PROJECT BACKGROUND AND ALTERNATIVES
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.
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:** Sponsor, Project Coordination & Development
Agency Participation

**Federal Agencies**
- Federal Transit Administration
- U.S. Army Corps of Engineers
- Advisory Council on Historic Preservation
- Federal Emergency Management Agency
- National Oceanic and Atmospheric Administration
- National Marine Fisheries Service
- U.S. Coast Guard
- U.S. Department of Homeland Security
- U.S. Department of Housing and Urban Development
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service

**State, Regional, & Local Agencies**
- NJ Department of Environmental Protection
- NJ Department of Transportation
- NJ Sports and Exposition Authority
- NJ State Historic Preservation Office
- North Jersey Transportation Planning Authority
- Hudson River Park Trust
- Metropolitan Transportation Authority
- NY Metropolitan Transportation Council
- NY State Department of Environmental Conservation
- NY State Department of Transportation
- NY State Historic Preservation Office
- NY City Department of City Planning
- NY City Department of Parks and Recreation
- NY City Department of Transportation
- NY City Mayor’s Office of Capital Project Development
- NY City Mayor’s Office of Recovery and Resiliency
- NY City Mayor’s Office of Sustainability
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 identified that 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 NY.

• **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
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 NJ
- Two new tubes beneath the Palisades, Hoboken, and the Hudson River
- Same alignment and depth in NJ
Connection to the Concrete Casing
ENVIRONMENTAL IMPACT STATEMENT
What is an Environmental Impact Statement (EIS)?

• Compares the **Preferred Alternative** and the **No Action Alternative** (conditions if the Project is not built)

• Evaluates impacts to the natural and human environment both pre and post construction

• Identifies measures to reduce and avoid impacts (mitigations)

• The Draft EIS was released in July 2017 and Public Hearings were held in August 2017

• The Final EIS will respond to comments and is used by FRA as the basis for its Record of Decision
# Environmental Analysis: Studies Conducted

<table>
<thead>
<tr>
<th>Category</th>
<th>Study Area</th>
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<tbody>
<tr>
<td>Traffic and Pedestrians</td>
<td>Greenhouse Gas Emissions and Resilience</td>
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<td>Transportation Services</td>
<td>Geology and Soils</td>
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<td>Land Use, Zoning, and Public Policy</td>
<td>Contaminated Materials</td>
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<td>Property Acquisition</td>
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<td>Socioeconomic Conditions</td>
<td>Safety and Security</td>
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<td>Open Space and Recreational Resources</td>
<td>Public Health and Electric and Magnetic Fields</td>
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<td>Historic and Archaeological Resources (Section 106)</td>
<td>Indirect and Cumulative Effects</td>
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<td>Visual and Aesthetic Resources</td>
<td>Coastal Zone Consistency</td>
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<td>Commitment of Resources</td>
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<td>Air Quality</td>
<td>Draft Section 4(f) Evaluation</td>
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New York Metropolitan Transportation Council Program, Finance, And Administration Committee
Historic and Archaeological Resources / Section 106

• EIS also includes evaluation of the Project in accordance with Section 106 of the National Historic Preservation Act.
• Identifies impacts to historic properties (North River Tunnel and NY Hudson River Bulkhead) and potential impact to archaeological resources.
• Mitigations to resolve impacts will be set forth in a Programmatic Agreement
# Overall Project Schedule

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**Special Meeting**

08-09-2018
Next Steps

- Update FEIS to address public comments ✓
- Update early permit applications ✓
- Complete 30% Design
- FRA approval of the FEIS/ROD
- Finalize permits and other approvals
- Add project to MPOs’ Fiscally Constrained Long-Range Plan
  - NJTPA Plan 2045: Connecting North Jersey – November 2017 ✓
  - NYMTC - Resolution #462 Hudson Yards Concrete Casing - Section 3 – April 2018 ✓
  - NYMTC – Hudson Tunnel Project – Action Today*
Resources

www.hudson_tunnel_project.com

www.gateway_program.org

https://nec.amtrak.com/readytobuild/