



# **WELCOME**

# **HUDSON TUNNEL PROJECT**

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

# PROJECT PURPOSE AND NEED



- To preserve the current functionality of Amtrak's NEC service and NJ TRANSIT's commuter rail service between New Jersey and Penn Station New York 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 New York.
- These improvements must be achieved while maintaining uninterrupted commuter and intercity rail service and by optimizing the use of existing infrastructure.

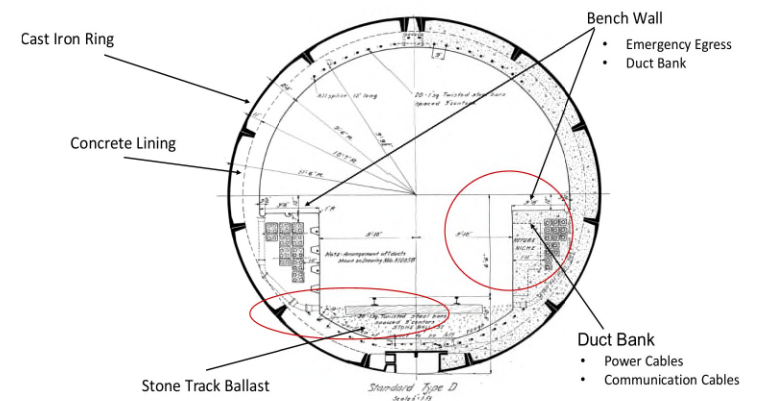


# PROJECT NEED

- Existing rail tunnel safe for use
- Both tubes of existing North River Tunnel were inundated during Superstorm Sandy and the 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
- 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



Photo Courtesy of Amtrak



Existing Tunnel Cross Section

# PROJECT 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.
- Strive for consistency with local plans and policies.
- Preserve the natural and built environment.

## 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.

## 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 PSNY.

## GOAL 5:

Minimize impacts on the natural and built environment.

- Avoid/minimize adverse impacts on communities and neighborhoods.

# ANTICIPATED PROJECT ELEMENTS



## NEW TUNNEL AND REHABILITATED OLD TUNNEL

The Hudson Tunnel Project will consist of a new tunnel on the Northeast Corridor connecting the tracks east of Secaucus station to the existing rail complex at Penn Station NY and rehabilitation of the existing North River Tunnel, including:

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

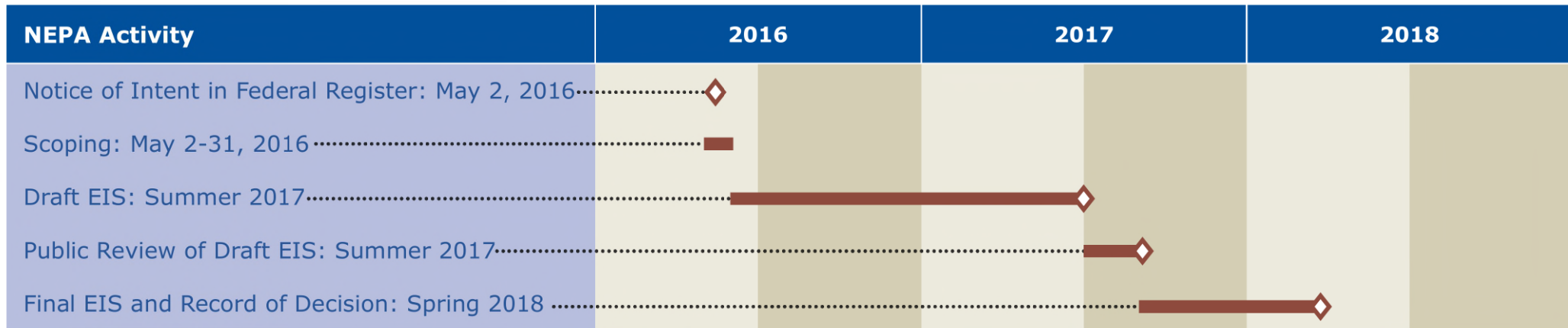
# PROJECT LOCATION



- Project Study Area
- Existing North River Tunnel
- Existing Northeast Corridor

0 5,000 FEET

# EIS SCHEDULE



# 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)
- **Construction Impacts**  
(for all analysis areas)



# EIS SCOPING



FRA and NJ TRANSIT are seeking input and comments related to the scope of the Hudson Tunnel EIS, including the following:

- The Proposed Action's purpose and need;
- Proposed Action and alternatives to be considered in the EIS;
- The potential environmental impacts of concern, analyses to be included in the EIS, and the study area and methodologies to be used;
- The approach for public and agency involvement; and
- Any particular concerns related to the anticipated impacts of the Proposed Action.

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

- In person today: using a comment form or by speaking to the stenographer
- Via website: [www.hudsonunnelproject.com](http://www.hudsonunnelproject.com)
- Via email: [team@hudsonunnelproject.com](mailto:team@hudsonunnelproject.com)
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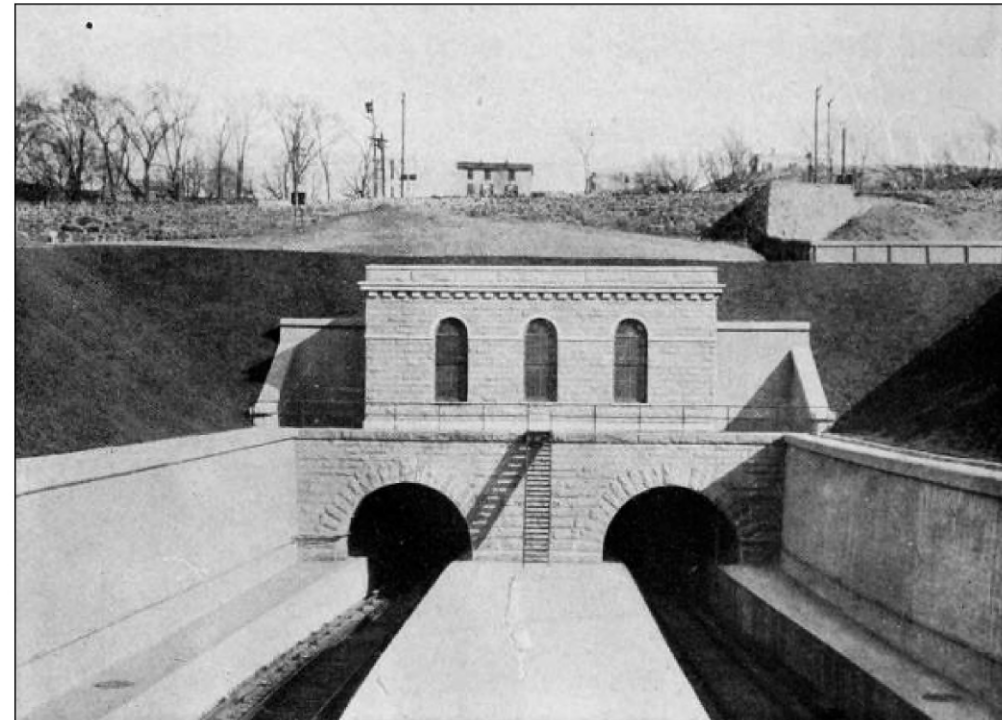
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# SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT



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

# GATEWAY PROGRAM

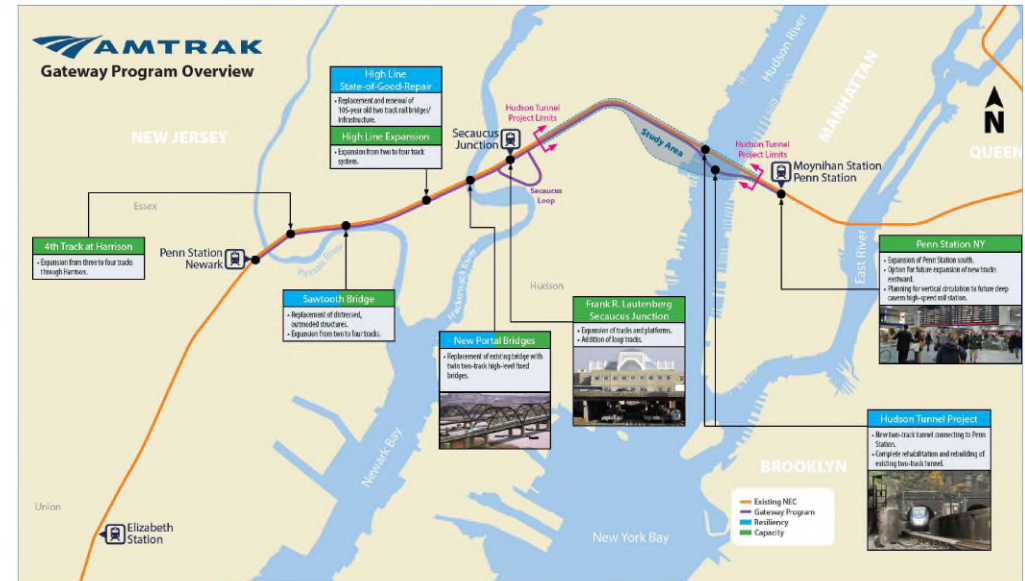


## HUDSON TUNNEL PROJECT



- Addresses a specific need related to deterioration of the North River Tunnel.
- Allows rehabilitation of the existing tunnel while maintaining uninterrupted commuter and intercity rail service between New Jersey and New York.
- Strengthens the resilience of the Northeast Corridor to provide reliable service.
- Helps to facilitate a future expansion of rail capacity between New York and New Jersey – but an increase in service cannot be realized until other substantial infrastructure capacity improvements are built.
- The Hudson Tunnel Project will be designed so as not to preclude other future projects to expand capacity in the area and may ultimately be an element of a larger program to expand rail capacity.

## GATEWAY PROGRAM



- A long-term plan to improve rail service on the Northeast Corridor between Newark, NJ and Penn Station NY
- When implemented in combination with the Hudson Tunnel Project, the full Gateway Program will create new track, tunnel, bridge, and station capacity that will allow the doubling in the number of passenger trains crossing under the Hudson River.
- Additional Gateway Program elements include the expansion of Penn Station NY, the replacement of the Northeast Corridor's Portal Bridge, reconfiguration of the Frank R. Lautenberg Station in Secaucus, construction of the "Bergen Loop" tracks; and modernization of existing infrastructure.