



DRAFT ENVIRONMENTAL IMPACT STATEMENT AND DRAFT SECTION 4(f) EVALUATION

APPENDIX 13

Air Quality

13-1: Construction Assumptions Used in Air Quality Analysis

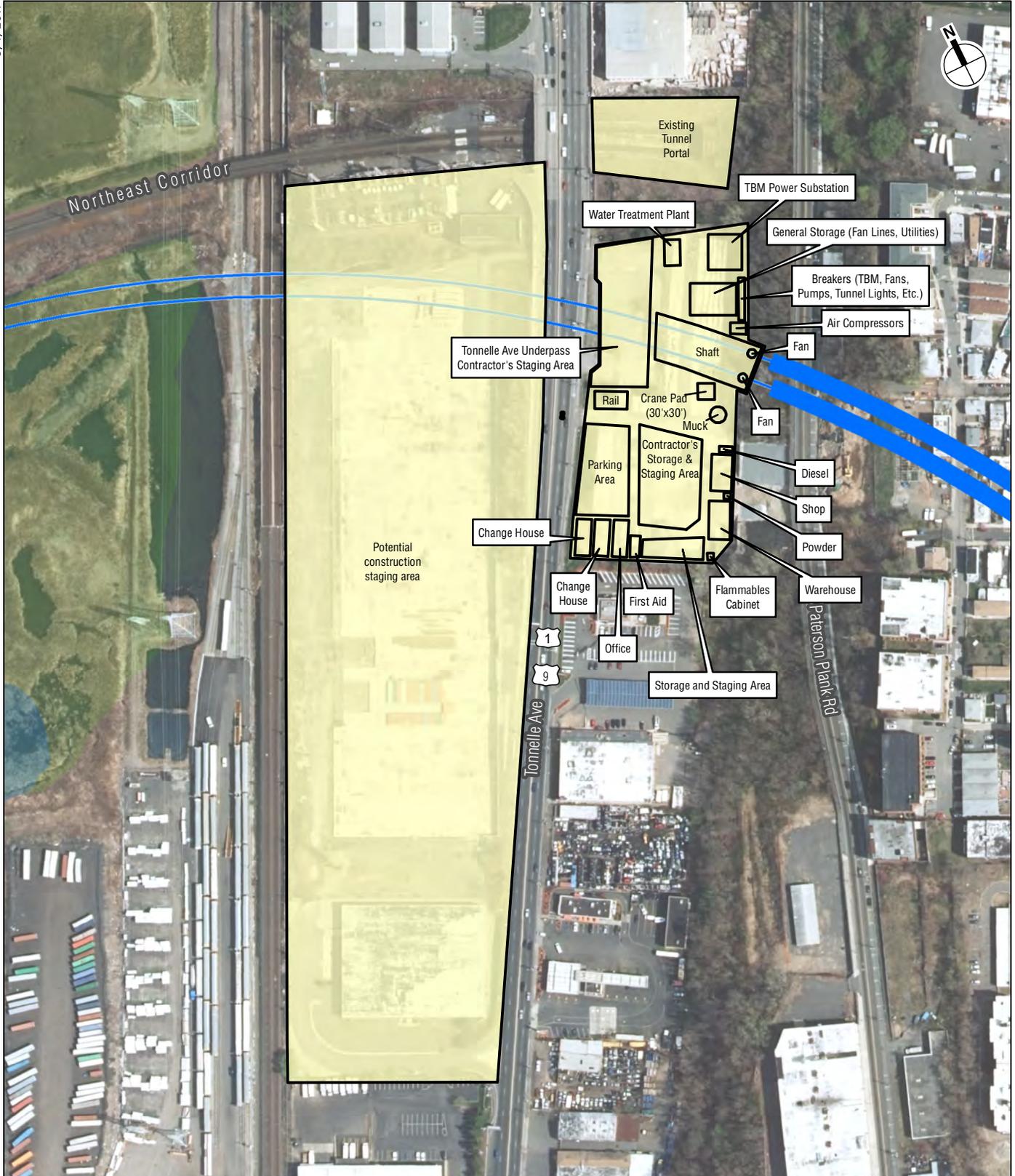
13-2: Air Quality Conformity Exemption



DRAFT ENVIRONMENTAL IMPACT STATEMENT AND DRAFT SECTION 4(f) EVALUATION

APPENDIX 13-1

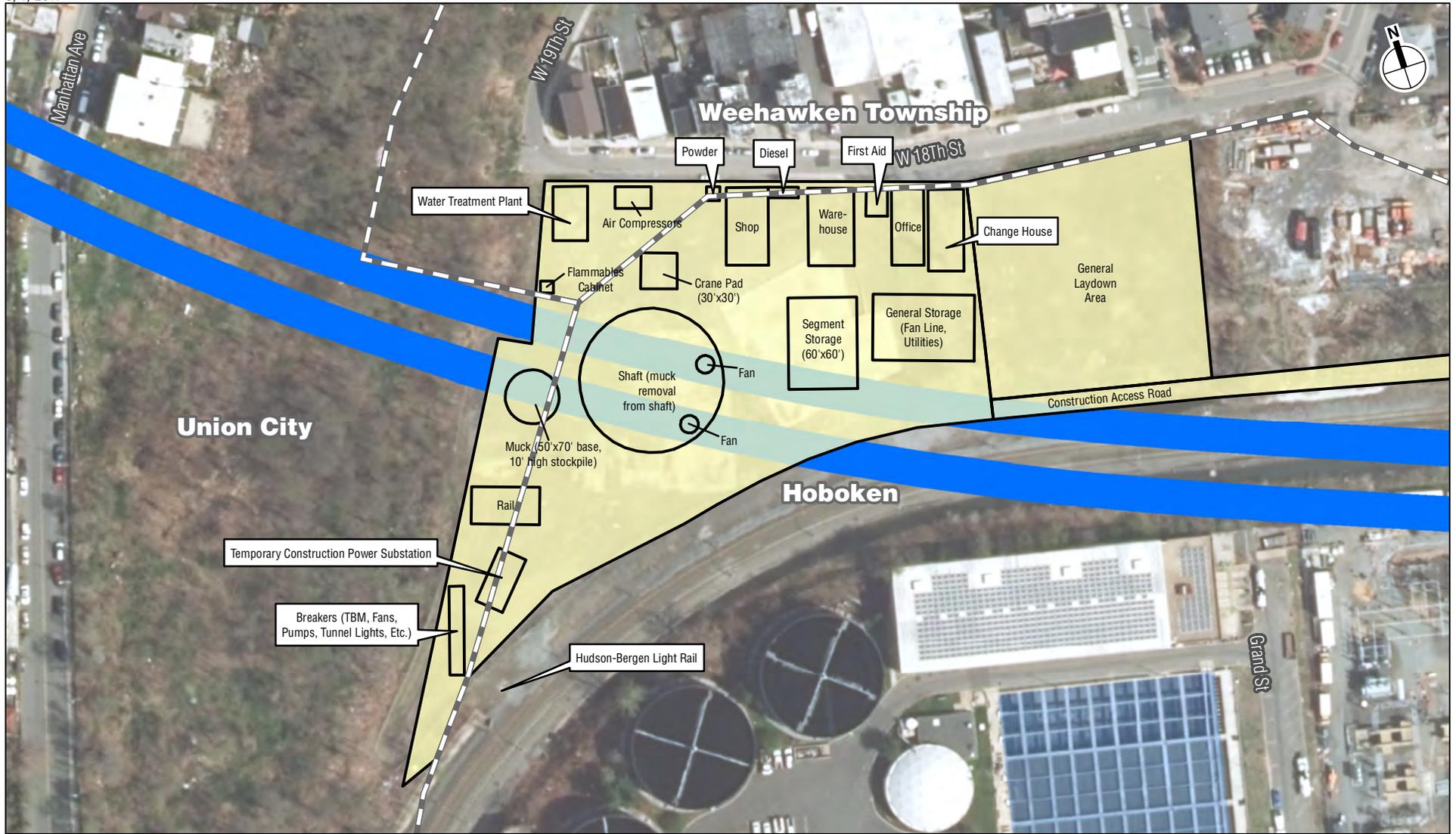
Construction Assumptions Used in Air Quality Analysis



- Construction Staging Areas
- Proposed New Tunnel
- Proposed Surface Tracks

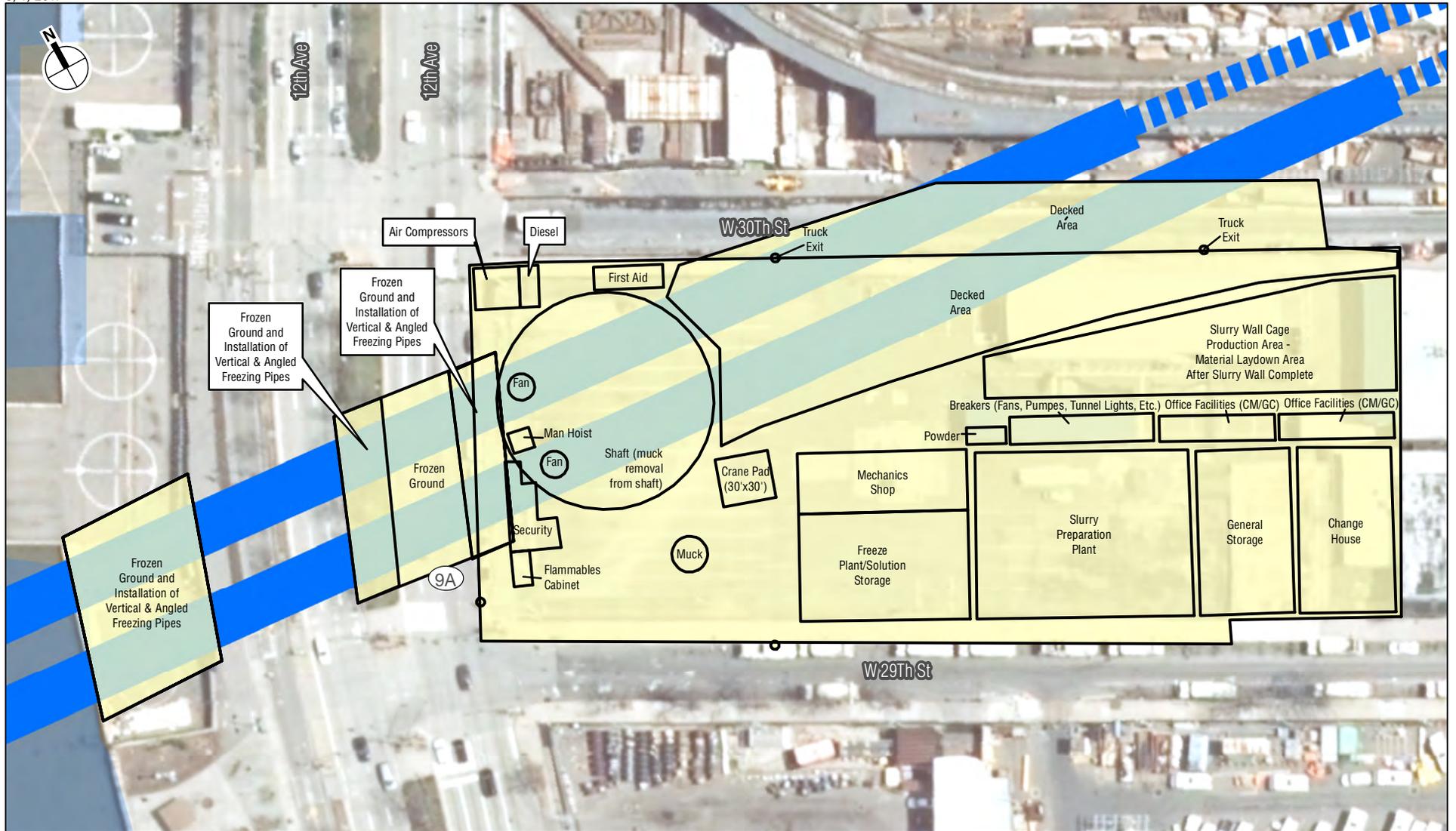


Tonnelle Avenue Staging Area
Conceptual Site Layout



- Construction Staging Areas
- Proposed New Tunnel
- Municipal Boundaries

0 200 FEET



- Construction Staging Areas
- Proposed New Tunnel
- Hudson Yards R.O.W. Preservation





DRAFT ENVIRONMENTAL IMPACT STATEMENT AND DRAFT SECTION 4(f) EVALUATION

APPENDIX 13-2

Air Quality Conformity Exemption

From: Gerry.Bogacz@dot.ny.gov
Sent: Thursday, January 05, 2017 7:32 AM
To: Liz@njtpa.org
Cc: JColangelo-bryan@njtransit.com; RPalladino@njtransit.com; LMillan@njtransit.com; Angelina.Foster@dot.ny.gov; Jan.Khan@dot.ny.gov; Jose.Rivera@dot.ny.gov; zfields@njtpa.org; fineman@njtpa.org; rcippoletti@njtpa.org; lgoldman@njtpa.org; Hofler@njtpa.org; aludwig@njtpa.org
Subject: Re: Conformity for Trans-Hudson Tunnel

Great news, Liz! Thanks. G

Sent from my iPhone

On Jan 4, 2017, at 3:19 PM, DeRuchie, Lizabeth <Liz@njtpa.org> wrote:

Happy New Year All,

Yes the NJTPA's ICG also concurred with the recommended exemption classification.

We're starting our conformity determination this month on the updated long range Plan 2045 and the 2018 TIP.

If you could copy us on any further project information you provide to NYMTC we can work off of that to ensure it's included in the NJTPA Plan also.

Sincerely,

Liz DeRuchie
NJTPA

From: Bogacz, Gerry (DOT) [<mailto:Gerry.Bogacz@dot.ny.gov>]
Sent: Wednesday, January 04, 2017 3:09 PM
To: JColangelo-bryan@njtransit.com; RPalladino@njtransit.com
Cc: LMillan@njtransit.com; DeRuchie, Lizabeth; Foster, Angelina (DOT); Khan, Jan (DOT); Rivera, Jose M (DOT)
Subject: RE: Conformity for Trans-Hudson Tunnel

Jeremy, RJ: Happy New Year! Our ICG has concurred that the project is exempt. Since we now need additional info from you for the action of moving the project into the constrained Plan, we have slotted the action for our Annual Council meeting on 2/22.

I'm not sure of the status of NJTPA's discussion w their ICG, but I've copied Liz DeRuchie into this thread. I'm sure she can fill us in.

Your next step w us is to fill out the attached form so we have all the information we need for the Plan action. The financial information is particularly important. Let me know if you have any questions.

Gerry

From: JColangelo-bryan@njtransit.com [<mailto:JColangelo-bryan@njtransit.com>]
Sent: Friday, October 14, 2016 9:52 AM
To: Bogacz, Gerry (DOT) <Gerry.Bogacz@dot.ny.gov>; RPalladino@njtransit.com
Cc: LMillan@njtransit.com
Subject: RE: Conformity for Trans-Hudson Tunnel

Gerry,

Good news. Thank you.

From: Bogacz, Gerry (DOT) [<mailto:Gerry.Bogacz@dot.ny.gov>]
Sent: Friday, October 14, 2016 9:40 AM
To: Colangelo-Bryan, Jeremy C. (CPLNJCB); Palladino, Robert J. (CCAPRJP)
Subject: FW: Conformity for Trans-Hudson Tunnel

Jeremy, RJ: forwarding the email message below FYI to keep you in the loop. More soon.

Gerry

From: Bogacz, Gerry (DOT)
Sent: Friday, October 14, 2016 9:37 AM
To: Rivera, Jose M (DOT) <Jose.Rivera@dot.ny.gov>
Cc: Foster, Angelina (DOT) <Angelina.Foster@dot.ny.gov>; Drita, David (DOT) <David.Drita@dot.ny.gov>; Hardej, Chris (DOT) <Chris.Hardej@dot.ny.gov>; Khan, Jan (DOT) <Jan.Khan@dot.ny.gov>; Bhowmick, Sangeeta (DOT) <Sangeeta.Bhowmick@dot.ny.gov>
Subject: Conformity for Trans-Hudson Tunnel

Jose: we've completed our initial discussions with NJTPA staff on the above and have tentative agreement on an air quality classification for the project that will make it exempt for the upcoming conformity. NJTPA staff is going to draft a thumbnail description of this recommendation that can be shared with both ICGs. We will share that and review internally on both sides. Once we have a version acceptable to the staffs, we will share with NJT. Our target at this point is to discuss at the November ICG. Will keep you posted on developments. G

From: DeRuchie, Lizabeth [<mailto:Liz@njtpa.org>]

Sent: Thursday, November 03, 2016 9:59 AM

To: Millan, Louis (CPLNLXM); Colangelo-Bryan, Jeremy C. (CPLNJCB); Palladino, Robert J. (CCAPRJP)

Cc: Cippoletti, Richard; Fineman, Brian; Fields, Zenobia; Miller, Keith; Ameen, Mary; Bogacz, Gerry (DOT)

Subject: Proposed NYMTC/NJTPA Conformity Classification for NJ Transit's Hudson River Tunnel Project

Importance: High

Good Morning,

Attached is the proposed conformity classification for NJ Transit's Hudson River Tunnel. NJTPA and NYMTC collaborated to come up with a common classification. In addition, EPA's Office of Transportation and Air Quality (OTAQ) was consulted. We plan to vett this through our respective Air Quality Interagency Consultation Groups this month.

Can you look it over and let us know if you feel it accurately represents the project and will assist you in accessing the necessary Federal funding to move forward?

Don't hesitate to contact me if you have any questions or concerns.

Sincerely,

Liz DeRuchie
Principal Planner
Air Quality
NJTPA
liz@njtpa.org
(973) 639-8446

Recommended Air Quality Classification for the Hudson Tunnel Project

Background

New Jersey Transit (NJ TRANSIT) has presented the Hudson Tunnel Project to NYMTC and NJTPA staff representatives in order to develop a recommended classification of the project for conformity purposes as a prelude to including it in both MPOs' Transportation Improvement Programs (TIPs) and Long-Range Plans. NYMTC and NJTPA staff subsequently, and in consultation with EPA's Office of Transportation and Air Quality (OTAQ), reached agreement on a recommended air quality classification for the project. NYMTC and the NJTPA are developing Conformity Determinations for their new Long-Range Plans, which will both be adopted in 2017. Thus both MPOs' timelines dovetail nicely for a coordinated approach to this project.

Project Description

A new rail tunnel is proposed for construction between New Jersey and New York [connecting the Northeast Corridor (NEC) east of Secaucus Junction, NJ to NY Penn Station] to initially serve as a passenger rail detour while each tube of the current passenger rail tunnel (the North River Tunnel) under the Hudson River are closed sequentially for extensive rehabilitation. The tunnel is essential to the region in connecting the NEC to NY Penn Station. It sustained significant damage during Hurricane Sandy that continues to require frequent maintenance interruptions and cause system delays. Full repair of the North River Tunnel can only be accomplished by long-term and comprehensive reconstruction.

The Hudson Tunnel Project will not result in an increase in the level of train service that is currently provided NY Penn Station due to station capacity constraints and other NEC railroad infrastructure needs in both New Jersey and New York. The project will facilitate continued operation of the existing electrically-powered Amtrak and NJ TRANSIT passenger train service to NY Penn Station. The construction of the new tunnel and rehabilitation of the original tunnel will take approximately ten years in total to complete.

In the longer-term, the Gateway Program or some other rail capacity expansion effort may result in additional track and platform capacity in NY Penn Station that would allow additional train service. At this time, however, any rail capacity expansion is aspirational and is not included in either MPO's fiscally-constrained Long-Range Plan or TIP.

Recommendation

The staffs of NYMTC and NJTPA recommend that the Hudson Tunnel Project as currently defined be classified as "exempt" for conformity purposes per the code for "repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, location or capacity changes". Should a project scope modification or a future project change the operating conditions of the tunnels, those changes would need to be reflected in future conformity classifications.