



PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE (PFAC)

RESOLUTION #573

AMENDMENTS TO THE FEDERAL FISCAL YEARS (FFYs) 2022-2050 REGIONAL TRANSPORTATION PLAN FOR A MAJOR METROPOLITAN TRANSPORTATION INVESTMENT

WHEREAS, the New York Metropolitan Transportation Council (NYMTC) is the metropolitan planning organization for New York City, Long Island and the lower Hudson Valley; and

WHEREAS, pursuant to 23 CFR 450.324, NYMTC is responsible for the development of a Regional Transportation Plan for New York City, Long Island and the lower Hudson Valley; and

WHEREAS, NYMTC's current FFYs 2022-2050 Plan, entitled *Moving Forward*, was adopted by the Council on September 9, 2021, having addressed all federal planning requirements set forth in 23 CFR 450.324; and

WHEREAS the Hudson Tunnel Project is included in *Moving Forward* as a major metropolitan transportation investment; and

WHEREAS the attached Statement of Approach for the Hudson Tunnel Project reflects revisions to the project costs and financing; and

WHEREAS revisions to the projects costs and financing are subsumed in the system preservation forecasts in Section 5.3.1 of the Plan's financial chapter.

NOW, THEREFORE, BE IT RESOLVED, that PFAC amends *Moving Forward* to include the revised Statement of Approach for the Hudson Tunnel Project that is attached to this resolution.

This resolution shall take effect on the fifteenth day of February, two thousand and twenty-four.

ADOPTED: February 15, 2024

"I hereby certify that the above is a true copy of Resolution #573, Amendments to the Federal Fiscal Years 2022-2050 Regional Transportation Plan for a Major Metropolitan Transportation Investment, and was motioned by Jack Schmidt, representing the New York City Transportation Coordinating Committee, and seconded by Craig Lader, representing the Mid-Hudson South Transportation Coordinating Committee. This Resolution was adopted and passed unanimously."

Debra Nelson, PFAC Chair

PROJECT NAME: HUDSON TUNNEL PROJECT

SPONSORING AGENCY: GATEWAY DEVELOPMENT COMMISSION

PURPOSE & NEED

The existing Northeast Corridor (NEC) rail tunnel beneath the Hudson River is known as the North River Tunnel. Amtrak uses this tunnel for intercity passenger rail service, and NJ TRANSIT uses it for commuter rail service. The approach to the tunnel begins east of NJ TRANSIT's Frank R. Lautenberg Station in Secaucus, New Jersey. East of the Secaucus station, the NEC has two tracks that approach the tunnel on a raised embankment through the towns of Secaucus and North Bergen, New Jersey. Tracks enter a tunnel portal in North Bergen, passing beneath Union City and Weehawken, New Jersey, and the Hudson River before emerging within the Penn Station New York (Penn Station) rail complex in New York City. The tunnel has two separate tubes, each accommodating a single track for electrically powered trains, and extends approximately 2.5 miles from the tunnel portal in North Bergen to Penn Station. Superstorm Sandy in October 2012 damaged the North River Tunnel, and today the tunnel remains compromised. The North River Tunnel is currently safe for use by Amtrak and NJ TRANSIT trains traveling between New Jersey and New York City and beyond. However, it is in poor condition as a result of the storm damage and has required emergency maintenance that disrupts service for hundreds of thousands of rail passengers throughout the region. Despite the ongoing maintenance, the damage caused by the storm continues to degrade systems in the tunnel and can only be addressed through a comprehensive reconstruction of the tunnel. The purpose of the Hudson Tunnel Project (the project) is to preserve the current functionality of Amtrak's NEC service and NJ TRANSIT's commuter rail service between New Jersey and Penn Station by repairing the deteriorating North River Tunnel; and to strengthen the NEC's resiliency to support reliable service by providing redundant capability under the Hudson River for Amtrak and NJ TRANSIT NEC trains between New Jersey and Penn Station. For funding and financing purposes, the project consists of the construction of a new Hudson River Tunnel, Hudson Yards Concrete Casing – Section 3 Emergency Services Building (HYCC-Section 3 ESB), and the rehabilitation of the existing North River Tunnel. HYCC-Section 3 is a right-of-way preservation measure, although it is separate and apart from the environmental impact statement prepared for the new Hudson River Tunnel and Rehabilitation of the existing North River Tunnel.

PROJECT DESCRIPTION

The project consists of a new rail tunnel under the Hudson River (referred to as the Hudson River Tunnel), Hudson Yards Concrete Casing – Section 3 Emergency Services Building (HYCC-Section 3 ESB), and the rehabilitation of the existing North River Tunnel. The purpose of the HTP is to preserve the functionality of Amtrak's NEC service and NJ TRANSIT's commuter passenger rail service between New Jersey and PSNY by repairing the deteriorating North River Tunnel; and to strengthen the NEC's resiliency to support reliable service by providing redundant capability under the Hudson River for Amtrak and NJ TRANSIT NEC trains between New Jersey and PSNY.

ALTERNATIVES CONSIDERED

Environmental Impact Statement (EIS) for New Hudson River Tunnel and Rehabilitation of the Existing North River Tunnel: In compliance with National Environmental Policy Act (NEPA) and Federal Railroad Administration (FRA) regulations, FRA and NJ TRANSIT conducted a multi-step alternatives development and evaluation process to identify reasonable alternatives to proposed actions that would avoid or minimize adverse effects of these actions on the environment and meet the purpose and need for the project. As the result of this process, two alternatives were identified for analysis in the EIS: the No Action Alternative (in which the North River Tunnel is not rehabilitated) and a single Build Alternative (an alternative that does rehabilitate the North River Tunnel). These two alternatives were analyzed in the Hudson Tunnel Project Final EIS.

ENVIRONMENTAL JUSTICE-ENVIRONMENTAL-HISTORIC PRESERVATION IMPLICATIONS

EIS for New Hudson River Tunnel and Rehabilitation of the Existing North River Tunnel: The Final EIS and Final Section 4(f) Evaluation describes the potential social, economic, and environmental effects that may result from the project. Where adverse impacts are identified, measures to mitigate those effects are described. The Final EIS and Final Section 4(f) Evaluation also evaluate and document the project in terms of its compliance with the requirements of Section 4(f).

OTHER INFORMATION

NEPA Status for New Hudson River Tunnel and Rehabilitation of the Existing North River Tunnel: FRA as lead federal agency and NJ TRANSIT and the Port Authority of New York and New Jersey (the Port Authority) as joint agencies issued a Final EIS and Final Section 4(f) Evaluation. Pursuant to 23 USC § 139(n), FRA issued a single document that consists of the Final EIS and Record of Decision (ROD). After consulting with FRA, NJ TRANSIT, and the Port Authority, and reviewing the Final EIS and other NEPA documentation associated with the project, FTA adopted the EIS, and issuing a joint ROD with FRA. NEPA Status for HYCC-Section 3: The environmental review for the HYCC right-of-way preservation project (which includes HYCC-Section 3 and the already constructed HYCC-Section 2) underwent a Supplemental Environmental Assessment in 2014 and received a Finding of No Significant Impact (FONSI) from FRA in November 2014. Since an environmental determination is required from FTA to meet FTA's Capital Investment Grant (CIG) Program requirements, FTA approved Port Authority's request for the Categorical Exclusion for HYCC-Section 3 in 2019.

North Jersey Transportation Planning Authority (NJTPA): The project is included in the fiscally constrained financial element of *Plan 2050: Connecting North Jersey*, which is the regional transportation plan for the NJTPA, the designated metropolitan planning organization (MPO) for northern and central New Jersey. Plan 2050 was adopted by the NJTPA Board of Trustees in September 2022.

New York Metropolitan Transportation Council (NYMTC): The project is included in the fiscally constrained financial element of *Moving Forward; Your Region, Connected*, the Federal Fiscal Years 2022-2050 Regional Transportation Plan for NYMTC, the MPO for New York City, Long Island and the lower Hudson Valley.

Gateway Development Corporation (GDC): GDC is a public authority and government-sponsored authority created in July 2019 when the States of New York and New Jersey enacted the Gateway Development Commission Act in each of the two states. GDC is governed by a Board of Commissioners comprising three Commissioners from the State of New York, three Commissioners from the State of New Jersey, and one Commissioner appointed by Amtrak. GDC is empowered to facilitate and coordinate activities to effectuate the Gateway Program (the Hudson Tunnel Project is an independent element of the larger Gateway Program), including applying for and receiving federal, state, and local funds. Following completion of the Draft EIS, the Port Authority became the Project Sponsor for the Hudson Tunnel Project. On October 21, 2022, the GDC formally notified FTA and FTA that it assumed the roles of HTP CIG Grant Applicant and NEPA Project Sponsor.

TOTAL PROJECTED COST (\$B)

TOTAL CONSTRUCTION COST*	\$8.062 billion
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**The Hudson Tunnel Project's October 2023 Financial Plan has an estimated construction cost of \$16.052 billion in year of expenditure dollars. The above figure represents 50% of the cost. Additional costs, in excess of the remaining 50%, are programmed within the NJTPA Regional Transportation Plan.*

ANTICIPATED CONSTRUCTION FUND SOURCES & AMOUNTS*
HUDSON TUNNEL PROJECT (HTP)

Based on an Engineering approval letter from FTA, GDC is anticipating an award amount of up to \$6.88 billion from FTA Section 5309 Capital Investment Grants (CIG) Program funds for this project. The State of New York, the Port Authority, and the State of New Jersey through the New Jersey Turnpike Authority have committed, as funding partners, to support borrowings for the HTP by the GDC through Railroad Rehabilitation and Improvement Financing (RRIF) loans. The HTP is also funded by a grant issued under the FRA Federal-State Partnership for Intercity Passenger Rail Grant Program – up to \$3.8 billion.

PROJECTED COMPLETION YEARS

The Hudson Tunnel Project estimated completion date is 2038.