy Gilchrist, Council Secretary