



HUDSON TUNNEL PROJECT

Draft Environmental Impact Statement and Draft Section 4(f) Evaluation

Hudson County, NJ and New York County, NY

June 2017



Photo courtesy of Amtrak

Hudson Tunnel Project

Draft Environmental Impact Statement and Draft Section 4(f) Evaluation

Prepared by:

U.S. Department of Transportation
Federal Railroad Administration
and
NJ TRANSIT

With Cooperating Agencies:

Federal Transit Administration
U.S. Army Corps of Engineers

Pursuant to:

National Environmental Policy Act (42 USC § 4321 et seq.), and implementing regulations (40 CFR Part 1500 et seq.); Section 4(f) of the U.S. Department of Transportation Act (49 USC § 303) and implementing regulations (23 CFR Part 774); Federal Railroad Administration Procedures for Considering Environmental Impacts (64 Federal Register [FR] 28545 [May 26, 1999] and 78 FR 2713 [January 14, 2013]); the FHWA and FTA Environmental Impact and Related Procedures (23 CFR Part 771); National Historic Preservation Act (54 USC § 306101 et seq.) and implementing regulations (36 CFR Part 800); Clean Air Act as amended (42 USC § 7401 et seq.) and implementing regulations (40 CFR Parts 51 and 93); the Endangered Species Act of 1973 (16 U.S.C. § 1531 et seq.) and implementing regulations (50 CFR Part 402); and the Clean Water Act (33 USC § 1251 et seq.) and implementing regulations (33 CFR Part 320 et seq. and 40 CFR Part 230); the Rivers and Harbors Act of 1899 (33 USC § 403).



Paul Nissenbaum
Associate Administrator for Railroad Policy and Development
Federal Railroad Administration

June 30, 2017

Date of Approval



Steven H. Santoro, Executive Director
New Jersey Transit Corporation

June 16, 2017

Date of Approval

The Federal Railroad Administration (FRA) and New Jersey Transit Corporation (NJ TRANSIT) as joint lead agencies have prepared a Draft Environmental Impact Statement (Draft EIS) and Draft Section 4(f) Evaluation for the Hudson Tunnel Project. The purpose of the Hudson Tunnel Project is: to preserve the current functionality of Amtrak's Northeast Corridor (NEC) service and NJ TRANSIT's commuter 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 the existing PSNY. These improvements must be achieved while maintaining uninterrupted commuter and intercity rail service and by optimizing the use of existing infrastructure. Because of the importance of the North River Tunnel to essential commuter and intercity passenger rail service between New Jersey and New York, the Project needs to be accomplished as soon as possible. This Project to address the need related to deterioration of the existing North River Tunnel is being advanced independently of any initiatives to expand rail capacity on the NEC, but does not preclude other future projects to expand rail capacity in the area.

In the Draft EIS, FRA and NJ TRANSIT evaluated two alternatives, the No Action Alternative and the Preferred Alternative. FRA and NJ TRANSIT conducted a comprehensive alternatives development and evaluation process that identified these alternatives for analysis in the Draft EIS. The Preferred Alternative would consist of construction of a new rail tunnel under the Hudson River, including railroad infrastructure in New Jersey and New York connecting the new rail tunnel to the existing NEC, and rehabilitation of the existing NEC tunnel beneath the Hudson River, known as the North River Tunnel once the new tunnel is complete. When the rehabilitation is complete, both the existing and new tunnels would be in service, providing redundant capacity and increased operational flexibility for Amtrak and NJ TRANSIT.

The Hudson Tunnel Project Draft EIS and Draft Section 4(f) Evaluation describes the potential social, economic, and environmental effects that may result from the Hudson Tunnel Project. Where adverse impacts are identified, measures to mitigate those effects are described. The Draft EIS and Draft Section 4(f) Evaluation also and evaluates and documents the Hudson Tunnel Project in terms of its compliance with the requirements of Section 4(f).

For additional information, please contact:

Ms. Amishi Castelli, Ph.D.
Environmental Protection Specialist
USDOT Federal Railroad Administration
One Bowling Green, Suite 429
New York, NY 10004
amishi.castelli@dot.gov

Mr. RJ Palladino, AICP, PP
Senior Program Manager
NJ TRANSIT Capital Planning
One Penn Plaza East – 8th Floor
Newark, NJ 07105
rpalladino@njtransit.com

The Draft EIS and Draft Section 4(f) Evaluation are available for public review at the Hudson Tunnel Project website: www.hudsonstunnelproject.com. In addition, printed copies of the Draft EIS and Draft Section 4(f) Evaluation are available in a number of repositories, listed on the Project website.

Comments on this document are due by **August 21, 2017** and may be submitted via postal mail to either address listed below; through the Project's website at www.hudsonstunnelproject.com/contact.html; or by email to: comment@hudsonstunnelproject.com.

Following the public comment period, FRA and NJ TRANSIT intend to issue a single document that consists of the Final EIS and Record of Decision (ROD) consistent with 49 U.S.C. § 304a unless FRA determines that statutory criteria or practicability considerations preclude issuance of such a combined document.

Table of Contents

- Executive SummaryS-1**
- Chapter 1: Purpose and Need..... 1-1**
 - 1.1 Introduction 1-1
 - 1.2 Project Background 1-3
 - 1.2.1 Access to the Region’s Core (ARC) Project 1-4
 - 1.2.2 Gateway Program 1-4
 - 1.2.3 NEC Future 1-4
 - 1.2.4 Project’s Relationship to Proposed Capacity Enhancement 1-5
 - 1.3 Project Purpose 1-5
 - 1.4 Project Need 1-5
 - 1.4.1 Need to Rehabilitate the North River Tunnel 1-6
 - 1.4.2 Need to Maintain Existing Passenger Rail Service 1-6
 - 1.4.3 Summary 1-8
 - 1.5 Goals and Objectives 1-8
- Chapter 2: Project Alternatives and Description of the Preferred Alternative 2-1**
 - 2.1 Introduction 2-1
 - 2.2 Project Setting: Rail Operations in the North River Tunnel and PSNY Complex 2-2
 - 2.2.1 North River Tunnel 2-2
 - 2.2.2 PSNY Operations 2-3
 - 2.3 Alternatives Development and Process Used to Identify the Preferred Alternative .. 2-4
 - 2.3.1 Development and Evaluation of Preliminary Alternatives 2-4
 - 2.3.2 Refined Screening: Evaluation of Alignment Options 2-6
 - 2.3.2.1 Build Alternative Alignment 2-6
 - 2.3.2.2 Alignment Options for Tunnel Between New Jersey Portal and Manhattan Bulkhead 2-8
 - 2.4 No Action Alternative 2-10
 - 2.5 Preferred Alternative 2-11
 - 2.5.1 Surface Tracks in New Jersey 2-12
 - 2.5.1.1 Alignment 2-12
 - 2.5.1.2 Access Roads 2-13
 - 2.5.1.3 Track 2-13
 - 2.5.1.4 Drainage 2-13
 - 2.5.1.5 Utilities 2-14
 - 2.5.2 Hudson River Tunnel 2-14
 - 2.5.2.1 Alignment 2-14
 - 2.5.2.2 Tunnel Design 2-16



HUDSON TUNNEL

- 2.5.2.3 Track.....2-16
- 2.5.2.4 Tunnel Drainage2-16
- 2.5.2.5 Utilities2-17
- 2.5.2.6 Tunnel Ventilation.....2-17
- 2.5.2.7 Ancillary Facilities2-18
- 2.5.3 Connection to PSNY Approach Tracks2-21
- 2.5.4 Railroad Systems and Features.....2-21
 - 2.5.4.1 Power.....2-21
 - 2.5.4.2 Signals2-22
 - 2.5.4.3 Communication Systems.....2-22
 - 2.5.4.4 Safety and Security / Emergency Access2-23
 - 2.5.4.5 Resiliency / Flood Protection2-23
- 2.5.5 Right-of-Way Requirements2-25
 - 2.5.5.1 New Jersey Surface Alignment2-25
 - 2.5.5.2 Hudson River Tunnel.....2-25
 - 2.5.5.3 Temporary Use of Lot 12 on Block 675.....2-26
- 2.5.6 Rehabilitated North River Tunnel2-27
 - 2.5.6.1 Tunnel Design2-27
 - 2.5.6.2 Track.....2-28
 - 2.5.6.3 Drainage2-28
 - 2.5.6.4 Utilities2-28
 - 2.5.6.5 Tunnel Ventilation.....2-28
 - 2.5.6.6 Power.....2-28
 - 2.5.6.7 Signals and Communication Systems.....2-28
 - 2.5.6.8 Safety and Security / Emergency Access2-28
 - 2.5.6.9 Resiliency / Flood Protection2-29
- 2.5.7 Rail Operations.....2-29
 - 2.5.7.1 Interim Operations with New Tunnel Complete and North River Tunnel Being Rehabilitated2-30
 - 2.5.7.2 Operations with Both Tunnels Complete.....2-30
- 2.5.8 Estimated Project Cost.....2-31
- 2.5.9 Schedule for Project Completion.....2-31
- 2.6 Preferred Alternative Would Not Preclude Future Capacity Expansion Projects2-31
 - 2.6.1 Rail Capacity on the NEC.....2-31
 - 2.6.2 Other Capacity Expansion Initiatives: No. 7 Subway Line Extension to Secaucus .2-33
- Chapter 3: Construction Methods and Activities3-1**
 - 3.1 Introduction3-1
 - 3.2 Overview of Construction Methods3-2
 - 3.2.1 Mining or Tunneling Techniques3-3
 - 3.2.1.1 Tunnel Boring Machines3-3
 - 3.2.1.2 Sequential Excavation Method Mining.....3-4
 - 3.2.1.3 Conventional Mining Methods.....3-5
 - 3.2.1.4 Cut-and-Cover Excavation.....3-5

3.2.2	Ground Improvement Techniques	3-5
3.2.2.1	Jet Grouting	3-5
3.2.2.2	Ground Freezing.....	3-6
3.2.3	Description of Surface Structure Elements.....	3-6
3.2.4	Other Anticipated Construction Measures	3-6
3.3	Description of Site-Specific Construction Activities.....	3-8
3.3.1	New Jersey Surface Alignment.....	3-8
3.3.1.1	Construction of Surface Track Support Systems	3-8
3.3.1.2	Drainage	3-10
3.3.1.3	Trackwork and Railroad Systems.....	3-10
3.3.1.4	Utility Relocation	3-10
3.3.1.5	Construction Staging Areas.....	3-10
3.3.1.6	Truck Routes and Access Roads	3-10
3.3.1.7	Schedule.....	3-11
3.3.2	Palisades Tunnel	3-11
3.3.2.1	Tunnel Excavation	3-11
3.3.2.2	Cross Passages.....	3-12
3.3.2.3	Tunnel Ventilation During Construction.....	3-12
3.3.2.4	Excavated Material and Disposal	3-12
3.3.2.5	Trackwork and Railroad Systems.....	3-13
3.3.2.6	Construction Staging Areas.....	3-13
3.3.2.7	Truck Routes	3-14
3.3.2.8	Schedule.....	3-14
3.3.3	Hoboken Shaft, Staging, and Fan Plant Site	3-14
3.3.3.1	Shaft Construction	3-15
3.3.3.2	Staging Site	3-15
3.3.3.3	Truck Routes	3-15
3.3.3.4	Fan Plant Construction	3-16
3.3.3.5	Schedule.....	3-17
3.3.4	Tunnel Beneath Hoboken and the Hudson River	3-17
3.3.4.1	Ground Improvement and Underpinning.....	3-17
3.3.4.2	Tunnel Excavation	3-18
3.3.4.3	Cross Passages.....	3-18
3.3.4.4	Obstructions.....	3-19
3.3.4.5	Excavated Material and Disposal	3-19
3.3.4.6	Trackwork and Railroad Systems.....	3-19
3.3.4.7	Construction Staging Area and Truck Routes	3-20
3.3.4.8	Schedule.....	3-20
3.3.5	River Tunnel in-Water Work.....	3-20
3.3.5.1	Installation of Cofferdam.....	3-21
3.3.5.2	Soil Improvement Through Jet Grouting.....	3-21
3.3.5.3	Removal of Cofferdam.....	3-21
3.3.5.4	Staging.....	3-22
3.3.5.5	Protection of Navigation	3-22
3.3.5.6	Schedule.....	3-23



3.3.6	Manhattan Waterfront Area	3-23
3.3.6.1	Ground Improvement Beneath Hudson River Park and Twelfth Avenue ...	3-23
3.3.6.2	Tunnel Excavation.....	3-24
3.3.6.3	Tunneling Through the Manhattan Bulkhead.....	3-25
3.3.6.4	Underpinning	3-25
3.3.6.5	Construction Staging Area and Truck Routes	3-25
3.3.6.6	Schedule	3-25
3.3.7	Twelfth Avenue Shaft, Staging, and Fan Plant Site	3-26
3.3.7.1	Shaft Construction.....	3-26
3.3.7.2	Staging Site.....	3-26
3.3.7.3	Fan Plant Construction On Lot 1.....	3-27
3.3.7.4	Truck Routes.....	3-28
3.3.7.5	Schedule	3-28
3.3.7.6	Potential Build-Out of Parking Garage On Adjacent Property (Lot 12).....	3-29
3.3.8	Tunnel from 30th Street to PSNY.....	3-30
3.3.8.1	West 30th Street Cut-and-Cover Construction	3-30
3.3.8.2	Construction in the Hudson Yards Right-of-Way Preservation Project Segment.....	3-30
3.3.8.3	Tenth Avenue Cut-and-Cover Construction.....	3-30
3.3.8.4	New Connections to PSNY	3-30
3.3.8.5	Fan Plant At Tenth Avenue/Lerner Building	3-31
3.3.8.6	Trackwork, Railroad Systems, and MEP Finishing.....	3-31
3.3.8.7	Schedule	3-32
3.3.9	Coordination With Other Construction Projects	3-32
3.3.10	Rehabilitation of North River Tunnel	3-32
3.3.10.1	Staging.....	3-32
3.3.10.2	Provision of Redundant Fire-Life Safety Infrastructure and Decommissioning ..	3-34
3.3.10.3	Rehabilitation Work.....	3-34
3.3.10.4	Recommissioning.....	3-35
3.3.10.5	Truck Routes.....	3-35
3.3.10.6	Schedule	3-36
3.4	Overall Construction Schedule	3-37
3.5	Summary of Construction Activities by Site	3-40
Chapter 4:	Analysis Framework.....	4-1
4.1	Introduction	4-1
4.2	Hudson Tunnel Project for Analysis.....	4-2
4.2.1	Alternatives for Analysis	4-2
4.2.2	Project Setting	4-3
4.2.3	Project Site	4-3
4.3	Approach for Analysis	4-4
4.3.1	Conditions Analyzed.....	4-4
4.3.2	Study Areas.....	4-5
4.3.3	Affected Environment in the Future.....	4-6

4.3.3.1	Transportation Projects	4-6
4.3.3.2	Development Projects.....	4-7
4.3.4	Analysis Methodology.....	4-8
4.4	Format of this EIS.....	4-9
Chapter 5A:	Traffic and Pedestrians.....	5A-1
5A.1	Introduction	5A-1
5A.2	Analysis Methodology.....	5A-1
5A.2.1	Regulatory Context	5A-1
5A.2.2	Analysis Techniques.....	5A-2
5A.2.2.1	Traffic.....	5A-2
5A.2.2.2	Pedestrians.....	5A-5
5A.2.3	Study Areas	5A-6
5A.2.3.1	New Jersey	5A-6
5A.2.3.2	New York	5A-7
5A.3	Affected Environment: Existing Conditions.....	5A-9
5A.3.1	New Jersey	5A-9
5A.3.1.1	Traffic: Tonnelle Avenue Staging Area.....	5A-9
5A.3.1.2	Traffic: Hoboken Staging Area	5A-11
5A.3.1.3	Pedestrians.....	5A-12
5A.3.2	Hudson River	5A-12
5A.3.3	New York	5A-12
5A.3.3.1	Traffic.....	5A-12
5A.3.3.2	Pedestrians.....	5A-14
5A.4	Affected Environment: Future Conditions.....	5A-14
5A.4.1	New Jersey	5A-15
5A.4.1.1	Traffic.....	5A-15
5A.4.1.2	Pedestrians.....	5A-21
5A.4.2	Hudson River	5A-21
5A.4.3	New York	5A-21
5A.4.3.1	Traffic.....	5A-21
5A.4.3.2	Pedestrians.....	5A-25
5A.5	Impacts of No Action Alternative	5A-26
5A.6	Construction Impacts of the Preferred Alternative.....	5A-27
5A.6.1	Overview	5A-27
5A.6.2	New Jersey	5A-27
5A.6.2.1	Traffic.....	5A-27
5A.6.2.2	Pedestrians.....	5A-36
5A.6.3	Hudson River	5A-36
5A.6.4	New York	5A-36
5A.6.4.1	Traffic.....	5A-36
5A.6.4.2	Pedestrians.....	5A-40
5A.7	Permanent Impacts of the Preferred Alternative	5A-42
5A.8	Measures to Avoid, Minimize, and Mitigate Impacts	5A-43



5A.8.1	New Jersey.....	5A-45
5A.8.1.1	Traffic	5A-45
5A.8.1.2	Pedestrians	5A-50
5A.8.2	New York.....	5A-54
5A.8.2.1	Traffic	5A-54
5A.8.2.2	Pedestrians	5A-59
5A.8.2.3	Sidewalks.....	5A-60
5A.8.2.4	Corner Areas.....	5A-60
5A.8.2.5	Crosswalks.....	5A-60
Chapter 5B:	Transportation Services.....	5B-1
5B.1	Introduction	5B-1
5B.2	Analysis Methodology	5B-2
5B.2.1	Regulatory Context.....	5B-2
5B.2.2	Analysis Techniques	5B-2
5B.2.3	Study Areas.....	5B-3
5B.3	Affected Environment: Existing Conditions.....	5B-3
5B.3.1	Intercity and Commuter Passenger Rail Service	5B-3
5B.3.1.1	PSNY Complex	5B-3
5B.3.1.2	Amtrak and NJ TRANSIT Operations via the Northeast Corridor.....	5B-4
5B.3.2	Hudson-Bergen Light Rail	5B-5
5B.3.3	New York City Subway Service.....	5B-6
5B.3.4	Bus Service	5B-6
5B.3.5	PATH Service.....	5B-6
5B.3.6	Freight Railroad Services	5B-7
5B.3.7	Hudson River Maritime Traffic.....	5B-7
5B.3.8	West 30th Street Heliport	5B-8
5B.4	Affected Environment: Future Conditions	5B-9
5B.4.1	Intercity and Commuter Passenger Rail Service	5B-9
5B.4.1.1	Amtrak and NJ TRANSIT	5B-9
5B.4.1.2	Modifications to PSNY	5B-9
5B.4.2	Hudson-Bergen Light Rail	5B-11
5B.4.3	New York City Subway Service.....	5B-12
5B.4.4	Bus Service	5B-12
5B.4.5	PATH Service.....	5B-12
5B.4.6	Freight Railroad Services	5B-12
5B.4.7	Hudson River Maritime Traffic.....	5B-12
5B.4.8	West 30th Street Heliport	5B-12
5B.5	Impacts of No Action Alternative.....	5B-13
5B.5.1	Intercity and Commuter Passenger Rail Service	5B-13
5B.5.2	Hudson-Bergen Light Rail	5B-13
5B.5.3	New York City Subway Service.....	5B-14

5B.5.4	Bus Service.....	5B-14
5B.5.5	PATH Service	5B-14
5B.5.6	Freight Railroad Services.....	5B-14
5B.5.7	Hudson River Maritime Traffic	5B-14
5B.5.8	West 30th Street Heliport.....	5B-14
5B.6	Construction Impacts of the Preferred Alternative.....	5B-14
5B.6.1	Overview	5B-14
5B.6.2	Intercity and Commuter Passenger Rail Service.....	5B-14
5B.6.2.1	Allied Interlocking (New Jersey)	5B-15
5B.6.2.2	NEC At Tonnelle Avenue (West Portal of North River Tunnel)	5B-15
5B.6.2.3	PSNY Complex (New York).....	5B-15
5B.6.3	Hudson-Bergen Light Rail.....	5B-17
5B.6.4	New York City Subway Service	5B-18
5B.6.5	Bus Service.....	5B-18
5B.6.6	PATH Service	5B-19
5B.6.7	Freight Railroad Services.....	5B-19
5B.6.8	Hudson River Maritime Traffic	5B-19
5B.6.9	West 30th Street Heliport.....	5B-20
5B.7	Permanent Impacts of the Preferred Alternative	5B-21
5B.7.1	Overview	5B-21
5B.7.2	Intercity and Commuter Passenger Rail Service.....	5B-21
5B.7.3	Hudson-Bergen Light Rail.....	5B-22
5B.7.4	New York City Subway Service	5B-22
5B.7.5	Bus Service.....	5B-22
5B.7.6	PATH Service	5B-22
5B.7.7	Freight Railroad Services.....	5B-23
5B.7.8	Hudson River Maritime Traffic	5B-23
5B.7.9	West 30th Street Heliport.....	5B-23
5B.8	Measures to Avoid, Minimize, and Mitigate Impacts	5B-23
Chapter 6A: Land Use, Zoning, and Public Policy		6A-1
6A.1	Introduction	6A-1
6A.2	Analysis Methodology.....	6A-2
6A.2.1	Regulatory Context	6A-2
6A.2.2	Analysis Techniques	6A-2
6A.2.3	Study Areas	6A-3
6A.3	Affected Environment: Existing Conditions.....	6A-4
6A.3.1	New Jersey	6A-4
6A.3.1.1	Land Use	6A-4
6A.3.1.2	Zoning.....	6A-8
6A.3.1.3	Public Policy	6A-8
6A.3.2	Hudson River	6A-12
6A.3.3	New York	6A-13



6A.3.3.1	Land Use.....	6A-13
6A.3.3.2	Zoning.....	6A-15
6A.3.3.3	Public Policy.....	6A-17
6A.4	Affected Environment: Future Conditions.....	6A-18
6A.4.1	New Jersey.....	6A-18
6A.4.1.1	Land Use.....	6A-18
6A.4.1.2	Zoning and Public Policy.....	6A-19
6A.4.2	Hudson River.....	6A-19
6A.4.3	New York.....	6A-19
6A.4.3.1	Land Use.....	6A-19
6A.4.3.2	Zoning.....	6A-22
6A.4.3.3	Public Policy.....	6A-22
6A.5	Impacts of No Action Alternative.....	6A-22
6A.6	Construction Impacts of the Preferred Alternative.....	6A-23
6A.6.1	Overview.....	6A-23
6A.6.2	New Jersey.....	6A-23
6A.6.2.1	Land Use.....	6A-23
6A.6.2.2	Zoning.....	6A-27
6A.6.2.3	Public Policy.....	6A-27
6A.6.3	Hudson River.....	6A-27
6A.6.4	New York.....	6A-28
6A.6.4.1	Land Use.....	6A-28
6A.6.4.2	Zoning.....	6A-30
6A.6.4.3	Public Policy.....	6A-30
6A.7	Permanent Impacts of the Preferred Alternative.....	6A-30
6A.7.1	Overview.....	6A-30
6A.7.2	New Jersey.....	6A-30
6A.7.2.1	Land Use.....	6A-30
6A.7.2.2	Zoning.....	6A-31
6A.7.2.3	Public Policy.....	6A-32
6A.7.3	Hudson River.....	6A-32
6A.7.4	New York.....	6A-32
6A.7.4.1	Land Use.....	6A-32
6A.7.4.2	Zoning.....	6A-33
6A.7.4.3	Public Policy.....	6A-34
6A.8	Measures to Avoid, Minimize, and Mitigate Impacts.....	6A-34
Chapter 6B: Property Acquisition.....		6B-1
6B.1	Introduction.....	6B-1
6B.2	Regulatory Context.....	6B-1
6B.3	Property Acquisition Required.....	6B-2
6B.3.1	New Jersey.....	6B-2
6B.3.1.1	Subsurface Easements.....	6B-2

6B.3.1.2	Surface Acquisitions	6B-2
6B.3.2	New York	6B-5
6B.3.2.1	Subsurface Easements	6B-5
6B.3.2.2	Surface Acquisitions	6B-5
6B.4	Measures to Avoid, Minimize, and Mitigate Impacts	6B-5
Chapter 7: Socioeconomic Conditions.....		7-1
7.1	Introduction	7-1
7.2	Analysis Methodology.....	7-1
7.2.1	Regulatory Context	7-2
7.2.2	Analysis Techniques	7-2
7.2.3	Study Areas	7-2
7.3	Affected Environment: Existing Conditions.....	7-3
7.3.1	New Jersey	7-3
7.3.1.1	Overall Socioeconomic Conditions.....	7-3
7.3.1.2	Local Conditions in the Study Area	7-8
7.3.2	New York	7-9
7.3.2.1	Overall Socioeconomic Conditions.....	7-9
7.3.2.2	Local Conditions in the Study Area	7-10
7.4	Affected Environment: Future Conditions.....	7-12
7.5	Impacts of No Action Alternative	7-12
7.6	Construction Impacts of the Preferred Alternative.....	7-13
7.6.1	Overview	7-13
7.6.2	Economic and Fiscal Benefits of Construction Expenditures	7-13
7.6.2.1	New Jersey	7-15
7.6.2.2	New York	7-16
7.6.3	Construction Effects on Business Activities.....	7-16
7.6.3.1	New Jersey	7-16
7.6.3.2	New York	7-19
7.7	Permanent Impacts of the Preferred Alternative	7-20
7.7.1	Overview	7-20
7.7.2	New Jersey	7-20
7.7.3	New York	7-21
7.8	Measures to Avoid, Minimize, and Mitigate Impacts	7-21
Chapter 8: Open Space and Recreational Resources.....		8-1
8.1	Introduction	8-1
8.2	Analysis Methodology.....	8-1
8.2.1	Regulatory Context	8-2
8.2.2	Analysis Techniques	8-2
8.2.3	Study Areas	8-3
8.3	Affected Environment: Existing Conditions.....	8-3
8.3.1	New Jersey	8-3
8.3.1.1	Study Area West of the Palisades.....	8-4



8.3.1.2	Study Area on the Palisades.....	8-4
8.3.1.3	Study Area East of the Palisades	8-5
8.3.2	Hudson River.....	8-5
8.3.3	New York.....	8-6
8.3.3.1	Hudson River Park.....	8-6
8.3.3.2	High Line.....	8-7
8.4	Affected Environment: Future Conditions	8-8
8.4.1	New Jersey.....	8-8
8.4.2	Hudson River.....	8-9
8.4.3	New York.....	8-9
8.5	Impacts of No Action Alternative.....	8-10
8.6	Construction Impacts of the Preferred Alternative	8-10
8.6.1	Overview	8-10
8.6.2	New Jersey.....	8-10
8.6.3	Hudson River.....	8-13
8.6.4	New York.....	8-13
8.6.4.1	Hudson River Park.....	8-14
8.6.4.2	High Line.....	8-15
8.7	Permanent Impacts of the Preferred Alternative.....	8-16
8.7.1	Overview	8-16
8.7.2	New Jersey.....	8-16
8.7.2.1	Effects on Open Space	8-16
8.7.2.2	Green Acres Program Approvals.....	8-17
8.7.2.3	Hudson River	8-17
8.7.3	New York.....	8-17
8.7.3.1	Effects on Open Space	8-17
8.7.3.2	Shadows	8-18
8.7.3.3	Approvals	8-19
8.8	Measures to Avoid, Minimize, and Mitigate Impacts.....	8-19
Chapter 9: Historic and Archaeological Resources		9-1
9.1	Introduction	9-1
9.2	Analysis Methodology	9-2
9.2.1	Regulatory Context.....	9-2
9.2.2	Analysis Methodology	9-3
9.2.2.1	Consultation	9-3
9.2.2.2	Definition of the Area of Potential Effects	9-5
9.2.2.3	Identification of Historic Properties in the APE	9-6
9.2.2.4	Evaluation of Potential Effects on Historic Properties.....	9-8
9.3	Affected Environment: Existing Conditions	9-8
9.3.1	New Jersey.....	9-8
9.3.1.1	Historic Architectural Resources.....	9-8
9.3.1.2	Archaeological Resources	9-11

9.3.2	Hudson River	9-14
9.3.2.1	Historic Architectural Resources	9-14
9.3.2.2	Archaeological Resources.....	9-15
9.3.3	New York	9-15
9.3.3.1	Historic Architectural Resources	9-15
9.3.3.2	Archaeological Resources.....	9-20
9.4	Affected Environment: Future Conditions.....	9-22
9.5	Impacts of No Action Alternative	9-22
9.6	Construction Impacts of the Preferred Alternative.....	9-22
9.6.1	New Jersey	9-22
9.6.1.1	Historic Architectural Resources	9-22
9.6.1.2	Archaeological Resources.....	9-25
9.6.2	Hudson River	9-28
9.6.2.1	Historic Architectural Resources	9-28
9.6.2.2	Archaeological Resources.....	9-28
9.6.3	New York	9-28
9.6.3.1	Historic Architectural Resources	9-28
9.6.3.2	Archaeological Resources.....	9-31
9.7	Permanent Impacts of the Preferred Alternative	9-34
9.7.1	New Jersey	9-34
9.7.1.1	Historic Architectural Resources	9-34
9.7.1.2	Archaeological Resources.....	9-35
9.7.2	Hudson River	9-35
9.7.3	New York	9-35
9.7.3.1	Historic Architectural Resources	9-35
9.7.3.2	Archaeological Resources.....	9-36
9.8	Measures to Avoid, Minimize, and Mitigate Impacts	9-36
9.8.1	Historic Architectural Resources.....	9-36
9.8.2	Archaeological Resources	9-37
9.8.2.1	New Jersey	9-38
9.8.2.2	New York	9-38
Chapter 10: Visual and Aesthetic Resources		10-1
10.1	Introduction	10-1
10.2	Analysis Methodology.....	10-1
10.2.1	Regulatory Context	10-1
10.2.2	Analysis Techniques	10-2
10.2.3	Study Areas	10-3
10.3	Affected Environment: Existing Conditions.....	10-4
10.3.1	New Jersey	10-4
10.3.1.1	County Road to Tonnelle Avenue.....	10-4
10.3.1.2	Tonnelle Avenue Area	10-5
10.3.1.3	Weehawken and Hoboken	10-6
10.3.2	Hudson River	10-6



10.3.3	New York	10-7
10.3.3.1	Waterfront Area	10-7
10.3.3.2	Tenth Avenue Area	10-8
10.4	Affected Environment: Future Conditions	10-8
10.5	Impacts of No Action Alternative	10-9
10.6	Construction Impacts of the Preferred Alternative	10-9
10.6.1	Overview	10-9
10.6.2	New Jersey	10-9
10.6.2.1	County Road to Tonnelle Avenue	10-9
10.6.2.2	Tonnelle Avenue Area	10-10
10.6.2.3	Weehawken and Hoboken	10-10
10.6.3	Hudson River	10-10
10.6.4	New York	10-11
10.7	Permanent Impacts of the Preferred Alternative	10-11
10.7.1	Overview	10-11
10.7.2	New Jersey	10-12
10.7.2.1	County Road to Tonnelle Avenue	10-12
10.7.2.2	Tonnelle Avenue Area	10-12
10.7.2.3	Weehawken and Hoboken	10-13
10.7.3	Hudson River	10-14
10.7.4	New York	10-14
10.7.4.1	Waterfront Area	10-14
10.7.4.2	Hudson River	10-15
10.7.4.3	Tenth Avenue Area	10-15
10.8	Measures to Avoid, Minimize, and Mitigate Impacts	10-16
Chapter 11:	Natural Resources	11-1
11.1	Introduction	11-1
11.2	Analysis Methodology	11-1
11.2.1	Regulatory Context	11-2
11.2.1.1	Federal	11-2
11.2.1.2	New Jersey	11-3
11.2.1.3	New York	11-4
11.2.2	Analysis Techniques	11-5
11.2.3	Study Areas	11-5
11.3	Affected Environment: Existing Conditions	11-6
11.3.1	New Jersey	11-6
11.3.1.1	Floodplains	11-6
11.3.1.2	Wetlands	11-7
11.3.1.3	Groundwater	11-8
11.3.1.4	Surface and Navigable Waters	11-9
11.3.1.5	Terrestrial Resources	11-12
11.3.1.6	Threatened, Endangered, or Special Concern Species	11-14

11.3.2	Hudson River	11-17
11.3.2.1	Aquatic Resources.....	11-17
11.3.2.2	Essential Fish Habitat (EFH)	11-24
11.3.2.3	Wildlife	11-27
11.3.2.4	Threatened, Endangered, or Special Concern Species	11-28
11.3.2.5	Significant Coastal Fish and Wildlife Habitat.....	11-29
11.3.3	New York	11-31
11.3.3.1	Floodplains	11-31
11.3.3.2	Wetlands.....	11-31
11.3.3.3	Groundwater	11-32
11.3.3.4	Terrestrial Resources	11-32
11.3.3.5	Threatened, Endangered, or Special Concern Species	11-34
11.4	Affected Environment: Future Conditions.....	11-34
11.4.1	Overview	11-34
11.4.2	New Jersey	11-35
11.4.3	Hudson River	11-35
11.4.4	New York	11-36
11.5	Impacts of No Action Alternative	11-37
11.6	Construction Impacts of the Preferred Alternative.....	11-37
11.6.1	Overview	11-37
11.6.2	New Jersey	11-37
11.6.2.1	Floodplains	11-37
11.6.2.2	Wetlands.....	11-37
11.6.2.3	Groundwater	11-38
11.6.2.4	Surface and Navigable Waters.....	11-40
11.6.2.5	Terrestrial Resources	11-40
11.6.2.6	Threatened, Endangered, or Special Concern Species	11-42
11.6.3	Hudson River	11-43
11.6.3.1	Aquatic Resources.....	11-43
11.6.3.2	Essential Fish Habitat.....	11-46
11.6.3.3	Wildlife	11-46
11.6.3.4	Threatened, Endangered or Special Concern Species	11-46
11.6.3.5	Significant Coastal Fish and Wildlife Habitat.....	11-48
11.6.4	New York	11-48
11.6.4.1	Floodplains	11-48
11.6.4.2	Wetlands.....	11-49
11.6.4.3	Groundwater	11-49
11.6.4.4	Surface and Navigable Waters.....	11-49
11.6.4.5	Terrestrial Resources	11-50
11.7	Permanent Impacts of the Preferred Alternative	11-51
11.7.1	Overview	11-51
11.7.2	New Jersey	11-51
11.7.2.1	Floodplains	11-51
11.7.2.2	Wetlands.....	11-51



11.7.2.3	Groundwater	11-53
11.7.2.4	Surface and Navigable Waters	11-53
11.7.2.5	Terrestrial Resources.....	11-54
11.7.2.6	Threatened, Endangered, or Special Concern Species	11-55
11.7.3	Hudson River.....	11-55
11.7.3.1	Aquatic Resources	11-55
11.7.3.2	Essential Fish Habitat	11-56
11.7.3.3	Wildlife.....	11-57
11.7.3.4	Threatened, Endangered, or Special Concern Species	11-57
11.7.3.5	Significant Coastal Fish and Wildlife Habitat	11-58
11.7.4	New York.....	11-58
11.7.4.1	Floodplains.....	11-58
11.7.4.2	Wetlands	11-59
11.7.4.3	Groundwater	11-59
11.7.4.4	Terrestrial Resources.....	11-59
11.8	Summary of Impacts and Associated Mitigation and Minimization Measures.....	11-60
11.9	Measures to Avoid, Minimize, and Mitigate Impacts.....	11-65
11.9.1	New Jersey.....	11-65
11.9.2	Hudson River.....	11-68
11.9.3	New York.....	11-67
11.10	References.....	11-67
Chapter 12: Noise and Vibration.....		12-1
12.1	Introduction	12-1
12.2	Analysis Methodology	12-1
12.2.1	Noise and Vibration Fundamentals and Definitions	12-2
12.2.1.1	Airborne Noise Fundamentals	12-2
12.2.1.2	Vibration and Ground-Borne Noise Fundamentals.....	12-4
12.2.2	Standards and Criteria	12-5
12.2.2.1	Operational Airborne Noise Standards and Criteria	12-5
12.2.2.2	Construction Airborne Noise Standards and Criteria.....	12-6
12.2.2.3	Operational Vibration and Ground-Borne Noise Standards and Criteria....	12-7
12.2.2.4	Construction Vibration and Ground-Borne Noise Standards and Criteria ..	12-9
12.2.3	Analysis Methodology	12-10
12.2.3.1	Airborne Noise	12-10
12.2.3.2	Vibration and Ground-Borne Noise.....	12-11
12.2.3.3	Selection of Receptor Locations	12-12
12.2.3.4	Methodology and Equipment Used for Noise Survey	12-12
12.3	Affected Environment: Existing Conditions	12-12
12.3.1	New Jersey.....	12-12
12.3.1.1	Noise Receptor Locations.....	12-12
12.3.1.2	Measured Noise Levels.....	12-12
12.3.1.3	Vibration Receptor Locations.....	12-14

12.3.2	Hudson River	12-15
12.3.3	New York	12-15
12.3.3.1	Noise Receptor Locations	12-15
12.3.3.2	Measured Noise Levels	12-15
12.3.3.3	Vibration Receptor Locations	12-16
12.4	Affected Environment: Future Conditions.....	12-16
12.5	Impacts of No Action Alternative	12-17
12.6	Construction Impacts of the Preferred Alternative.....	12-17
12.6.1	Overview	12-17
12.6.2	New Jersey	12-17
12.6.2.1	Construction Noise	12-17
12.6.2.2	Construction Vibration	12-22
12.6.3	New York	12-25
12.6.3.1	Construction Noise	12-25
12.6.3.2	Construction Vibration	12-28
12.7	Permanent Impacts of the Preferred Alternative	12-29
12.7.1	Overview	12-29
12.7.2	New Jersey	12-30
12.7.2.1	Noise.....	12-30
12.7.2.2	Vibration and Ground-Borne Noise	12-31
12.7.3	New York	12-32
12.7.3.1	Noise.....	12-32
12.7.3.2	Vibration and Ground-Borne Noise	12-33
12.8	Conclusions	12-34
12.9	Measures to Avoid, Minimize, and Mitigate Impacts	12-35
Chapter 13:	Air Quality	13-1
13.1	Introduction	13-1
13.2	Analysis Methodology.....	13-1
13.2.1	Regulatory Context	13-2
13.2.1.1	National and State Air Quality Standards.....	13-2
13.2.1.2	NAAQS Attainment Status and State Implementation Plans	13-3
13.2.1.3	Pollutants for Analysis	13-5
13.2.1.4	Respirable Particulate Matter—PM ₁₀ and PM _{2.5}	13-6
13.2.1.5	Impact Criteria	13-7
13.2.1.6	Conformity With State Implementation Plans	13-8
13.2.1.7	Air Quality, Climate Change, and Ozone	13-9
13.2.2	Analysis Techniques.....	13-10
13.2.2.1	On-Site Construction Source Assessment	13-11
13.2.2.2	On-Road Construction Source Assessment.....	13-12
13.2.2.3	Combined Impact Assessment.....	13-13
13.2.2.4	Construction Mesoscale Analysis.....	13-13
13.2.3	Study Areas	13-14
13.3	Affected Environment: Existing Conditions.....	13-14



13.3.1.1	New Jersey	13-14
13.3.2	New York	13-14
13.4	Affected Environment: Future Conditions	13-15
13.5	Impacts of No Action Alternative	13-15
13.6	Construction Impacts of the Preferred Alternative	13-16
13.6.1	Overview	13-16
13.6.2	New Jersey	13-16
13.6.2.1	On-Site Construction Source Assessment	13-16
13.6.2.2	On-Road Construction Source Assessment	13-17
13.6.2.3	Combined Impact Assessment	13-17
13.6.2.4	Other Construction Periods	13-18
13.6.3	Hudson River	13-18
13.6.4	New York	13-19
13.6.4.1	On-Site Construction Source Assessment	13-19
13.6.4.2	On-Road Construction Source Assessment	13-20
13.6.4.3	Combined Impact Assessment	13-21
13.7	Permanent Impacts of the Preferred Alternative	13-23
13.8	Conformity with State Implementation Plan	13-24
13.9	Measures to Avoid, Minimize, or Mitigate Impacts	13-24
Chapter 14:	Greenhouse Gas Emissions and Resilience	14-1
14.1	Introduction	14-1
14.2	Greenhouse Gas Emissions	14-1
14.2.1	Regulatory Context	14-1
14.2.2	Methodology for Projecting GHG Emissions	14-3
14.2.2.1	Grid Power Emissions	14-4
14.2.2.2	Mobile Source Emissions	14-4
14.2.2.3	Construction Materials Emissions	14-5
14.2.2.4	Tree Removal	14-5
14.2.3	Affected Environment: Existing and Future Conditions	14-6
14.2.4	Impacts of No Action Alternative	14-6
14.2.5	Construction Impacts of the Preferred Alternative	14-6
14.2.5.1	GHG Emissions from Construction	14-6
14.2.5.2	Measures to Avoid, Minimize, and Mitigate GHG Emissions from Construction	14-7
14.2.6	Permanent Impacts of the Preferred Alternative	14-8
14.2.6.1	Operational GHG Emissions	14-8
14.2.6.2	Measures to Avoid, Minimize, and Mitigate GHG Emissions from Operations	14-8
14.3	Resilience to Climate Change	14-9
14.3.1	Regulatory Context	14-9
14.3.2	Methodology for Evaluating Resilience	14-9
14.3.3	Affected Environment: Existing and Future Conditions	14-10

14.3.3.1	Overview	14-10
14.3.3.2	New Jersey	14-12
14.3.3.3	Hudson River	14-13
14.3.3.4	New York	14-13
14.3.3.5	Other Associated Transportation-Related Resilience Projects	14-14
14.3.4	Impacts of No Action Alternative.....	14-15
14.3.5	Construction Impacts of the Preferred Alternative.....	14-15
14.3.5.1	Overview.....	14-15
14.3.5.2	New Jersey	14-15
14.3.5.3	Hudson River	14-16
14.3.5.4	New York	14-16
14.3.5.5	Measures to Avoid, Minimize, and Mitigate Effect of Climate Change During Construction	14-16
14.3.6	Permanent Impacts of the Preferred Alternative	14-17
14.3.6.1	Overview.....	14-17
14.3.6.2	New Jersey	14-20
14.3.6.3	Hudson River	14-20
14.3.6.4	New York	14-20
14.3.6.5	Measures to Avoid, Minimize, and Mitigate Impacts for Resilience of Operations.....	14-21
14.4	References	14-21
Chapter 15: Geology and Soils	15-1	
15.1	Introduction	15-1
15.2	Analysis Methodology.....	15-1
15.2.1	Analysis Techniques.....	15-1
15.2.2	Study Area	15-2
15.3	Affected Environment: Existing Conditions.....	15-3
15.3.1	New Jersey	15-3
15.3.1.1	Bedrock Geology	15-3
15.3.1.2	Surficial Geology.....	15-4
15.3.2	Hudson River	15-4
15.3.2.1	Bedrock Geology	15-4
15.3.2.2	Surficial Geology.....	15-5
15.3.3	New York	15-5
15.3.3.1	Bedrock Geology	15-5
15.3.3.2	Surficial Geology.....	15-5
15.4	Affected Environment: Future Conditions.....	15-6
15.5	Impacts of No Action Alternative	15-6
15.6	Construction Impacts of the Preferred Alternative.....	15-6
15.6.1	Overview	15-6
15.6.2	New Jersey	15-7
15.6.3	Hudson River	15-9
15.6.4	New York	15-10
15.7	Permanent Impacts of the Preferred Alternative	15-11



15.8	Measures to Avoid, Minimize, and Mitigate Impacts.....	15-11
15.8.1	New Jersey.....	15-11
15.8.2	Hudson River.....	15-13
15.8.3	New York.....	15-13
Chapter 16: Contaminated Materials	16-1	
16.1	Introduction	16-1
16.2	Analysis Methodology	16-2
16.2.1	Regulatory Context.....	16-2
16.2.2	Analysis Techniques	16-3
16.2.3	Study Area.....	16-5
16.3	Affected Environment: Existing Conditions	16-5
16.3.1	New Jersey.....	16-5
16.3.1.1	County Road to Tonnelle Avenue	16-5
16.3.1.2	Tonnelle Avenue Area.....	16-6
16.3.1.3	East of the Palisades	16-7
16.3.2	Hudson River.....	16-7
16.3.3	New York.....	16-8
16.4	Affected Environment: Future Conditions	16-9
16.5	Impacts of No Action Alternative.....	16-9
16.6	Construction Impacts of the Preferred Alternative	16-9
16.6.1	Overview	16-9
16.6.2	New Jersey.....	16-10
16.6.3	Hudson River.....	16-11
16.6.4	New York.....	16-11
16.7	Permanent Impacts of the Preferred Alternative.....	16-12
16.8	Measures to Avoid, Minimize, and Mitigate Impacts.....	16-12
Chapter 17: Utilities and Energy	17-1	
17.1	Introduction	17-1
17.2	Analysis Methodology	17-1
17.2.1	Regulatory Context.....	17-2
17.2.2	Analysis Techniques	17-2
17.2.3	Study Area.....	17-2
17.3	Affected Environment: Existing Conditions	17-3
17.3.1	Power for Railroad Operations.....	17-3
17.3.2	New Jersey.....	17-4
17.3.3	Hudson River.....	17-5
17.3.4	New York.....	17-5
17.4	Affected Environment: Future Conditions	17-6
17.5	Impacts of No Action Alternative.....	17-7
17.6	Construction Impacts of the Preferred Alternative	17-7

17.6.1	Overview	17-7
17.6.2	New Jersey	17-9
17.6.3	Hudson River	17-10
17.6.4	New York	17-10
17.7	Permanent Impacts of the Preferred Alternative	17-12
17.7.1	Overview	17-12
17.7.2	New Jersey	17-12
17.7.3	Hudson River	17-13
17.7.4	New York	17-13
17.8	Measures to Avoid, Minimize, and Mitigate Impacts	17-13
17.8.1	Utilities.....	17-13
17.8.2	Energy.....	17-14
Chapter 18:	Safety and Security	18-1
18.1	Introduction	18-1
18.2	Analysis Methodology	18-1
18.1.1	Regulatory Context	18-1
18.1.2	Analysis Techniques	18-2
18.1.3	Study Area	18-2
18.3	Affected Environment: Existing Conditions.....	18-2
18.4	Affected Environment: Future Conditions.....	18-3
18.5	Impacts of No Action Alternative	18-3
18.6	Construction Impacts of the Preferred Alternative.....	18-4
18.7	Permanent Impacts of the Preferred Alternative	18-5
18.8	Measures to Avoid, Minimize, and Mitigate Impacts	18-8
Chapter 19:	Public Health and EMFs	19-1
19.1	Introduction	19-1
19.2	Public Health.....	19-1
19.2.1	Analysis Methodology	19-1
19.2.1.1	Regulatory Context	19-2
19.2.1.2	Analysis Techniques.....	19-2
19.2.1.3	Study Area	19-2
19.2.2	Affected Environment: Existing and Future Conditions	19-2
19.2.3	Impacts of No Action Alternative.....	19-2
19.2.4	Construction Impacts of the Preferred Alternative	19-3
19.2.4.1	Air Quality	19-3
19.2.4.2	Water Quality	19-4
19.2.4.3	Hazardous Materials.....	19-4
19.2.4.4	Noise.....	19-5
19.2.5	Permanent Impacts of the Preferred Alternative	19-7
19.3	Electric and Magnetic Fields (EMF).....	19-7
19.3.1	Analysis Methodology	19-7
19.3.1.1	Regulatory Context.....	19-7



19.3.1.2	Analysis Techniques	19-7
19.3.1.3	Study Area	19-7
19.3.2	Affected Environment: Existing and Future Conditions.....	19-8
19.3.3	Impacts of No Action Alternative	19-8
19.3.4	Construction Impacts of the Preferred Alternative	19-8
19.3.5	Permanent Impacts of the Preferred Alternative	19-8
19.4	Measures to Avoid, Minimize, and Mitigate Impacts.....	19-8
Chapter 20: Indirect and Cumulative Effects.....		20-1
20.1	Introduction	20-1
20.2	Analysis Methodology	20-1
20.2.1	Regulatory Context.....	20-1
20.2.2	Analysis Techniques	20-2
20.2.3	Study Areas.....	20-2
20.3	Affected Environment: Existing and Future Conditions	20-2
20.4	Indirect and Cumulative Impacts of No Action Alternative.....	20-2
20.5	Indirect Impacts of the Preferred Alternative.....	20-3
20.5.1	Overview	20-3
20.5.2	Indirect Construction Impacts of the Preferred Alternative	20-3
20.5.3	Indirect Permanent Impacts of the Preferred Alternative	20-4
20.6	Cumulative Impacts of the Preferred Alternative	20-5
20.6.1	Overview	20-5
20.6.2	Potential Future Projects	20-5
20.6.2.1	Rail System Improvements	20-5
20.6.2.2	Other Development and Infrastructure Projects	20-8
20.6.3	Cumulative Construction Impacts of the Preferred Alternative	20-10
20.6.3.1	Rail System Improvements	20-10
20.6.3.2	Other Development and Infrastructure Projects	20-10
20.6.4	Cumulative Permanent Impacts of the Preferred Alternative.....	20-12
20.6.4.1	Trans-Hudson Capacity Expansion	20-12
20.6.4.2	Resiliency Improvements.....	20-13
20.6.4.3	Localized Effects	20-13
20.7	Measures to Avoid, Minimize, and Mitigate Impacts.....	20-13
Chapter 21: Coastal Zone Consistency.....		21-1
21.1	Introduction	21-1
21.2	Analysis Methodology	21-1
21.2.1	Regulatory Context.....	21-1
21.2.1.1	Federal	21-1
21.2.1.2	State – New Jersey	21-1
21.2.1.3	State – New York	21-2
21.2.1.4	City – New York	21-2
21.2.2	Analysis Techniques	21-2

21.2.3	Study Area	21-3
21.3	New Jersey Coastal Zone Consistency Assessment	21-3
21.3.1	New Jersey Coastal Zone Management (CZM) Rules	21-3
21.4	New York Coastal Zone Consistency Assessment	21-27
21.4.1	Overview	21-27
21.4.2	New York City Waterfront Revitalization Program Policies	21-27
Chapter 22:	Environmental Justice.....	22-1
22.1	Introduction	22-1
22.2	Analysis Methodology.....	22-1
22.2.1	Regulatory Context	22-1
22.2.2	Analysis Techniques	22-2
22.2.2.1	Delineation of Study Area.....	22-3
22.2.2.2	Identification of Environmental Justice Populations	22-4
22.2.2.3	Identification of Potential Adverse Effects and Potential Disproportionate Impacts	22-5
22.2.2.4	Outreach to Environmental Justice Populations.....	22-5
22.3	Identification of Environmental Justice Populations	22-6
22.3.1	New Jersey	22-6
22.3.2	New York	22-6
22.4	Impacts of No Action Alternative	22-8
22.5	Benefits and Impacts of the Preferred Alternative and Measures to Avoid, Minimize, and Mitigate Impacts.....	22-9
22.5.1	New Jersey	22-9
22.5.1.1	Overall Project Impacts.....	22-9
22.5.1.2	Project Impacts On Environmental Justice Communities.....	22-13
22.5.2	New York	22-13
22.5.2.1	Overall Project Impacts.....	22-13
22.5.2.2	Project Impact On Environmental Justice Communities	22-16
22.6	Determination of Disproportionately High and Adverse Effects on Environmental Justice Populations	22-16
22.6.1	Overview	22-16
22.6.2	New Jersey	22-16
22.6.3	New York	22-17
22.7	Environmental Justice Conclusion.....	22-17
22.7.1	Further Mitigation Measures or Alternatives that Would Avoid or Reduce the Disproportionately High and Adverse Effect Are Not Practicable.....	22-17
22.7.2	A Substantial Need for the Action Exists and Lesser-Impact Alternatives Are Not Available	22-18
22.8	Public Participation	22-18
Chapter 23:	Commitment of Resources	23-1
23.1	Introduction	23-1
23.2	Irreversible and Irretrievable Commitment of Resources	23-1



23.3	Relationship Between Short-Term Uses of the Environment and the Maintenance and Enhancement of Long-Term Productivity	23-1
23.3.1	Short-Term Uses	23-2
23.3.2	Long-Term Productivity	23-2
23.3.3	Short-Term Uses Versus Long-Term Productivity	23-2
Chapter 24:	Draft Section 4(f) Evaluation	24-1
24.1	Introduction	24-1
24.2	Regulatory Context	24-2
24.2.1	Section 4(f) Use.....	24-2
24.2.1.1	De Minimis Impacts.....	24-3
24.2.1.2	Exceptions from Section 4(f).....	24-3
24.2.1.3	Exemptions from Section 4(f).....	24-3
24.2.2	Avoidance Alternatives.....	24-4
24.2.3	Least Overall Harm Alternative	24-4
24.3	Need, Purpose, Goals, and Objectives.....	24-4
24.4	Alternatives	24-5
24.4.1	No Action Alternative.....	24-5
24.4.2	Preferred Alternative	24-5
24.5	Identification and Use of Section 4(f) Properties	24-6
24.5.1	Wildlife or Waterfowl Refuges	24-7
24.5.2	Parklands and Recreational Resources.....	24-7
24.5.2.1	19th Street Basketball Courts	24-8
24.5.2.2	1600 Park.....	24-8
24.5.2.3	Harborside/Hoboken Cove Park	24-10
24.5.2.4	Hudson River Waterfront Walkway	24-12
24.5.2.5	The High Line.....	24-13
24.5.2.6	Hudson River Park.....	24-16
24.5.3	Historic Resources	24-21
24.5.3.1	Archaeological Resources	24-21
24.5.3.2	Historic Architectural Resources.....	24-23
24.6	Hudson River Bulkhead	24-28
24.6.1	Description of the Section 4(f) Property	24-28
24.6.2	Use of the Section 4(f) Property.....	24-28
24.6.3	Alternatives to Avoid the Use of the Section 4(f) Property.....	24-29
24.6.3.1	No Action Alternative.....	24-31
24.6.3.2	Deep Tunnel Alternative	24-32
24.6.3.3	Bridge Alternative.....	24-32
24.6.3.4	Northern Alignment Alternative	24-33
24.6.4	Least Overall Harm Alternative	24-33
24.6.5	Measures to Minimize Harm.....	24-34
24.7	Coordination.....	24-34
24.7.1	Coordination With Officials With Jurisdiction over the Section 4(f) Resource ...	24-34

24.7.2	Public Involvement.....	24-35
Chapter 25:	Process, Agency Coordination, and Public Involvement	25-1
25.1	Introduction	25-1
25.2	Regulatory Process	25-2
25.2.1	National Environmental Policy Act (NEPA).....	25-2
25.2.2	Section 106 Consultation	25-3
25.2.3	Section 4(f) Consultation.....	25-4
25.2.4	Environmental Justice Outreach.....	25-4
25.2.5	Other Permits and Approvals.....	25-4
25.3	Coordination	25-6
25.3.1	Lead, Cooperating, and Participating Agencies	25-6
25.3.2	Section 106 Consultation	25-10
25.3.3	Environmental Justice Outreach.....	25-11
25.4	Public Involvement.....	25-12
25.4.1	Public Scoping Meetings.....	25-13
25.4.2	Public Information Open Houses	25-13
25.4.3	Targeted Outreach.....	25-13
25.4.4	Public Review and Comment on DEIS	25-13
25.5	Project Contacts	25-14
Chapter 26:	List of Preparers.....	26-1
26.1	Introduction	26-1
26.2	Federal Railroad Administration (NEPA Lead Agency).....	26-1
26.2.1	Consultant, Booz Allen Hamilton (Program Consultant for FRA)	26-1
26.3	NJ TRANSIT (Co-Lead Agency).....	26-2
26.3.1	Consultant, AKRF, Inc. (Overall Preparation of the DEIS)	26-2
26.3.2	Subconsultant, Dewberry.....	26-3
26.3.3	Subconsultant, Fitzgerald & Halliday, Inc.	26-3
26.3.4	Subconsultant, RGA, Inc.....	26-3
26.3.5	Subconsultant, Simco Engineering, P.C.....	26-3
Chapter 27:	Distribution of DEIS	27-1
27.1	Distribution List	27-1
27.1.1	Project Partners	27-1
27.1.2	Federal Agencies	27-1
27.1.3	State Agencies and Entities	27-1
27.1.3.1	New Jersey	27-1
27.1.3.2	New York	27-1
27.1.4	Local Agencies.....	27-2
27.1.4.1	New Jersey	27-2
27.1.4.2	New York	27-2
27.1.5	Stakeholders and General Public	27-2
27.2	DEIS Document Availability Locations	27-2



Glossary	G-1
Draft Programmatic Agreement (also part of Appendix 9).....	PA-1

Volume 2: Appendices

Appendix 2	Project Alternatives and Description of the Preferred Alternative
2-1	Alternatives Development Report
Appendix 4	Analysis Framework
4-1	CEQR Technical Area Guide
Appendix 5	Transportation
5-1	Traffic and Pedestrian Volumes
5-2	Intersection Level of Service Summary Tables
Appendix 6	Land Use, Zoning, Public Policy, and Property Acquisition
6-1	Potential Property Acquisition
Appendix 8	Open Space and Recreational Resources
8-1	Detailed Shadows Analysis
Appendix 9	Historic and Archaeological Resources
9-1	Draft Programmatic Agreement
9-2	Historic and Archaeological Resources: Agency Correspondence
9-3	Area of Potential Effect Memorandum
Appendix 11	Natural Resources
11-1	Natural Resources: Agency Correspondence
11-2	Wetland Delineation Report
11-3	Essential Fish Habitat
11-4	Draft Conceptual Mitigation Plan
11-5	Draft Section 404(b)(1) Guidelines Evaluation
Appendix 12	Noise and Vibration
12-1	Construction Assumptions Used in Noise Analysis
Appendix 13	Air Quality
13-1	Construction Assumptions Used in Air Quality Analysis
13-2	Air Quality Conformity Exemption
Appendix 21	Coastal Zone Consistency
21-1	Coastal Assessment Forms
21-2	Coastal Zone Consistency: Agency Correspondence
Appendix 25	Process, Agency Coordination, and Public Participation
25-1	Hudson Tunnel Project Public/Agency Coordination Plan

List of Tables

S-1	Summary of Effects of the Preferred Alternative	S-13
S-2	Major Permits and Approvals Required for the Hudson Tunnel Project	S-24
S-3	Lead Agencies and Invited Cooperating and Participating Agencies	S-25
2-1	Screening Evaluation of Long List of Alternatives	2-6
3-1	Track Support for Surface Tracks	3-9
3-2	Major Construction Elements for the Preferred Alternative	3-38
5A-1	Traffic Analysis Locations Tonnelles Avenue Staging Area, New Jersey	5A-7
5A-2	Traffic Analysis Locations Hoboken Staging Area, New Jersey	5A-7
5A-3	Traffic Analysis Locations New York.....	5A-8
5A-4	Pedestrian Analysis Locations New York	5A-8
5A-5	Summary of 2016 Existing Traffic Analysis Results Tonnelles Avenue Staging Area, New Jersey Commuter Peak Hours.....	5A-9
5A-6	Summary of 2016 Existing Traffic Analysis Results Tonnelles Avenue Staging Area, New Jersey New Tunnel Construction Peak Hours	5A-10
5A-7	Summary of 2016 Existing Traffic Analysis Results Tonnelles Avenue Staging Area, New Jersey North River Tunnel Rehabilitation—Construction Peak Hours	5A-11
5A-8	Summary of 2016 Existing Traffic Analysis Results Hoboken Staging Area, New Jersey Commuter Peak Hours.....	5A-11
5A-9	Summary of 2016 Existing Traffic Analysis Results Hoboken Staging Area, New Jersey Construction Peak Hours	5A-12
5A-10	Summary of 2016 Existing Traffic Analysis Results New York Commuter Peak Hours	5A-13
5A-11	Summary of 2016 Existing Traffic Analysis Results New York Construction Peak Hours	5A-13
5A-12	Summary of 2016 Existing Pedestrian Analysis Results New York	5A-14
5A-13	Summary of 2021 Future No Action Condition Traffic Analysis Results Tonnelles Avenue Staging Area, New Jersey Commuter Peak Hours	5A-16
5A-14	Summary of 2021 No Action Condition Traffic Analysis Results Tonnelles Avenue Staging Area, New Jersey Construction Peak Hours	5A-17
5A-15	Summary of 2029 No Action Condition Traffic Analysis Results Tonnelles Avenue Staging Area, New Jersey Commuter Peak Hours	5A-18
5A-16	Summary of 2029 No Action Alternative Traffic Analysis Results Tonnelles Avenue Staging Area, New Jersey Construction Peak Hours	5A-19



5A-17	Summary of 2022 No Action Condition Traffic Analysis Results Hoboken Staging Area, New Jersey Commuter Peak Hours	5A-20
5A-18	Summary of 2022 No Action Condition Traffic Analysis Results Hoboken Staging Area, New Jersey Construction Peak Hours	5A-21
5A-19	Western Rail Yard Project Construction Mitigation Assumed to Be Implemented....	5A-23
5A-20	Summary of 2021 No Action Condition Traffic Analysis Results New York Commuter Peak Hours	5A-24
5A-21	Summary of 2021 No Action Condition Traffic Analysis Results New York Construction Peak Hours.....	5A-25
5A-22	Summary of 2021 No Action Alternative Pedestrian Analysis Results New York.....	5A-26
5A-23	Summary of 2021 Preferred Alternative Traffic Analysis Results Tonnelles Avenue Staging Area, New Jersey Commuter Peak Hours.....	5A-29
5A-24	Summary of 2021 Preferred Alternative Traffic Analysis Results Tonnelles Avenue Staging Area, New Jersey Construction Peak Hours	5A-30
5A-25	Summary of 2029 Preferred Alternative Traffic Analysis Results Tonnelles Avenue Staging Area, New Jersey Commuter Peak Hours.....	5A-31
5A-26	Summary of 2029 Preferred Alternative Traffic Analysis Results Tonnelles Avenue Staging Area, New Jersey Construction Peak Hours	5A-32
5A-27	Summary of 2022 Preferred Alternative Traffic Analysis Results Proposed Truck Route: Hoboken Staging Area, New Jersey Commuter Peak Hours.....	5A-33
5A-28	Summary of 2022 Preferred Alternative Traffic Analysis Results Alternate Truck Route: Hoboken Staging Area, New Jersey Commuter Peak Hours.....	5A-34
5A-29	Summary of 2022 Preferred Alternative Traffic Analysis Results Proposed Truck Route: Hoboken Staging Area, New Jersey Construction Peak Hours	5A-35
5A-30	Summary of 2022 Preferred Alternative Traffic Analysis Results Alternate Truck Route: Hoboken Staging Area, New Jersey Construction Peak Hours	5A-36
5A-31	Summary of 2021 Preferred Alternative Traffic Analysis Results New York Commuter Peak Hours	5A-39
5A-32	Summary of 2021 Preferred Alternative Traffic Analysis Results New York Construction Peak Hours.....	5A-40
5A-33	Summary of 2021 Preferred Alternative Pedestrian Analysis Results New York	5A-42
5A-34	CEQR Impact Guidance for Sidewalks	5A-44
5A-35	CEQR Impact Guidance for Corners and Crosswalks	5A-45
5A-36	Summary of 2021 Adverse Traffic Impacts Tonnelles Avenue Staging Area, New Jersey.....	5A-46
5A-37	Summary of 2029 Adverse Traffic Impacts Tonnelles Avenue Staging Area, New Jersey.....	5A-46
5A-38	Proposed Mitigation Measures during Construction of the Preferred Alternative, Tonnelles Avenue Staging Areas, New Jersey.....	5A-47

5A-39	Summary of 2022 Adverse Traffic Impacts Hoboken Staging Area, New Jersey Proposed Truck Route	5A-48
5A-40	Summary of 2022 Adverse Traffic Impacts Hoboken Staging Area, New Jersey Alternate Truck Route	5A-49
5A-41	Proposed Mitigation Measures During Construction of the Preferred Alternative, Hoboken Staging Area, New Jersey.....	5A-49
5A-42	Tonnelle Avenue Staging Site Traffic Mitigation Overview Analysis Year 2021 (New Tunnel Construction)	5A-51
5A-43	Tonnelle Avenue Staging Area Traffic Mitigation Overview Analysis Year 2029 (Rehabilitation of North River Tunnel)	5A-52
5A-45	Summary of 2021 Adverse Traffic Impacts New York.....	5A-54
5A-46	Proposed Mitigation Measures During Construction of the Preferred Alternative, New York Study Area	5A-57
5A-47	New York Study Area Traffic Mitigation Overview Analysis Year 2021.....	5A-58
5A-48	Summary of 2021 Adverse Pedestrian Impacts New York.....	5A-59
5A-49	Proposed Mitigation Measures During Construction of the Preferred Alternative, New York Study Area	5A-60
5A-50	New York Study Area Pedestrian Mitigation Overview Analysis Year: 2021.....	5A-61
5B-1	Daily Weekday Ferry Trips – September 2016.....	5B-8
6A-1	Properties and Land Uses on the Project Site, County Road to Tonnelle Avenue	6A-5
6A-2	Existing Zoning in the New Jersey Study Area.....	6A-9
6A-3	Existing Zoning Districts in the New York Study Area	6A-16
6A-4	Special Zoning Districts in the Study Area.....	6A-16
6A-5	Potential Future Projects in New York Study Area	6A-20
6B-1	Surface Property Acquisitions for the Preferred Alternative, New Jersey	6B-3
7-1	2010-2014 Total Population, New Jersey Study Area	7-4
7-2	2010-2014 Average Household Income, New Jersey Study Area	7-5
7-3	English Proficiency for Population 5 Years and Over, New Jersey Study Area	7-6
7-4	Estimated Employees and Businesses in New Jersey Study Area and Hudson County	7-7
7-5	2010-2014 Total Population, New York Study Area	7-9
7-6	2010-2014 Average Household Income, New York Study Area.....	7-9
7-7	English Proficiency for Population 5 Years and Over, New York Study Area	7-10
7-8	Estimated Employees and Businesses in New York Study Area and Manhattan	7-11
7-9	Economic and Fiscal Benefits Associated with Construction of the Preferred Alternative	7-15
8-1	Parks and Recreational Facilities in New Jersey Study Area.....	8-4
8-2	Parks and Recreational Facilities in New York Study Area	8-6
9-1	Historic Architectural Resources in the APE – New Jersey.....	9-9



9-2	Known Historic Architectural Resources in the APE – New York	9-16
9-3	Historic Architectural Resources in the APE and Effects Assessment – New Jersey	9-23
9-4	Areas of Archaeological Sensitivity in the APE for Direct Effects and Effects Assessment – New Jersey	9-26
9-5	Historic Architectural Resources in the APE and Effects Assessment – New York	9-29
9-6	Areas of Archaeological Sensitivity in the APE for Direct Effects and Effects Assessment – New York	9-32
11-1	NJDEP Water Quality Standards and Data for Penhorn Creek Sampling Station PHC6	11-11
11-2	NYSDEC and NJDEP Surface Water Quality Standards	11-19
11-3	NYCDEP Water Quality Data for Lower Hudson River Sampling Stations N3b, N4, and N5 (2000-2015, All Months)	11-20
11-4	NJHDG Water Quality Data for Sampling Stations 32 and 33 (2003-2015, All Months)	11-22
11-5	Finfish Species with the Potential to Occur in the Lower Hudson River	11-25
11-6	Essential Fish Habitat Designated Species in the Vicinity of the Project Site	11-27
11-7	New York State Breeding Bird Atlas 2000-2005 for Block 5751D	11-33
11-8	Summary of Temporary Impacts to Wetlands and Associated Open Waters	11-38
11-9	Summary of Permanent Impacts to Wetlands and Associated Open Waters	11-52
11-10	Summary of Potential Impacts to Natural Resources and Proposed Mitigation and Impact Minimization Measures	11-61
12-1	Common Noise Levels	12-3
12-2	Typical Levels of Ground-Borne Vibration	12-5
12-3	FTA's Land Use Category and Metrics for Transit Noise Impact Criteria	12-6
12-4	FTA Construction Noise Impact Criteria (in dBA)	12-6
12-5	Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment	12-8
12-6	Vibration Source Levels for Construction Equipment	12-9
12-7	Construction Vibration Damage Criteria	12-9
12-8	Noise Receptor Locations in New Jersey	12-13
12-9	Existing Noise Levels in New Jersey (in dBA)	12-14
12-10	Vibration Receptor Locations in New Jersey	12-14
12-11	Noise Receptor Locations in New York	12-15
12-12	Existing Noise Levels in New York (in dBA)	12-16
12-13	Vibration Receptor Locations in New York	12-16
12-14	Worst-Case Construction Noise Levels Near Surface Tracks (in dBA)	12-18

12-15	Worst-Case Construction Noise Levels near Tonnelle Avenue (in dBA).....	12-19
12-16	Worst-Case Construction Noise Levels near Hoboken Shaft Site (in dBA).....	12-20
12-17	Worst-Case Construction Noise Levels During North River Tunnel Rehabilitation (in dBA)	12-22
12-18	Worst-Case Construction Noise Levels near Manhattan Construction Sites (in dBA)	12-26
12-19	New Jersey Preferred Alternative Noise Levels (in dBA)	12-31
12-20	New Jersey Operational Vibration and Ground-Borne Noise Analysis Results.....	12-32
12-21	New York Preferred Alternative Noise Levels (in dBA).....	12-33
12-22	New York Operational Vibration and Ground-Borne Noise Analysis Results.....	12-34
13-1	National Ambient Air Quality Standards (NAAQS)	13-3
13-2	NAAQS Attainment Status in the Project Area	13-5
13-3	Analysis Periods for Dispersion Modeling	13-12
13-4	Representative Monitored Ambient Air Quality Data - New Jersey	13-14
13-5	Representative Monitored Ambient Air Quality Data - New York	13-15
13-6	Pollutant Concentrations from On-Site Construction Sources ($\mu\text{g}/\text{m}^3$) Tonnelle Avenue Staging Area	13-17
13-7	Pollutant Concentrations from On-Site Construction Sources ($\mu\text{g}/\text{m}^3$) Hoboken Staging Area	13-17
13-8	Maximum Combined Concentrations from On-Site and On-Road Construction Sources ($\mu\text{g}/\text{m}^3$) Tonnelle Avenue Staging Area.....	13-18
13-9	Maximum Combined Concentrations from On-Site and On-Road Construction Sources ($\mu\text{g}/\text{m}^3$) Hoboken Staging Area	13-18
13-10	Pollutant Concentrations from On-Site Construction Sources ($\mu\text{g}/\text{m}^3$) Twelfth Avenue Staging Area.....	13-20
13-11	Pollutant Concentrations from On-Road Construction Sources ($\mu\text{g}/\text{m}^3$) Intersection of West 33rd Street and Eleventh Avenue	13-21
13-12	Maximum Combined Concentrations from On-Site and On-Road Construction Sources ($\mu\text{g}/\text{m}^3$) Twelfth Avenue Staging Area.....	13-22
13-13	Emissions from Construction Activities (Ton/Yr).....	13-24
14-1	Global Warming Potential (GWP) for Major GHGS	14-3
14-2	Emissions from Construction	14-7
14-3	Projected Precipitation Increases, High Scenario.....	14-12
14-4	Projected Potential 1-Percent Annual Probability Flood Elevations New Jersey Sites (Feet NAVD88).....	14-13
14-5	Projected Potential 1-Percent Annual Probability Flood Elevations New York Sites (Feet NAVD88).....	14-14
14-6	DFE for the Preferred Alternative (Feet NAVD88).....	14-17
17-1	Sources of As-Built Utility Information.....	17-3



17-2	Existing Utilities Serving the Project Area, New Jersey	17-5
17-3	Existing Utilities Serving the Project Area, New York	17-6
22-1	Environmental Justice Study Area Block Groups.....	22-4
22-2	Study Area Minority and Low-Income Characteristics	22-7
24-1	Section 4(f) Properties—Parklands and Recreational Resources	24-7
24-2	Section 4(f) Properties—Historic Resources.....	24-24
24-3	Section 4(f) Screening Evaluation of Alternatives Developed during NEPA Process.....	24-31
25-1	Major Permits and Approvals Required for the Project.....	25-5
25-2	Lead Agencies and Invited Cooperating and Participating Agencies	25-7
25-3	Agency Meetings Held to Date.....	25-9
25-4	List of Public Involvement Meetings.....	25-12
25-5	Media Outlets for Meeting Advertisements	25-12

List of Figures

	<i>Following page</i>
S-1	Project Location S-1
S-2	Tunnel Alignment Options..... S-6
S-3	Preferred Alternative S-7
1-1	Project Location 1-2
1-2	Amtrak Northeast Corridor and Connecting Rail Network 1-3
1-3	NJ TRANSIT Commuter Network 1-3
2-1	PSNY Rail Complex.....2-3
2-2	Tunnel Alignment Options.....2-8
2-3	Preferred Alternative2-11
2-4	New Jersey Surface Alignment.....2-4
2-5	New Tunnel Alignment (Plan and Profile): New Jersey2-14
2-6	New Tunnel Alignment (Plan and Profile): Hudson River and New York2-14
2-7	New Tunnel Alignment (Plan and Profile): New York2-15
2-8	Typical Tunnel Cross Section: New Tunnel.....2-16
2-9	Hoboken Fan Plant, View North.....2-19
2-10	Twelfth Avenue Fan Plant Potential Massing Scenarios2-20
2-11	Tenth Avenue Fan Plant Potential Louvers Locations.....2-20
2-12a	Existing Track Layout at PSNY2-21
2-12b	Proposed Track Layout at PSNY2-21
2-13	North River Tunnel: Existing and Proposed Cross Section2-27
3-1	Overview of Construction Methods3-3
3-2a	Construction of the Preferred Alternative: New Jersey.....3-3
3-2b	Construction of the Preferred Alternative: New York.....3-3
3-3	Examples of Tunnel Boring Machines (TBMs)3-4
3-4	Typical Sequential Excavation Method (SEM) Mining Sequence.....3-4
3-5	Types of Surface Alignments3-8
3-6	Tonnelle Avenue Staging Area: Truck Routes and Access Roads3-10
3-7	Hoboken Staging Area: Truck Routes3-15
3-8	River Tunnel: Ground Improvement at Low Cover Area.....3-21



3-9	Low Cover Area: Jet Grouting Process and Typical Cross-Section.....	3-24
3-10	Locations of Ground Freezing: New York	3-24
3-11	Tunneling Through Manhattan Bulkhead	3-25
3-12	Underpinning of Sewer in Twelfth Avenue	3-25
3-13	Twelfth Avenue Staging Area: Truck Routes	3-26
3-14	North River Tunnel Rehabilitation: Staging Area Option with Platform over North River Tunnel Tracks	3-33
3-15	North River Tunnel Rehabilitation: Staging Area Option with Platforms over North River Tunnel Tracks and Hudson River Tunnel Tracks	3-33
3-16	Overall Project Construction Schedule – By Major Activity.....	3-37
3-17	Duration of Major Construction Activities – By Staging Site.....	3-41
4-1	Project Site Overview	4-3
4-2	Project Site in New Jersey	4-3
4-3	Project Site in New York.....	4-3
4-4	Tax Lots on Twelfth Avenue Staging Site	4-4
4-5	Key Future Transportation Improvements.....	4-6
5A-1	Traffic Analysis Intersections in New Jersey: Tonnelle Avenue Staging Site and Truck Routes.....	5A-6
5A-2	Traffic Analysis Intersections in New Jersey: Hoboken Staging Site and Truck Routes	5A-6
5A-3	Traffic Analysis Intersections in New Jersey: Hoboken Staging Site and Alternate Truck Routes.....	5A-6
5A-4	Traffic Analysis Intersections in New York: Twelfth Avenue Staging Site and Truck Routes.....	5A-7
5A-5	Pedestrian Analysis Locations in New York: Twelfth Avenue Staging Site	5A-7
5B-1	Hudson-Bergen Light Rail Route in the Study Area.....	5B-5
5B-2a	Bus Routes in New Jersey	5B-6
5B-2b	Bus Routes in New York	5B-6
6A-1	New Jersey Land Use Study Area	6A-3
6A-2	New York Land Use Study Area.....	6A-3
6A-3	Land Use in Western Portion of New Jersey Study Area.....	6A-4
6A-4	Land Use in Eastern Portion of New Jersey Study Area.....	6A-4
6A-5	Zoning in Western Portion of New Jersey Study Area	6A-8
6A-6	Zoning in Eastern Portion of New Jersey Study Area	6A-8
6A-7	Land Use in New York Study Area.....	6A-14
6A-8	Zoning in New York Study Area	6A-15

6A-9	Potential Future Developments in New York Study Area	6A-19
6B-1	Property Acquisition Key Map.....	6B-2
6B-2	Property Acquisition at County Road, Secaucus	6B-2
6B-3	Property Acquisition at 801 Penhorn Avenue, Secaucus	6B-2
6B-4	Property Acquisition at 401 Penhorn Avenue, Secaucus	6B-2
6B-5	Property Acquisition at 301 Penhorn Avenue, Secaucus	6B-2
6B-6	Property Acquisition at 201 Penhorn Avenue, Secaucus	6B-2
6B-7	Property Acquisition at 2806 Secaucus Road, North Bergen.....	6B-2
6B-8	Property Acquisition at 2820 16th Street, North Bergen.....	6B-2
6B-9	Temporary Access Road from 16th Street, North Bergen.....	6B-2
7-1	Socioeconomic Conditions Study Area.....	7-2
8-1	Open Spaces in New Jersey Study Area.....	8-3
8-2	Open Spaces in New York Study Area.....	8-3
8-3	Shadows – Tier 1 and 2 Assessments.....	8-18
8-4	Northwest Location – December 21.....	8-18
8-5	Northwest Location – March 21 / September 21	8-18
8-6	Northwest Location – May 6 / August 6	8-18
8-7	West 29th Street Location – December 21	8-18
8-8	West 29th Street Location – March 21 / September 21	8-18
9-1	New Jersey: Area of Potential Effects.....	9-5
9-2	New York: Area of Potential Effects.....	9-5
9-3	New Jersey: Area of Potential Effects and Location of Historic Architectural Resources.....	9-9
9-4	North River Tunnel: Typical Existing Cross Section	9-10
9-5	New Jersey Historic Architectural Resources: North (Hudson) River Tunnel (NJ Resource No.1).....	9-10
9-6	New Jersey Historic Architectural Resources: Pennsylvania Railroad New York to Philadelphia Historic District (NJ Resource No. 2)	9-10
9-7	New Jersey Historic Architectural Resources: New Jersey Midland Railway/New York, Susquehanna and Western Railroad Historic District (NJ Resource No. 3)	9-10
9-8	New Jersey Historic Architectural Resources: Erie Railroad Main Line Historic District (NJ Resource No. 4)	9-10
9-9	New Jersey Historic Architectural Resources: Jersey City Waterworks Historic District (NJ Resource No. 5)	9-11
9-10	New Jersey Historic Architectural Resources: Substation No. 3, Pennsylvania Railroad (NJ Resource No. 6).....	9-11
9-11	New Jersey Historic Architectural Resources: Charles X. Harris House and Studio (NJ Resource No. 7)	9-11



9-12	New Jersey Historic Architectural Resources: Residence at 320-324 Mountain Road (NJ Resource No. 8)	9-11
9-13	New Jersey: Area of Potential Effects for Direct Effects and Areas of Archaeological Sensitivity	9-14
9-14	New York: Area of Potential Effects and Location of Historic Architectural Resources	9-15
9-15	New Jersey and New York Known Historic Architectural Resource: North River Tunnel (NJ and NY Resource No. 1).....	9-15
9-16	New York Known Historic Architectural Resources: Hudson River Bulkhead (NY Resource No. 2)	9-16
9-17	New York Known Historic Architectural Resources: High Line (NY Resource No. 3).....	9-17
9-18	New York Known Historic Architectural Resources: Master Printers Building (NY Resource No. 4).....	9-17
9-19	New York Known Historic Architectural Resources: Charles P. Rodgers & Co. Building (NY Resource No. 5)	9-18
9-20	New York Known Historic Architectural Resources: W & J Sloane Warehouse and Garage (NY Resource No. 6)	9-18
9-21	New York Known Historic Architectural Resources: Starrett-Lehigh Building (NY Resource No. 7)	9-19
9-22	New York Known Historic Architectural Resources: West Chelsea Historic District (NY Resource No. 8)	9-19
9-23	New York Known Historic Architectural Resources: West Chelsea Historic District (NY Resource No. 8)	9-19
9-24	New York Known Historic Architectural Resources: West Chelsea Historic District (NY Resource No. 8)	9-20
9-25	New York: Area of Potential Effects for Direct Effects and Areas of Archaeological Sensitivity	9-20
9-26	North River Tunnel: Existing Condition	9-23
9-27	North River Tunnel: Existing Condition	9-23
10-1a	New Jersey Area of Visual Effect and Photo Key Plan	10-3
10-1b	New York Area of Visual Effect and Photo Key Plan	10-3
10-2	Views of County Road to Tonnelle Avenue Area	10-4
10-3	Views along Tonnelle Avenue	10-4
10-4	Views along Paterson Plank Road.....	10-4
10-5	Views of Hoboken Fan Plant Site.....	10-4
10-6a	Views of the Shades Neighborhood, Weehawken	10-4
10-6b	Views of the Shades Neighborhood, Weehawken	10-4
10-7	View of Hoboken Fan Plant Site from Firefighters' Memorial Park	10-4

10-8	Views of the Twelfth Avenue Fan Plant Site	10-4
10-9	Views from the High Line	10-4
10-10	Illustrative View of Hoboken Fan Plant	10-13
11-1	Flood Hazard Areas, Preliminary FIRM: New Jersey Study Area	11-6
11-2	Wetlands Mapped by the National Wetlands Inventory	11-7
11-3	Wetlands Mapped by the New Jersey Department of Environmental Protection	11-7
11-4a	Delineated Wetlands	11-7
11-4b	Delineated Wetlands	11-7
11-4c	Delineated Wetlands	11-7
11-5	Thickness of Unconsolidated Sediments and Groundwater Wells	11-8
11-6	Penhorn Creek Drainage	11-9
11-7	Flood Hazard Areas, Preliminary FIRM: New York Study Area	11-31
11-8	NYSDEC Littoral Zone Tidal Wetlands	11-32
12-1	FTA Noise Impact Criteria for Transit Projects	12-6
12-2	New Jersey Noise Receptor Locations	12-12
12-3	New York Noise Receptor Locations	12-15
15-1	Bedrock Geology in Study Area	15-3
22-1	Environmental Justice Communities in the Study Area	22-3
24-1	Section 4(f) Park Resources in New Jersey	24-7
24-2	Section 4(f) Park Resources in New York	24-7
24-3	Section 4(f) Historic Resources in New Jersey	24-23
24-4	Section 4(f) Historic Resources in New York	24-23