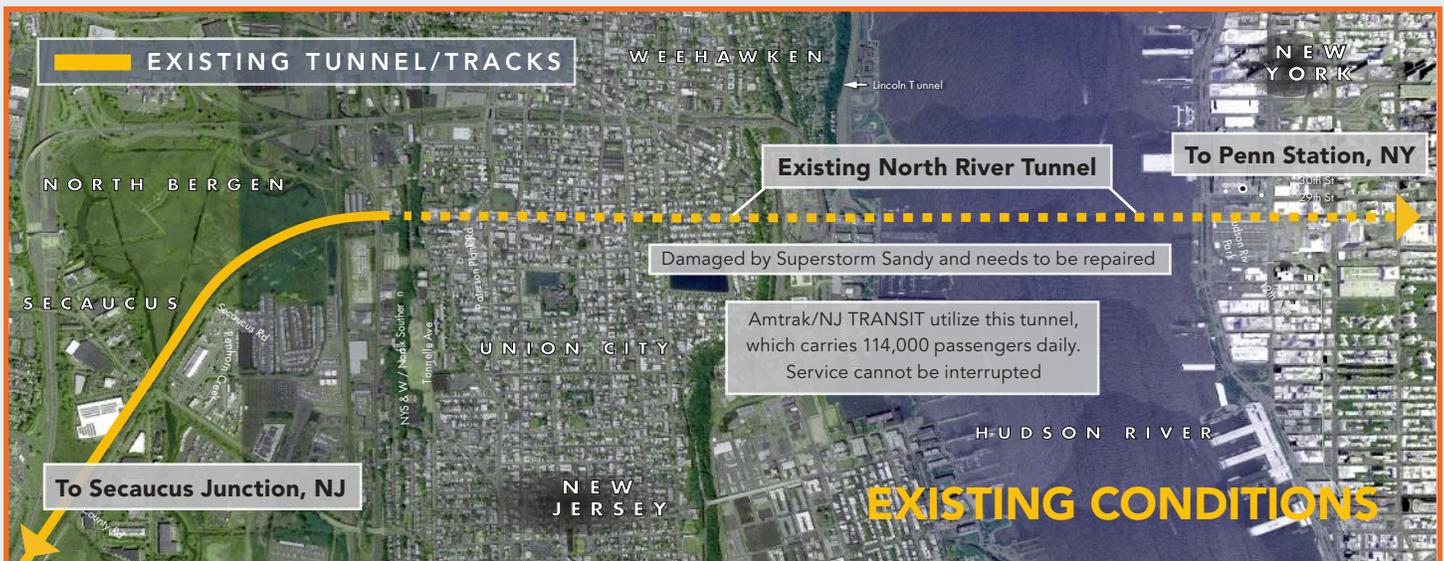




HUDSON TUNNEL PROJECT

The Federal Railroad Administration (FRA) and NJ TRANSIT are preparing an Environmental Impact Statement (EIS) to evaluate alternatives and their impacts for the proposed Hudson Tunnel Project (the Project). The Project is intended to preserve the current functionality of the Northeast Corridor's (NEC) Hudson River rail crossing between New Jersey and New York and strengthen the resiliency of the NEC.



NEED FOR THE PROJECT:

In October 2012, Superstorm Sandy severely damaged the North River Tunnel, the only intercity passenger rail crossing into New York City from New Jersey and areas west and south. Both tubes of the tunnel were inundated with seawater, causing destruction to many tunnel components and resulting in the cancellation of all Amtrak and NJ TRANSIT service into New York City for five days. (In addition, Port Authority Trans Hudson [PATH] rail service crosses the Hudson River serving local commuters.)

The tunnel was restored to service and is now safe for travel. However, despite ongoing maintenance, the tunnel is in poor condition; the damage caused by the storm continues to degrade systems in the tunnel. For example, chlorides from the seawater remain in the tunnel's concrete liner and walls, causing ongoing deterioration of its components. This is compounded by the tunnel's age (constructed in 1910) and the intensity of its use (it serves approximately 114,000 passengers in 450 trains on a typical weekday). The tunnel's

poor condition has required emergency maintenance that disrupts service for hundreds of thousands of rail passengers. These issues can only be addressed through a comprehensive reconstruction of the existing tunnel.

The Project proposes construction of a new tunnel under the Hudson River and the rehabilitation of the existing North River Tunnel. The Project will allow NJ TRANSIT and Amtrak to continue to operate and maintain existing levels of passenger rail service in the new tunnel while the North River Tunnel is taken out of service for critical rehabilitation and repairs. The Project will ultimately provide greater resiliency and redundancy that better protects the railroad operators' ability to provide uninterrupted service.



PROJECT PURPOSE:

- Preserve the current functionality of Amtrak's Northeast Corridor (NEC) service and NJ TRANSIT's commuter rail service between New Jersey and Penn Station New York by repairing the deteriorating North River Tunnel;
- Strengthen the NEC's resiliency to support reliable passenger rail service by providing redundant capability under the Hudson River for Amtrak and NJ TRANSIT NEC trains between New Jersey and Penn Station New York.

THE HUDSON TUNNEL PROJECT WILL:

- Construct a new passenger rail tunnel under the Hudson River, with requisite new ventilation shafts and fan plants;
- Rehabilitate the existing North River Tunnel. The new rail tunnel will allow for passenger rail service to continue while the existing North River Tunnel is being rehabilitated; and
- Connect the new tunnel to existing NEC rail infrastructure.

A PREFERRED ALTERNATIVE HAS BEEN IDENTIFIED:

The FRA and NJ TRANSIT have identified a Preferred Alternative that consists of a new rail tunnel under the Hudson River and rehabilitation of the existing NEC Hudson River crossing, the North River Tunnel. When the rehabilitation is complete, both the existing and new tunnels would be in service, providing increased operational flexibility for Amtrak and NJ TRANSIT. Elements of the Project include:

- *Two new tracks*, which extend from the NEC in Secaucus, NJ, then continue in a new tunnel beneath the Palisades (North Bergen, Union City, and Hoboken), and run beneath the Hudson River to connect to the existing approach tracks that lead into Penn Station New York.
- *Three new ventilation shafts/fan plants*. They will be located directly above the new tunnel. The New Jersey vent shaft/fan plant will be located east of the Palisades. The New York vent shafts/fan plants will both be located near Penn Station New York.
- *Rehabilitation of the existing tunnel* once the new tunnel is complete.



A new tunnel will keep uninterrupted service for NJ TRANSIT and Amtrak's customers

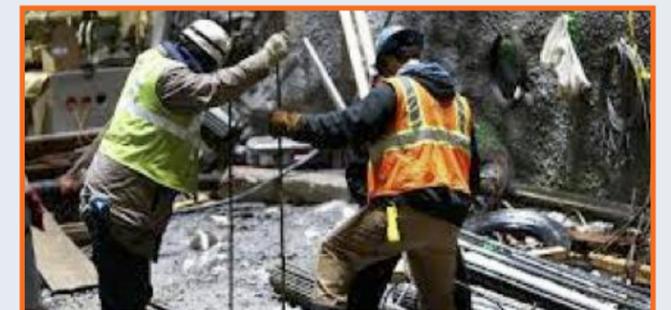
THE PREFERRED ALTERNATIVE SATISFIES THESE KEY REQUIREMENTS:

- Connects with the array of approach tracks that lead into Penn Station New York.
- Meets engineering design standards, which require a gentle slope (not exceeding 2.1 percent) in order to safely and efficiently operate passenger trains.
- Addresses the urgent need to rehabilitate the North River Tunnel as soon as possible in order to minimize further tunnel deterioration, improve service reliability, minimize delays, and increase resiliency.

BENEFITS OF THE PREFERRED ALTERNATIVE INCLUDE:

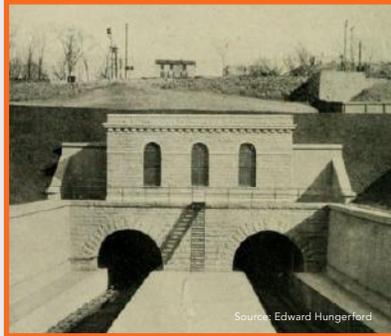
- A tunnel is the only alternative that meets the Project's purpose and need.
- The Preferred Alternative's tunnel routing is the one that best meets the Project needs.
- Connects into the underground right-of-way being preserved by Amtrak at the Western and Eastern Rail Yards in Manhattan.
- Maximizes the use of earlier work performed as part of the Access to the Region's Core (ARC) Project, such as property acquisition, investigation and remediation.

- Provides the least potential for delays to the Project schedule, partially because work performed for ARC can be used.
- Causes minimal impacts to existing transit and other transportation services.





HUDSON TUNNEL PROJECT



FOR MORE INFORMATION VISIT WWW.HUDSONTUNNELPROJECT.COM

PROJECT MILESTONES & NEXT STEPS	
NEPA EIS Public Scoping	Spring 2016
Preparation of NEPA Draft EIS	Fall 2016 – Spring 2017
Preliminary Engineering	Fall 2016 – Summer 2018
Release NEPA Draft EIS for public review: <i>(U.S. Army Corps of Engineers (USACE) draft Section 404/10 permits, coordinated with Draft EIS—Spring 2017)</i>	Summer 2017
Public Review of NEPA Draft EIS, Including Public Hearings: <i>(Public Review of draft USACE permits coordinated with EIS Public Hearings)</i>	Summer 2017
Release Combined NEPA Final EIS/Record of Decision	Spring 2018
Finalize Necessary Permits	Summer 2018 – Winter 2019
New Tunnel – Final Design & Construction	Winter 2019 – Winter 2026
North River Tunnel – Final Design & Rehabilitation	Spring 2026 – Spring 2029

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