

- Project Site (Western Rail Yard)
- Hudson Yards
- Approximate Terra Firma Area
- Proposed Platform
- Existing Concrete Encasement
- Proposed Tunnel Encasement
- Existing High Line Park (Remains Unaltered)



WESTERN RAIL YARD INFRASTRUCTURE PROJECT

Project Location
Figure 1



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

July 29, 2020

Mr. Nathan Allison
Tribal Historic Preservation Officer
Stockbridge-Munsee Community Band of Mohicans
Tribal Historic Preservation Office – New York Office
65 1st Street
Troy, New York 12180
Copy To: Shannon Holsey and Bonney Hartley

Re: Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act Western Rail Yard Infrastructure Project, New York County, New York

Dear Mr. Nathan Allison:

WRY Tenant LLC and the National Railroad Passenger Corporation (Amtrak) are partnering in a joint venture (Project Sponsor) to seek Federal financial assistance through the Railroad Rehabilitation and Improvement Financing (RRIF) Program, which is administered by the U.S. Department of Transportation (USDOT) Build America Bureau (Bureau). The Project Sponsor has expressed an interest in seeking financial assistance provided by the Bureau to fund the construction of a Platform and a Tunnel Encasement on the 13-acre Western Rail Yard site located on the western half of the Metropolitan Transportation Authority (MTA) Long Island Rail Road (LIRR) John D. Caemmerer Yard (aka “Hudson Yards”) (Block 676, Lot 3) in New York County (Manhattan), New York (**Figure 1**). The Proposed Action includes: (1) a structural Platform (Platform); and (2) a railroad right-of-way preservation Tunnel Encasement (Tunnel Encasement) (the “Proposed Action,” also referred to here as the “Project”) to allow for privately-funded mixed-use development and public open space above the Platform. The mixed-use development (Overbuild) has been approved by the New York City Planning Commission (CPC), and adopted by the New York City Council into the New York City Zoning Resolution, for redevelopment of the Western Rail Yard parcel, which is located between West 30th and 33rd Streets and Eleventh and Twelfth Avenues in Manhattan.¹ The USDOT’s Federal Railroad Administration (FRA) is the lead agency preparing an environmental impact statement (EIS) for the Project to ensure compliance with the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental laws, including Section 106 of the National of Historic Preservation Act of 1966, as amended, and the Advisory Council on Historic Preservation’s Section 106 implementing

¹ The Overbuild development as currently designed will include: residential and commercial office towers ranging from 340,000 to 1.5 million square feet (between 350 feet to over 800 feet tall); more than five acres of public open space including new parks and playgrounds; a new 750-seat public school; and connections to the High Line. Upon completion, the new Overbuild will be home to up to 4,000 new residences and nearly 5,000 office workers.

regulations at 36 Code of Federal Regulations Part 800 (Section 106).

The purpose of the Project is to cover and protect the active railroad tracks and LIRR support facilities in the Western Rail Yard so that the Project Sponsor can provide additional new capacity for real estate development and house critical life safety and mechanical, electrical and plumbing support services for the yard, including new lighting, sprinklers and an extensive platform ventilation system. The Platform would serve as the support for privately-funded mixed-use development and public open space above. Construction of the Platform would include the reconstruction and upgrades to other LIRR support services including existing emergency electrical equipment, approximately 20,000 square feet of railroad staff facilities, and rail car cleaning services. Once complete, the entire yard would contain comprehensive state-of-the-art life safety systems, securing this critical infrastructure and protecting both the workers and the railroad equipment in the yard. The Tunnel Encasement would be constructed underneath the Western Rail Yard site. The purpose of the Tunnel Encasement is to preserve a right-of-way through the Western Rail Yard to support the future construction of a trans-Hudson passenger rail crossing into New York Penn Station. New rail infrastructure is part of Amtrak's effort to maintain a functional, resilient, and improved trans-Hudson passenger rail crossing into New York Penn Station, maintain existing Amtrak intercity and NJ TRANSIT commuter rail service on the Northeast Corridor, and to support future increases in the capacity of the regional rail system should they be pursued. The Project does not include any efforts to make the encasement operational. This preserved right-of-way may be used by a new Hudson River Tunnel that is being evaluated by FRA as part of the separate and independent Hudson Tunnel Project, which is the subject of an on-going Environmental Impact Statement (EIS).

Potential effects as a result of construction of the Project could include noise and vibration effects to nearby architectural resources from construction activities, including heavy truck movements; falling debris, and/or inadvertent damage caused by heavy machinery, among other things. Construction of the Project would involve subsurface ground disturbance on the site, which could directly impact archaeological resources if any are present. At-grade and subsurface ground disturbance also would occur in the construction staging areas for the Project. No subsurface ground disturbance would occur outside the project site. Once constructed, the Project would not introduce any permanent visual components above grade; it would be covered by the privately-funded, as-of-right Overbuild (described above).

The two components of the Project have previously been reviewed by FRA, the New York State Historic Preservation Officer (SHPO), the New York City Landmarks Preservation Commission (LPC), and other appropriate New York City and New York State agencies, in accordance with local, state, and federal environmental planning requirements, as described below.

The Platform and mixed-use development (Overbuild) were reviewed in accordance with Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law during the State Environmental Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR) process in 2009 for the Western Rail Yard Project in 2009 (08PR03724, 08PR04116) in the 2009 *Western Rail Yard Project Final Environmental Impact Statement* (2009 SEQRA/CEQR FEIS).

The Tunnel Encasement is the third and westernmost segment of the entire right-of-way preservation concrete casing that previously underwent NEPA reviews led by FRA, which

included Section 106 reviews.² For archaeological resources, the 2009 SEQRA/CEQR FEIS relied on the assessment of potential archaeological sensitivity prepared for the 2004 *No. 7 Subway Extension-Hudson Yards Rezoning and Development Program FGEIS* (2004 FGEIS), which concluded that the Western Rail Yard was not an archaeologically sensitive area, based on LPC's review of contextual studies, historic maps, and existing subsurface information, including boring logs, to confirm prior subsurface disturbance as well as the likelihood of initial resource deposition. Similarly, for the concrete casing, FRA determined, and SHPO concurred, the undertaking would have no adverse effect on historic properties, including archaeological resources, provided that construction monitoring of the High Line would occur per the *New York City Building Code Technical Policy and Procedure Notice #10/88* (14PRO2712). The historical maps of the study area referenced in the cultural analyses conducted for the 2009 SEQRA/CEQR FEIS, the 2004 FGEIS, and 2013 Concrete Casing EA, show that the shoreline prior to approximately 1850 was further east than the location of the present project site. Furthermore, the project area has previously been subject to extensive ground disturbance for construction of the Western Rail Yard.

FRA is preparing an EIS for the Project in compliance with NEPA, the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR parts 1500-1508), 23 U.S.C. §139, and 23 CFR part 771 and 774. The Notice of Intent was published on June 15, 2020 (*Federal Register, Vol. 85, No. 115*). FRA intends to coordinate the Section 106 process with the preparation of the EIS. FRA recently initiated Section 106 consultation with the NY SHPO on July 3, 2020.

As the lead Federal agency for the Project, FRA is contacting you to notify you about the Project and invite you to participate in Section 106 consultation. FRA is available for formal Government-to-Government consultation at your request, and we invite you to meet with FRA representatives for the purpose of sharing information and establishing protocols for ongoing communication as the Project is advanced. FRA will continue to be available for consultation with your Tribe and will ensure you are kept informed as the Project progresses and new information becomes available.

Through consultation, we hope to understand any concerns you may have regarding the Project's potential effects to historic properties of traditional or cultural significance to your Tribe, and provide an opportunity for your participation in the process of identifying cultural resources, assessing Project effects on those resources, and resolving any adverse effects.

Due to the ongoing coronavirus disease 2019 (COVID-19) public health emergency, and consistent with the Centers for Disease Control and Prevention's guidance regarding large events and mass gatherings, FRA will conduct a virtual public scoping for the Project. FRA will also hold other Project meetings virtually, including Section 106 Consulting Parties meetings, and encourages submission of comments for the Project electronically. Such meetings will be advertised as required. The EIS is being prepared on an accelerated schedule. The schedule for the environmental review and other project information is posted at www.westernrailyardinfrastucture.com and at Regulations.gov, Docket Number: FRA-2020-0039.

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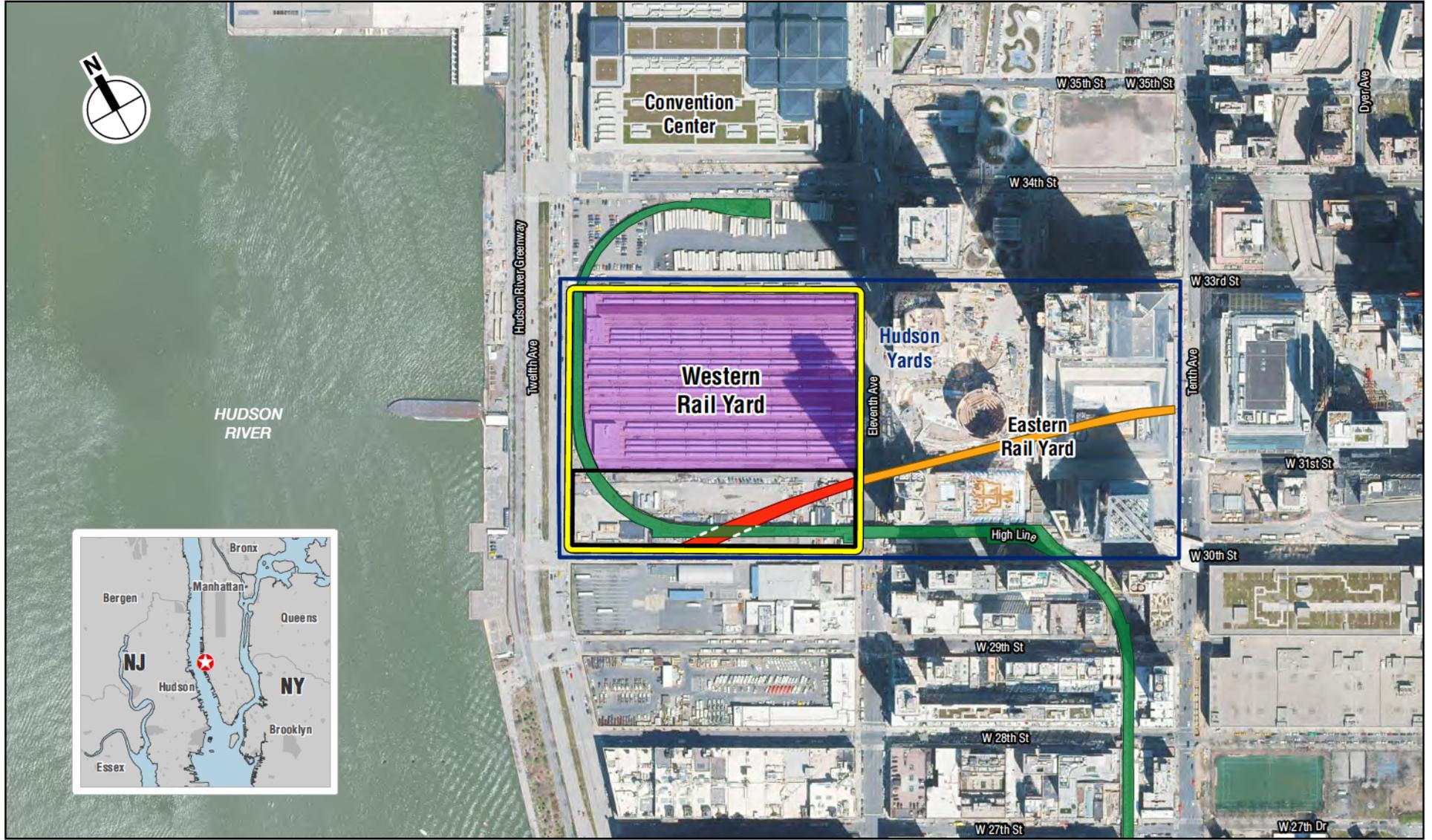
If you have any questions regarding the Project or are interested in participating in consultation, please contact me at laura.shick@dot.gov or (202) 366-0340. You may also respond via mail; however, FRA staff are only periodically able to check mail delivered to the USDOT headquarters building while we are working remotely.

Sincerely,

A handwritten signature in blue ink that reads "Laura A. Shick". The signature is written in a cursive style and is positioned above the typed name and title.

Laura Shick
Supervisory Environmental Protection Specialist
Office of Railroad Policy and Development

Enclosures



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1200 New Jersey Avenue, SE
Washington, DC 20590

July 29, 2020

President Shannon Holsey
Stockbridge-Munsee Community of Mohican Indians of Wisconsin
N8476 MoHeConNuck Road
Bowler, WI 54416
Copy To: Nathan Allison and Bonney Hartley

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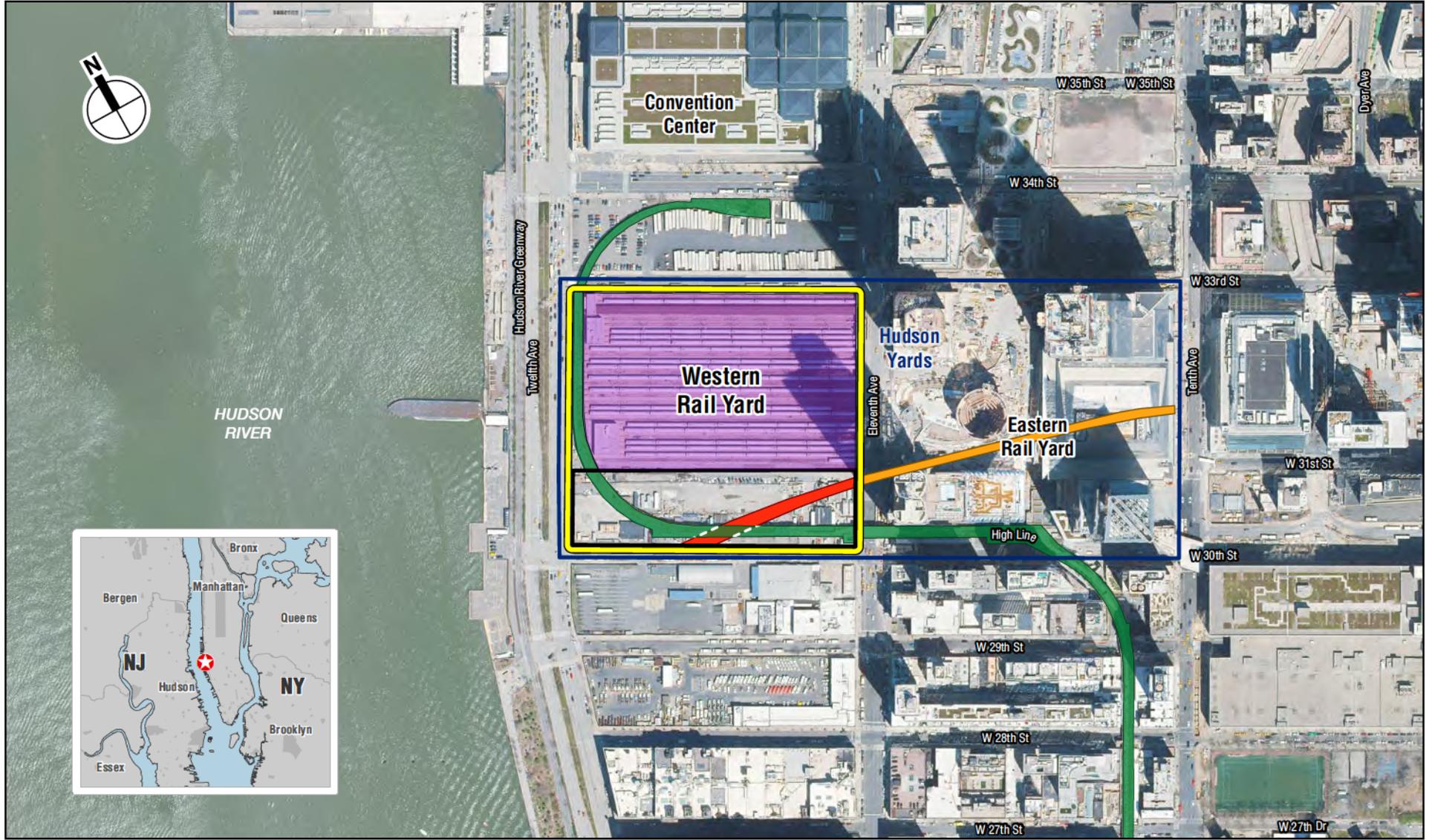
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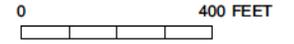
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Laura Shick
Supervisory Environmental Protection Specialist
Office of Railroad Policy and Development

Enclosures



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WESTERN RAIL YARD INFRASTRUCTURE PROJECT

Project Location
Figure 1



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 6, 2020

Ms. Jaime Loichinger
Assistant Director, Federal Permitting, Licensing, and Assistance Section
Advisory Council on Historic Preservation
401 F Street NW, Suite 308
Washington, DC 20001

**Re: Invitation to be a Section 106 Consulting Party
Western Rail Yard Infrastructure Project
New York County, New York**

Dear Ms. Jaime Loichinger:

WRY Tenant LLC and the National Railroad Passenger Corporation (Amtrak) are partnering in a joint venture (Project Sponsor) to seek Federal financial assistance through the Railroad Rehabilitation and Improvement Financing (RRIF) Program, which is administered by the U.S. Department of Transportation (USDOT) Build America Bureau (Bureau). The Project Sponsor has expressed an interest in seeking financial assistance provided by the Bureau to fund the construction of a Platform and a Tunnel Encasement on the 13-acre Western Rail Yard site located on the western half of the Metropolitan Transportation Authority (MTA) Long Island Rail Road (LIRR) John D. Caemmerer Yard (aka "Hudson Yards") (Block 676, Lot 3) in New York County (Manhattan), New York (**Figure 1**). The Proposed Action includes: (1) a structural Platform (Platform); and (2) a railroad right-of-way preservation Tunnel Encasement (Tunnel Encasement) (the "Proposed Action," also referred to here as the "Project") to allow for privately-funded mixed-use development and public open space above the Platform. The mixed-use development (Overbuild) has been approved by the New York City Planning Commission (CPC), and adopted by the New York City Council into the New York City Zoning Resolution, for redevelopment of the Western Rail Yard parcel, which is located between West 30th and 33rd Streets and Eleventh and Twelfth Avenues in Manhattan.³ The USDOT's Federal Railroad Administration (FRA) is the lead agency preparing an environmental impact statement (EIS) for the Project to ensure compliance with the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental laws, including Section 106 of the National of Historic Preservation Act of 1966, as amended, and the Advisory Council on Historic Preservation's Section 106 implementing regulations at 36 Code of Federal Regulations Part 800 (Section 106).

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concluded that the Western Rail Yard was not an archaeologically sensitive area, based on LPC's review of contextual studies, historic maps, and existing subsurface information, including boring logs, to confirm prior subsurface disturbance, as well as the likelihood of initial resource deposition. Similarly, for the concrete casing, FRA determined, and NY SHPO concurred, the undertaking would have no adverse effect on historic properties, including archaeological resources, provided that construction monitoring of the High Line would occur per the *New York City Building Code Technical Policy and Procedure Notice #10/88* (14PRO2712). The historical maps of the study area referenced in the cultural analyses conducted for the 2009 SEQRA/CEQR FEIS, the 2004 FGEIS, and 2013 Concrete Casing EA, show that the shoreline prior to approximately 1850 was further east than the location of the present project site. Furthermore, the project area has previously been subject to extensive ground disturbance from construction of the Western Rail Yard.

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As the lead Federal agency for the Project, FRA is contacting you to notify you about the Project and invite your organization to participate in consultation pursuant to Section 106. As a consulting party, you will have an opportunity to share your views regarding the potential effects of the Project on historic properties; to receive, review, and comment on Section 106-related documents; and to offer and consider possible solutions to resolve any adverse effects together with FRA, NY SHPO, and other consulting parties. Information you may wish to share regarding potential historic properties in the APE or issues to be considered in the Section 106 process is welcome, particularly regarding changes in the built environment since 2009 and 2013/2014. If you do not respond to this invitation, you may request consulting party status in the future; however, the Project will advance and you may not have an opportunity to comment on previous steps in the Section 106 process.

Due to the ongoing coronavirus disease 2019 (COVID-19) public health emergency, and consistent with the Centers for Disease Control and Prevention's guidance regarding large events and mass gatherings, FRA will conduct a virtual public scoping for the Project. FRA will also hold other Project meetings virtually, including Section 106 Consulting Parties meetings, and encourages submission of comments for the Project electronically. Such meetings will be advertised as required. The EIS is being prepared on an accelerated schedule. The schedule for the environmental review and other project information is posted at www.westernrailyardinfrastructure.com and at Regulations.gov, Docket Number: FRA-2020-0039.

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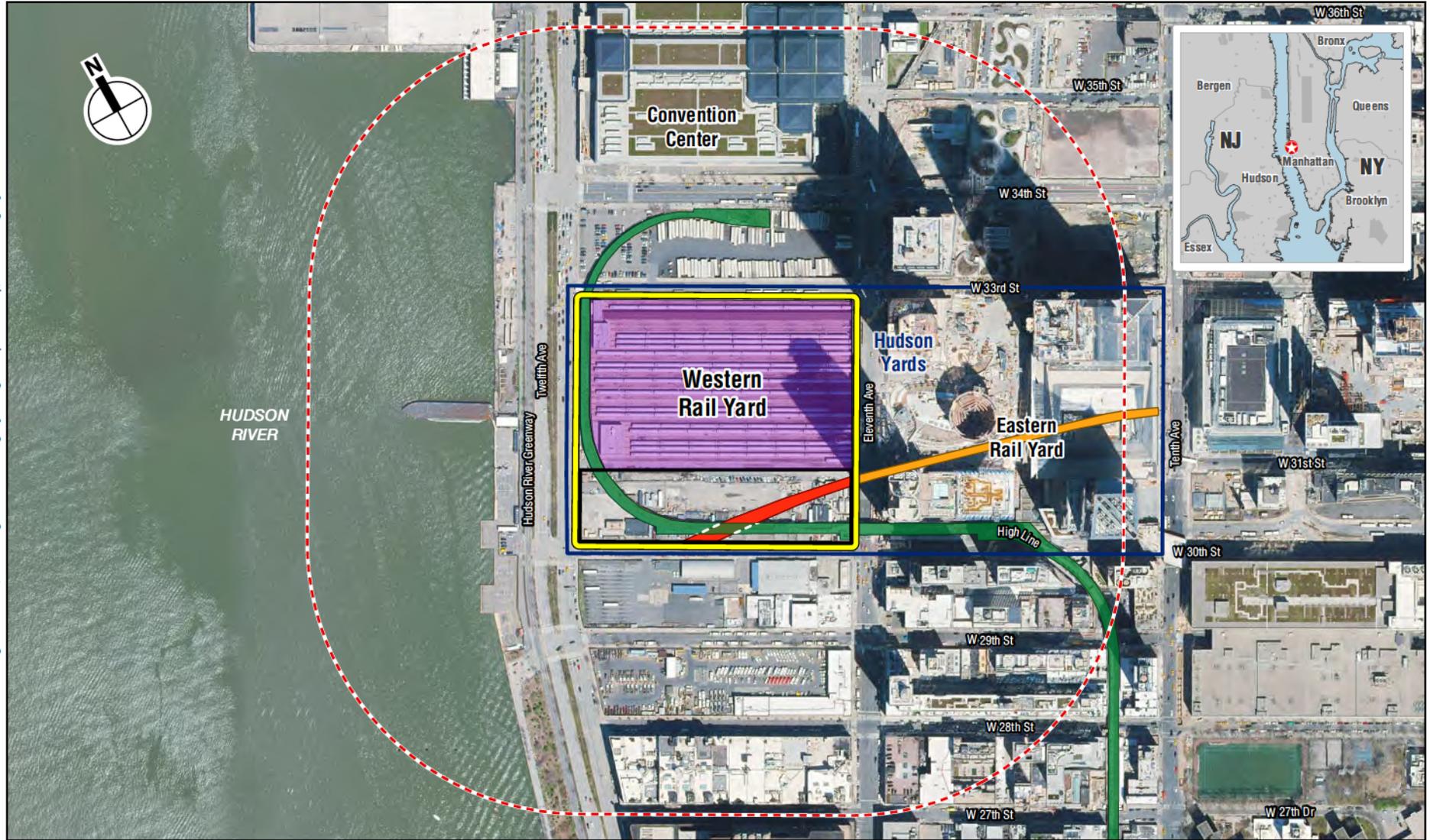
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Laura Shick
Supervisory Environmental Protection Specialist
Office of Railroad Policy and Development

Enclosures

Data source: NYS ITS GIS Program Office; NYS Digital Orthoimagery Program (NYSDOP), 2018 Imagery



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New York County, New York**

Dear Ms. Sarah Stokely:

WRY Tenant LLC and the National Railroad Passenger Corporation (Amtrak) are partnering in a joint venture (Project Sponsor) to seek Federal financial assistance through the Railroad Rehabilitation and Improvement Financing (RRIF) Program, which is administered by the U.S. Department of Transportation (USDOT) Build America Bureau (Bureau). The Project Sponsor has expressed an interest in seeking financial assistance provided by the Bureau to fund the construction of a Platform and a Tunnel Encasement on the 13-acre Western Rail Yard site located on the western half of the Metropolitan Transportation Authority (MTA) Long Island Rail Road (LIRR) John D. Caemmerer Yard (aka "Hudson Yards") (Block 676, Lot 3) in New York County (Manhattan), New York (**Figure 1**). The Proposed Action includes: (1) a structural Platform (Platform); and (2) a railroad right-of-way preservation Tunnel Encasement (Tunnel Encasement) (the "Proposed Action," also referred to here as the "Project") to allow for privately-funded mixed-use development and public open space above the Platform. The mixed-use development (Overbuild) has been approved by the New York City Planning Commission (CPC), and adopted by the New York City Council into the New York City Zoning Resolution, for redevelopment of the Western Rail Yard parcel, which is located between West 30th and 33rd Streets and Eleventh and Twelfth Avenues in Manhattan.⁵ The USDOT's Federal Railroad Administration (FRA) is the lead agency preparing an environmental impact statement (EIS) for the Project to ensure compliance with the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental laws, including Section 106 of the National of Historic Preservation Act of 1966, as amended, and the Advisory Council on Historic Preservation's Section 106 implementing regulations at 36 Code of Federal Regulations Part 800 (Section 106).

The purpose of the Project is to cover and protect the active railroad tracks and LIRR support facilities in the Western Rail Yard so that the Project Sponsor can provide additional new capacity for real estate development and house critical life safety and mechanical, electrical and plumbing

⁵ The Overbuild development as currently designed will include: residential and commercial office towers ranging from 340,000 to 1.5 million square feet (between 350 feet to over 800 feet tall); more than five acres of public open space including new parks and playgrounds; a new 750-seat public school; and connections to the High Line. Upon completion, the new Overbuild will be home to up to 4,000 new residences and nearly 5,000 office workers.

support services for the yard, including new lighting, sprinklers and an extensive platform ventilation system. The Platform would serve as the support for privately-funded mixed-use development and public open space above. Construction of the Platform would include the reconstruction and upgrades to other LIRR support services including existing emergency electrical equipment, approximately 20,000 square feet of railroad staff facilities, and rail car cleaning services. Once complete, the entire yard would contain comprehensive state-of-the-art life safety systems, securing this critical infrastructure and protecting both the workers and the railroad equipment in the yard. The Tunnel Encasement would be constructed underneath the Western Rail Yard site. The purpose of the Tunnel Encasement is to preserve a right-of-way through the Western Rail Yard to support the future construction of a trans-Hudson passenger rail crossing into New York Penn Station. New rail infrastructure is part of Amtrak's effort to maintain a functional, resilient, and improved trans-Hudson passenger rail crossing into New York Penn Station, maintain existing Amtrak intercity and NJ TRANSIT commuter rail service on the Northeast Corridor, and to support future increases in the capacity of the regional rail system should they be pursued. The Project does not include any efforts to make the encasement operational. This preserved right-of-way may be used by a new Hudson River Tunnel that is being evaluated by FRA as part of the separate and independent Hudson Tunnel Project, which is the subject of an on-going Environmental Impact Statement (EIS).

Potential effects as a result of construction of the Project could include noise and vibration effects to nearby architectural resources from construction activities, including heavy truck movements; falling debris, and/or inadvertent damage caused by heavy machinery, among other things. Construction of the Project would involve subsurface ground disturbance on the site, which could directly impact archaeological resources if any are present. At-grade and subsurface ground disturbance also would occur in the construction staging areas for the Project. No subsurface ground disturbance would occur outside the project site. Once constructed, the Project would not introduce any permanent visual components above grade; it would be covered by the privately-funded, as-of-right Overbuild (described above).

The two components of the Project have previously been reviewed by FRA, the New York State Historic Preservation Officer (NY SHPO), the New York City Landmarks Preservation Commission (LPC), and other appropriate New York City and New York State agencies, in accordance with local, state, and federal environmental planning requirements, as described below.

The proposed Platform and mixed-use development (Overbuild) were reviewed in 2009 in accordance with Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law during the State Environmental Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR) process for the Western Rail Yard Project (08PR03724, 08PR04116) as documented in the *Western Rail Yard Project Final Environmental Impact Statement* (2009 SEQRA/CEQR FEIS).

The Tunnel Encasement is the third and westernmost segment of the entire right-of-way preservation concrete casing that previously underwent NEPA reviews led by FRA, which included Section 106 reviews.⁶ For archaeological resources, the 2009 SEQRA/CEQR FEIS relied on the assessment of potential archaeological sensitivity prepared for the 2004 *No. 7 Subway Extension-Hudson Yards Rezoning and Development Program FGEIS* (2004 FGEIS), which

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FRA is preparing an EIS for the Project in compliance with NEPA, the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR parts 1500-1508), 23 U.S.C. §139, and 23 CFR part 771 and 774. The Notice of Intent was published on June 15, 2020 (*Federal Register*, Vol. 85, No. 115). FRA intends to coordinate the Section 106 process with the preparation of the EIS. FRA recently initiated Section 106 consultation with the NY SHPO on July 3, 2020. In its response to FRA dated August 3, 2020, NY SHPO indicated that it concurs with FRA's proposed Area of Potential Effects (APE), and noted that it has no archaeological concerns with the proposed undertaking. The Project APE is described in **Figure 1**.

As the lead Federal agency for the Project, FRA is contacting you to notify you about the Project and invite your organization to participate in consultation pursuant to Section 106. As a consulting party, you will have an opportunity to share your views regarding the potential effects of the Project on historic properties; to receive, review, and comment on Section 106-related documents; and to offer and consider possible solutions to resolve any adverse effects together with FRA, NY SHPO, and other consulting parties. Information you may wish to share regarding potential historic properties in the APE or issues to be considered in the Section 106 process is welcome, particularly regarding changes in the built environment since 2009 and 2013/2014. If you do not respond to this invitation, you may request consulting party status in the future; however, the Project will advance and you may not have an opportunity to comment on previous steps in the Section 106 process.

Due to the ongoing coronavirus disease 2019 (COVID-19) public health emergency, and consistent with the Centers for Disease Control and Prevention's guidance regarding large events and mass gatherings, FRA will conduct a virtual public scoping for the Project. FRA will also hold other Project meetings virtually, including Section 106 Consulting Parties meetings, and encourages submission of comments for the Project electronically. Such meetings will be advertised as required. The EIS is being prepared on an accelerated schedule. The schedule for the environmental review and other project information is posted at www.westernrailyardinfrastructure.com and at Regulations.gov, Docket Number: FRA-2020-0039.

If you have any questions regarding the Project or wish to be a Section 106 consulting party, please contact FRA by email at WRYProject@dot.gov. FRA appreciates your interest in the Western Rail Yard Infrastructure Project.

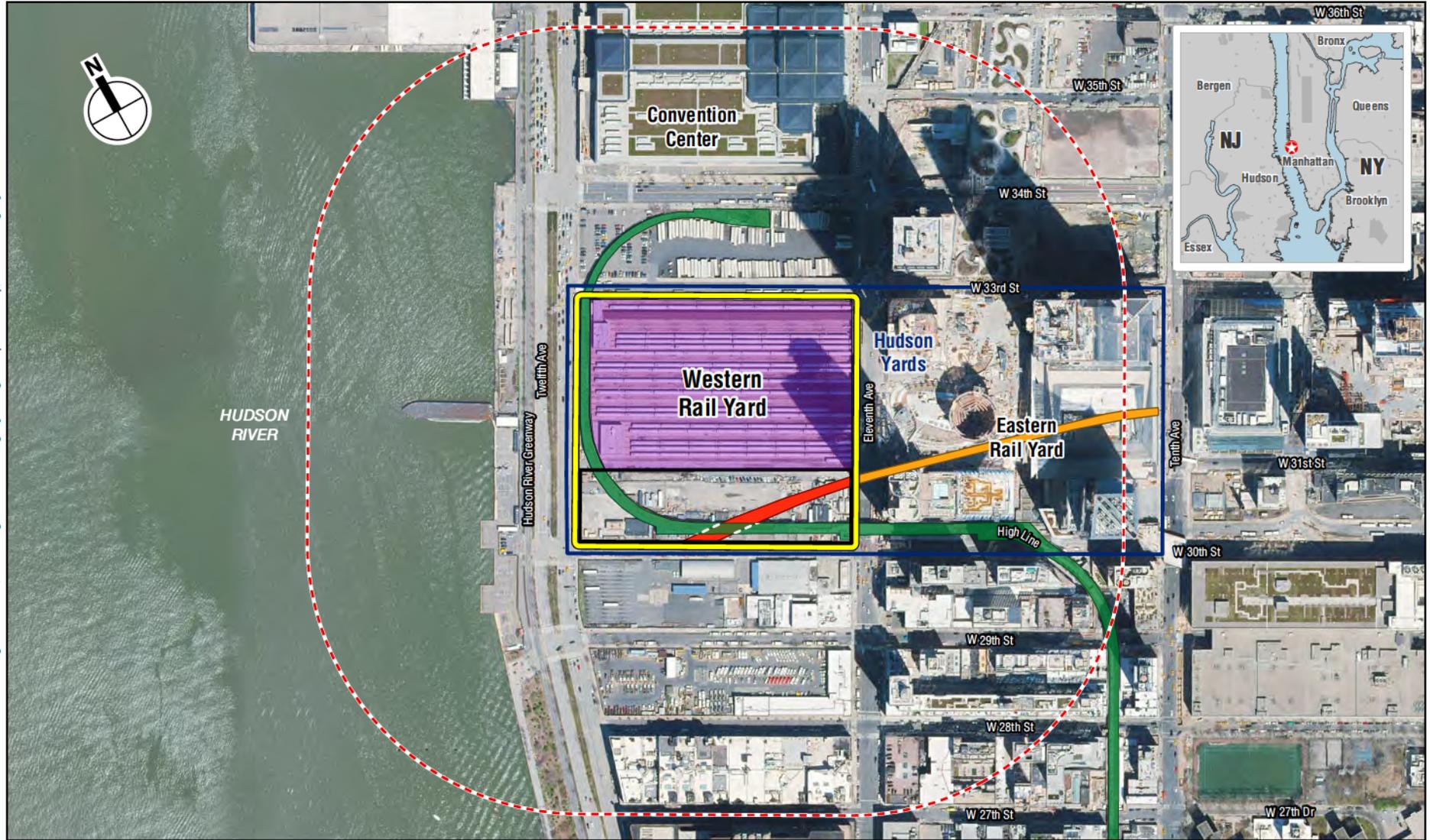
Sincerely,

A handwritten signature in blue ink that reads "Laura A. Shick". The signature is written in a cursive style with a horizontal line at the end.

Laura Shick
Supervisory Environmental Protection Specialist
Office of Railroad Policy and Development

Enclosures

Data source: NYS ITS GIS Program Office; NYS Digital Orthoimagery Program (NYSDOP), 2018 Imagery



- Project Site (Western Rail Yard)
- Area of Potential Effects
- Hudson Yards
- Approximate Terra Firma Area
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WESTERN RAIL YARD INFRASTRUCTURE PROJECT

Project Location and Area of Potential Effects

Figure 1



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 6, 2020

Ms. Johnette Davies
Senior Historic Preservation Specialist
Amtrak 30th Street Station
2955 Market Street, Mailbox 55
Philadelphia, PA 19104

**Re: Invitation to be a Section 106 Consulting Party
Western Rail Yard Infrastructure Project
New York County, New York**

Dear Ms. Johnette Davies:

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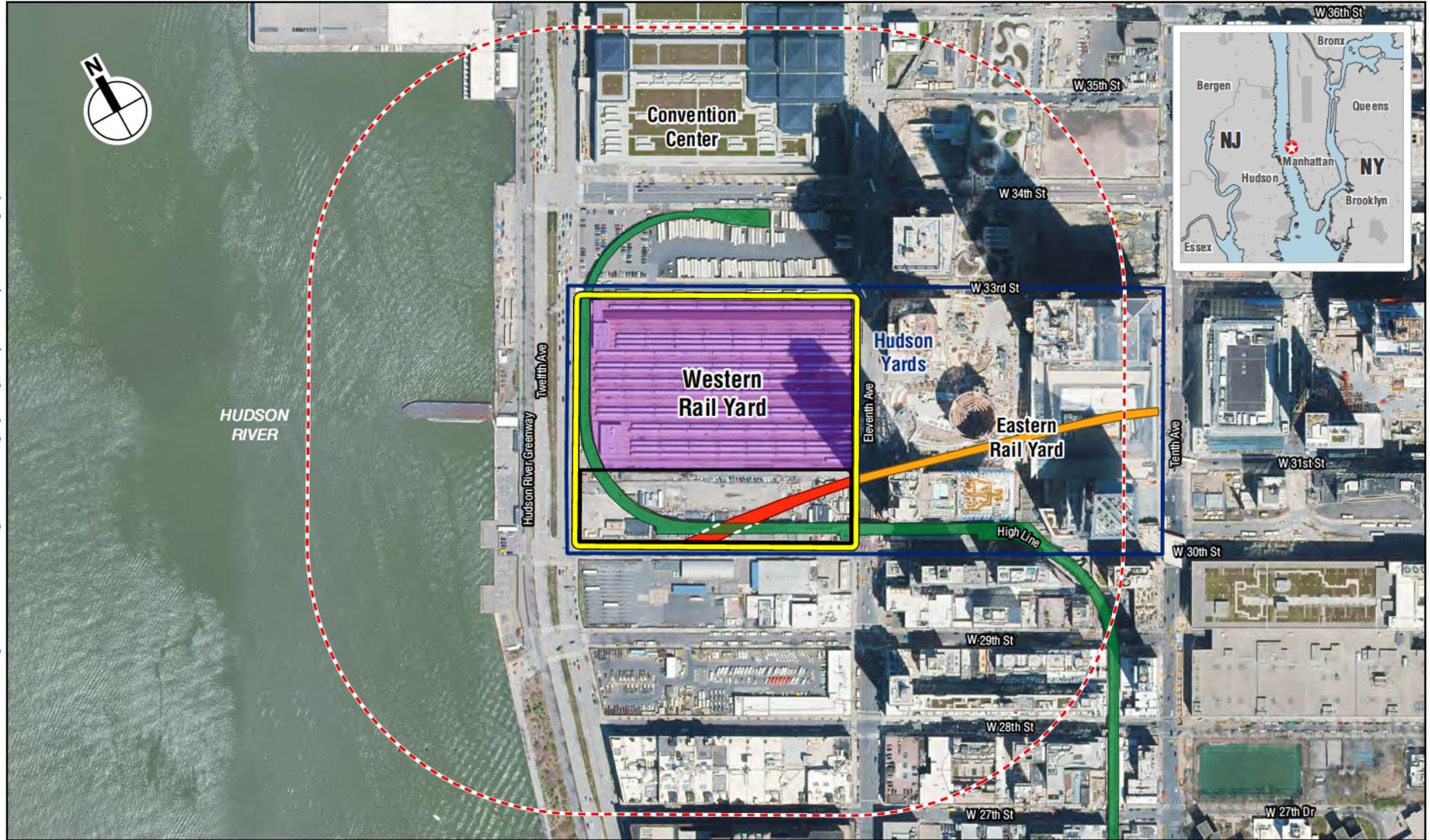
Sincerely,

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Laura Shick
Supervisory Environmental Protection Specialist
Office of Railroad Policy and Development

Enclosures

Data source: NYS ITS GIS Program Office; NYS Digital Orthoimagery Program (NYSDOP), 2018 Imagery



- Project Site (Western Rail Yard)
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WESTERN RAIL YARD INFRASTRUCTURE PROJECT

Project Location and Area of Potential Effects

Figure 1



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 6, 2020

Mr. John Gabriel, Jr., President
Anthracite Railroads Historical Society
P.O. Box 519
Lansdale, PA 19446-0519

**Re: Invitation to be a Section 106 Consulting Party
Western Rail Yard Infrastructure Project
New York County, New York**

Dear Mr. John Gabriel, Jr.:

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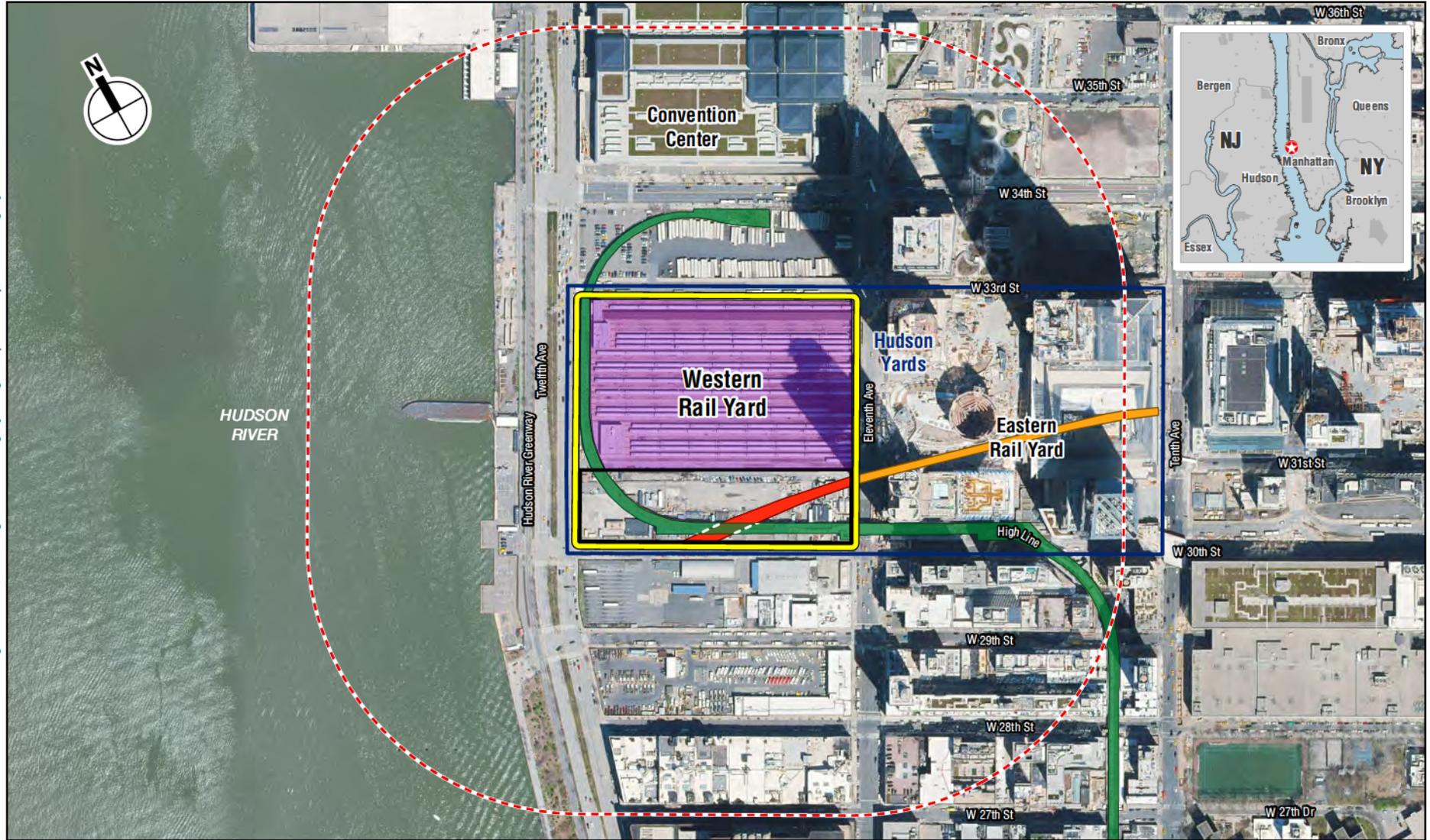
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Laura Shick
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WESTERN RAIL YARD INFRASTRUCTURE PROJECT

Project Location and Area of Potential Effects

Figure 1



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 6, 2020

Ms. Corrine Remington, Secretary
Eastern Delaware Nation
Boro Line Road
Dushore, PA 18614

**Re: Invitation to be a Section 106 Consulting Party
Western Rail Yard Infrastructure Project
New York County, New York**

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ventilation system. The Platform would serve as the support for privately-funded mixed-use development and public open space above. Construction of the Platform would include the reconstruction and upgrades to other LIRR support services including existing emergency electrical equipment, approximately 20,000 square feet of railroad staff facilities, and rail car cleaning services. Once complete, the entire yard would contain comprehensive state-of-the-art life safety systems, securing this critical infrastructure and protecting both the workers and the railroad equipment in the yard. The Tunnel Encasement would be constructed underneath the Western Rail Yard site. The purpose of the Tunnel Encasement is to preserve a right-of-way through the Western Rail Yard to support the future construction of a trans-Hudson passenger rail crossing into New York Penn Station. New rail infrastructure is part of Amtrak's effort to maintain a functional, resilient, and improved trans-Hudson passenger rail crossing into New York Penn Station, maintain existing Amtrak intercity and NJ TRANSIT commuter rail service on the Northeast Corridor, and to support future increases in the capacity of the regional rail system should they be pursued. The Project does not include any efforts to make the encasement operational. This preserved right-of-way may be used by a new Hudson River Tunnel that is being evaluated by FRA as part of the separate and independent Hudson Tunnel Project, which is the subject of an on-going Environmental Impact Statement (EIS).

Potential effects as a result of construction of the Project could include noise and vibration effects to nearby architectural resources from construction activities, including heavy truck movements; falling debris, and/or inadvertent damage caused by heavy machinery, among other things. Construction of the Project would involve subsurface ground disturbance on the site, which could directly impact archaeological resources if any are present. At-grade and subsurface ground disturbance also would occur in the construction staging areas for the Project. No subsurface ground disturbance would occur outside the project site. Once constructed, the Project would not introduce any permanent visual components above grade; it would be covered by the privately-funded, as-of-right Overbuild (described above).

The two components of the Project have previously been reviewed by FRA, the New York State Historic Preservation Officer (NY SHPO), the New York City Landmarks Preservation Commission (LPC), and other appropriate New York City and New York State agencies, in accordance with local, state, and federal environmental planning requirements, as described below.

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² *Finding of No Significant Impact, Environmental Assessment for Construction of a Concrete Casing in the Hudson Yards, New York, New York*. (FRA and Amtrak, May 2013); and *Finding of No Significant Impact, Supplemental Environmental Assessment for Construction of a Concrete Casing Extension in the Hudson Yards, New York, New York*. (FRA and Amtrak, November 2014)

review of contextual studies, historic maps, and existing subsurface information, including boring logs, to confirm prior subsurface disturbance, as well as the likelihood of initial resource deposition. Similarly, for the concrete casing, FRA determined, and NY SHPO concurred, the undertaking would have no adverse effect on historic properties, including archaeological resources, provided that construction monitoring of the High Line would occur per the *New York City Building Code Technical Policy and Procedure Notice #10/88* (14PRO2712). The historical maps of the study area referenced in the cultural analyses conducted for the 2009 SEQRA/CEQR FEIS, the 2004 FGEIS, and 2013 Concrete Casing EA, show that the shoreline prior to approximately 1850 was further east than the location of the present project site. Furthermore, the project area has previously been subject to extensive ground disturbance from construction of the Western Rail Yard.

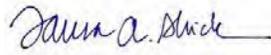
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If you have any questions regarding the Project or wish to be a Section 106 consulting party, please contact FRA by email at WRYProject@dot.gov. FRA appreciates your interest in the Western Rail Yard Infrastructure Project.

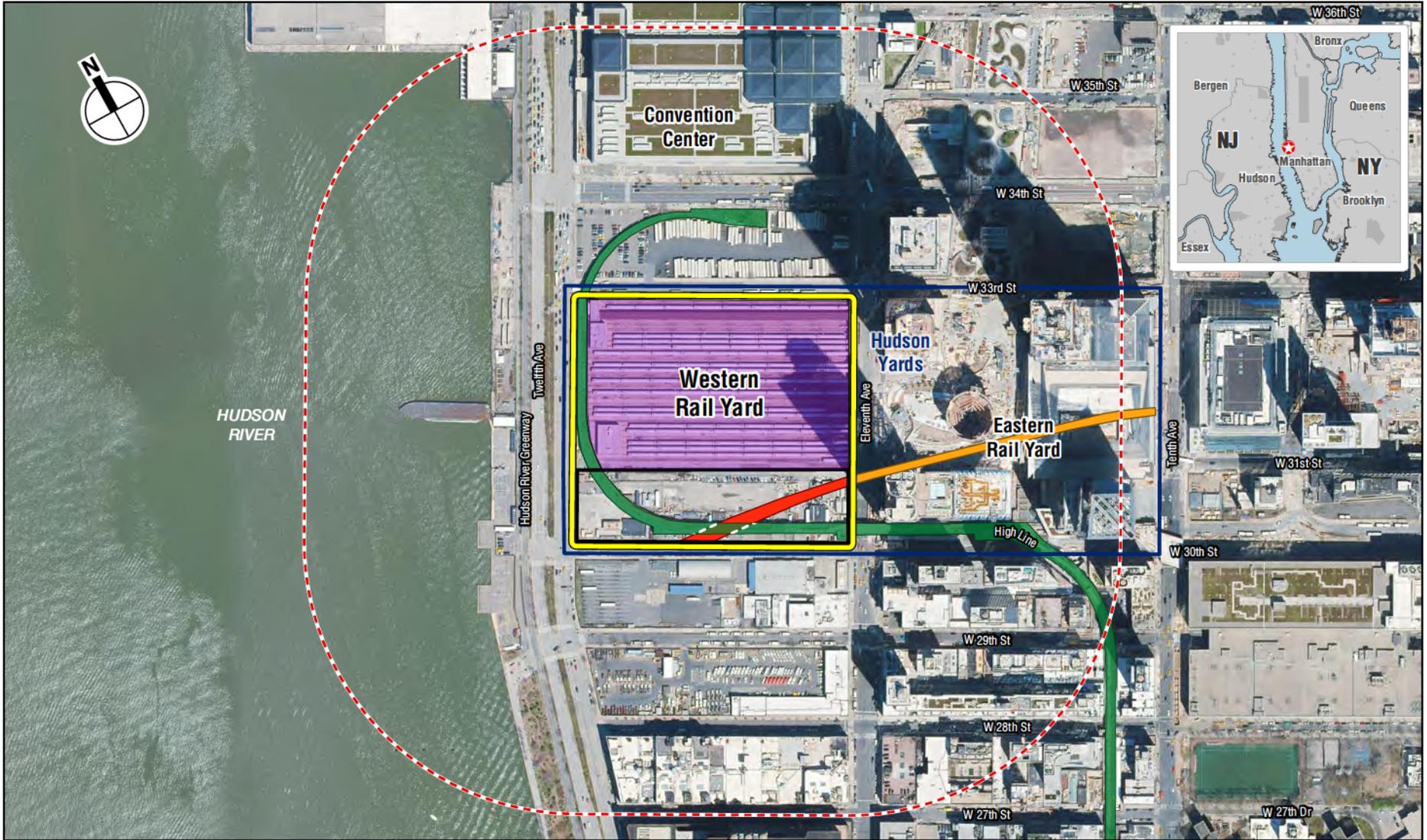
Sincerely,

A handwritten signature in black ink that reads "Laura A. Shick". The signature is written in a cursive style and is positioned above a thin horizontal line.

Laura Shick
Supervisory Environmental Protection Specialist
Office of Railroad Policy and Development

Enclosures

Data source: NYS ITS GIS Program Office; NYS Digital Orthoimagery Program (NYSDOP), 2018 Imagery



WESTERN RAIL YARD INFRASTRUCTURE PROJECT

Project Location and Area of Potential Effects

Figure 1



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 6, 2020

Mr. Michael J. Connor, President
Erie Lackawanna Railroad Historical Society
c/o David Start, Membership Chairman
22 Ice Plant Road
Lafayette, NJ 07848-2403

**Re: Invitation to be a Section 106 Consulting Party
Western Rail Yard Infrastructure Project
New York County, New York**

Dear Mr. Michael J. Connor:

WRY Tenant LLC and the National Railroad Passenger Corporation (Amtrak) are partnering in a joint venture (Project Sponsor) to seek Federal financial assistance through the Railroad Rehabilitation and Improvement Financing (RRIF) Program, which is administered by the U.S. Department of Transportation (USDOT) Build America Bureau (Bureau). The Project Sponsor has expressed an interest in seeking financial assistance provided by the Bureau to fund the construction of a Platform and a Tunnel Encasement on the 13-acre Western Rail Yard site located on the western half of the Metropolitan Transportation Authority (MTA) Long Island Rail Road (LIRR) John D. Caemmerer Yard (aka "Hudson Yards") (Block 676, Lot 3) in New York County (Manhattan), New York (**Figure 1**). The Proposed Action includes: (1) a structural Platform (Platform); and (2) a railroad right-of-way preservation Tunnel Encasement (Tunnel Encasement) (the "Proposed Action," also referred to here as the "Project") to allow for privately-funded mixed-use development and public open space above the Platform. The mixed-use development (Overbuild) has been approved by the New York City Planning Commission (CPC), and adopted by the New York City Council into the New York City Zoning Resolution, for redevelopment of the Western Rail Yard parcel, which is located between West 30th and 33rd Streets and Eleventh and Twelfth Avenues in Manhattan.²¹ The USDOT's Federal Railroad Administration (FRA) is the lead agency preparing an environmental impact statement (EIS) for the Project to ensure compliance with the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental laws, including Section 106 of the National of Historic Preservation Act of 1966, as amended, and the Advisory Council on Historic Preservation's Section 106 implementing regulations at 36 Code of Federal Regulations Part 800 (Section 106).

The purpose of the Project is to cover and protect the active railroad tracks and LIRR support facilities in the Western Rail Yard so that the Project Sponsor can provide additional new capacity for real estate development and house critical life safety and mechanical, electrical and plumbing

²¹ The Overbuild development as currently designed will include: residential and commercial office towers ranging from 340,000 to 1.5 million square feet (between 350 feet to over 800 feet tall); more than five acres of public open space including new parks and playgrounds; a new 750-seat public school; and connections to the High Line. Upon completion, the new Overbuild will be home to up to 4,000 new residences and nearly 5,000 office workers.

support services for the yard, including new lighting, sprinklers and an extensive platform ventilation system. The Platform would serve as the support for privately-funded mixed-use development and public open space above. Construction of the Platform would include the reconstruction and upgrades to other LIRR support services including existing emergency electrical equipment, approximately 20,000 square feet of railroad staff facilities, and rail car cleaning services. Once complete, the entire yard would contain comprehensive state-of-the-art life safety systems, securing this critical infrastructure and protecting both the workers and the railroad equipment in the yard. The Tunnel Encasement would be constructed underneath the Western Rail Yard site. The purpose of the Tunnel Encasement is to preserve a right-of-way through the Western Rail Yard to support the future construction of a trans-Hudson passenger rail crossing into New York Penn Station. New rail infrastructure is part of Amtrak's effort to maintain a functional, resilient, and improved trans-Hudson passenger rail crossing into New York Penn Station, maintain existing Amtrak intercity and NJ TRANSIT commuter rail service on the Northeast Corridor, and to support future increases in the capacity of the regional rail system should they be pursued. The Project does not include any efforts to make the encasement operational. This preserved right-of-way may be used by a new Hudson River Tunnel that is being evaluated by FRA as part of the separate and independent Hudson Tunnel Project, which is the subject of an on-going Environmental Impact Statement (EIS).

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The two components of the Project have previously been reviewed by FRA, the New York State Historic Preservation Officer (NY SHPO), the New York City Landmarks Preservation Commission (LPC), and other appropriate New York City and New York State agencies, in accordance with local, state, and federal environmental planning requirements, as described below.

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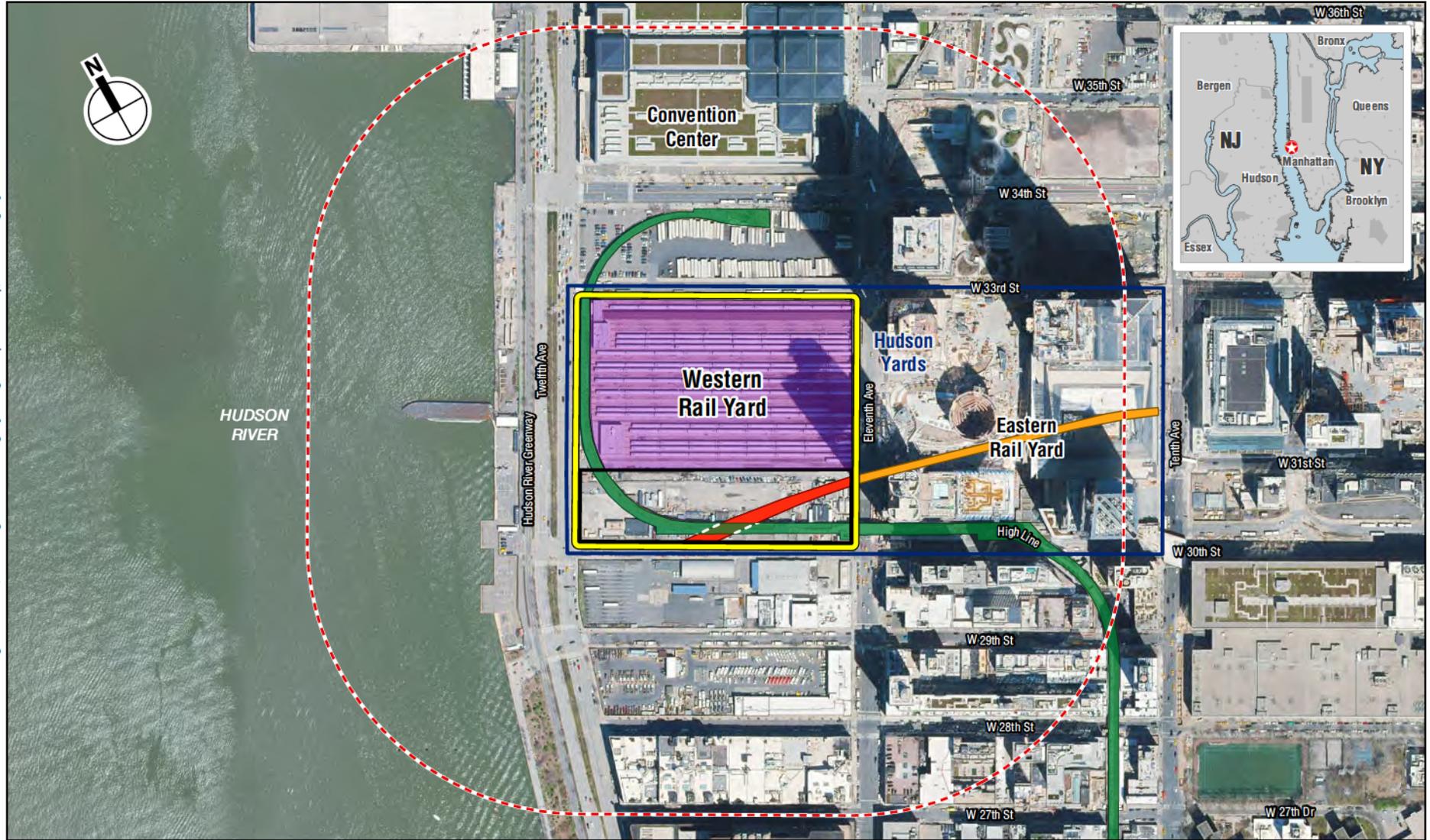
Sincerely,

A handwritten signature in blue ink that reads "Laura A. Shick". The signature is written in a cursive style with a horizontal line at the end.

Laura Shick
Supervisory Environmental Protection Specialist
Office of Railroad Policy and Development

Enclosures

Data source: NYS ITS GIS Program Office; NYS Digital Orthoimagery Program (NYSDOP), 2018 Imagery



WESTERN RAIL YARD INFRASTRUCTURE PROJECT

Project Location and Area of Potential Effects

Figure 1



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 6, 2020

Mr. Robert Hammond
Co-Founder and Executive Director
Friends of the High Line
820 Washington Street
New York, NY 10014

**Re: Invitation to be a Section 106 Consulting Party
Western Rail Yard Infrastructure Project
New York County, New York**

Dear Mr. Robert Hammond:

WRY Tenant LLC and the National Railroad Passenger Corporation (Amtrak) are partnering in a joint venture (Project Sponsor) to seek Federal financial assistance through the Railroad Rehabilitation and Improvement Financing (RRIF) Program, which is administered by the U.S. Department of Transportation (USDOT) Build America Bureau (Bureau). The Project Sponsor has expressed an interest in seeking financial assistance provided by the Bureau to fund the construction of a Platform and a Tunnel Encasement on the 13-acre Western Rail Yard site located on the western half of the Metropolitan Transportation Authority (MTA) Long Island Rail Road (LIRR) John D. Caemmerer Yard (aka "Hudson Yards") (Block 676, Lot 3) in New York County (Manhattan), New York (**Figure 1**). The Proposed Action includes: (1) a structural Platform (Platform); and (2) a railroad right-of-way preservation Tunnel Encasement (Tunnel Encasement) (the "Proposed Action," also referred to here as the "Project") to allow for privately-funded mixed-use development and public open space above the Platform. The mixed-use development (Overbuild) has been approved by the New York City Planning Commission (CPC), and adopted by the New York City Council into the New York City Zoning Resolution, for redevelopment of the Western Rail Yard parcel, which is located between West 30th and 33rd Streets and Eleventh and Twelfth Avenues in Manhattan.¹³ The USDOT's Federal Railroad Administration (FRA) is the lead agency preparing an environmental impact statement (EIS) for the Project to ensure compliance with the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental laws, including Section 106 of the National of Historic Preservation Act of 1966, as amended, and the Advisory Council on Historic Preservation's Section 106 implementing regulations at 36 Code of Federal Regulations Part 800 (Section 106).

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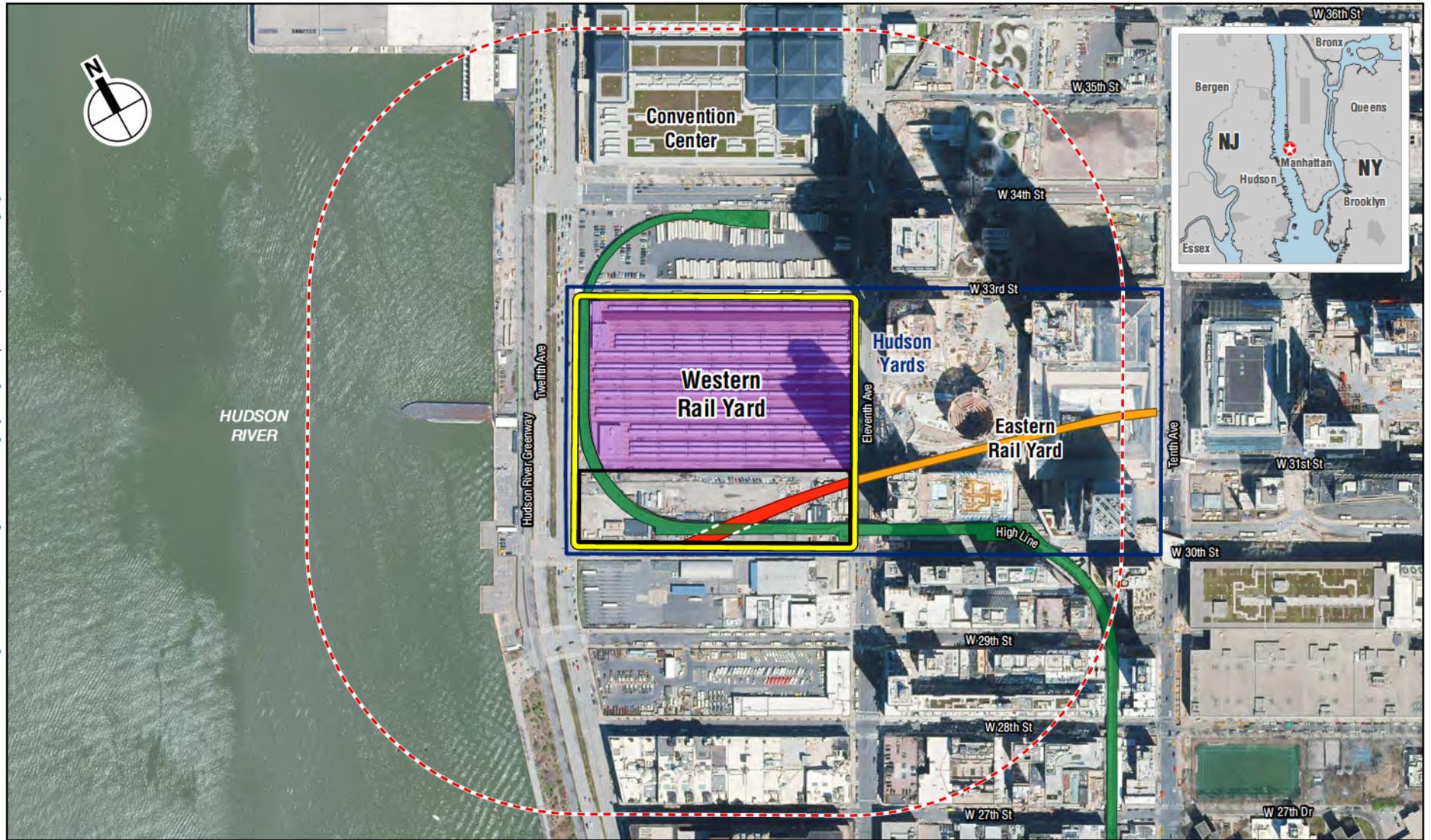
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Laura Shick
Supervisory Environmental Protection Specialist
Office of Railroad Policy and Development

Enclosures

Data source: NYS ITS GIS Program Office; NYS Digital Orthoimagery Program (NYSDOP), 2018 Imagery



- Project Site (Western Rail Yard)
- Area of Potential Effects
- Hudson Yards
- Approximate Terra Firma Area
- Proposed Platform
- Existing Concrete Encasement
- Proposed Tunnel Encasement
- Existing High Line Park (Remains Unaltered)

WESTERN RAIL YARD INFRASTRUCTURE PROJECT

Project Location and Area of Potential Effects

Figure 1



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 6, 2020

Ms. Noreen Doyle
Executive Vice President
Hudson River Park Trust
Pier 40, 2nd Floor
353 West Street
New York, NY 10014

**Re: Invitation to be a Section 106 Consulting Party
Western Rail Yard Infrastructure Project
New York County, New York**

Dear Ms. Noreen Doyle:

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Extension-Hudson Yards Rezoning and Development Program FGEIS (2004 FGEIS), which concluded that the Western Rail Yard was not an archaeologically sensitive area, based on LPC's review of contextual studies, historic maps, and existing subsurface information, including boring logs, to confirm prior subsurface disturbance, as well as the likelihood of initial resource deposition. Similarly, for the concrete casing, FRA determined, and NY SHPO concurred, the undertaking would have no adverse effect on historic properties, including archaeological resources, provided that construction monitoring of the High Line would occur per the *New York City Building Code Technical Policy and Procedure Notice #10/88 (14PRO2712)*. The historical maps of the study area referenced in the cultural analyses conducted for the 2009 SEQRA/CEQR FEIS, the 2004 FGEIS, and 2013 Concrete Casing EA, show that the shoreline prior to approximately 1850 was further east than the location of the present project site. Furthermore, the project area has previously been subject to extensive ground disturbance from construction of the Western Rail Yard.

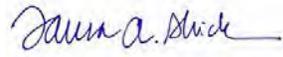
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If you have any questions regarding the Project or wish to be a Section 106 consulting party, please contact FRA by email at WRYProject@dot.gov. FRA appreciates your interest in the Western Rail Yard Infrastructure Project.

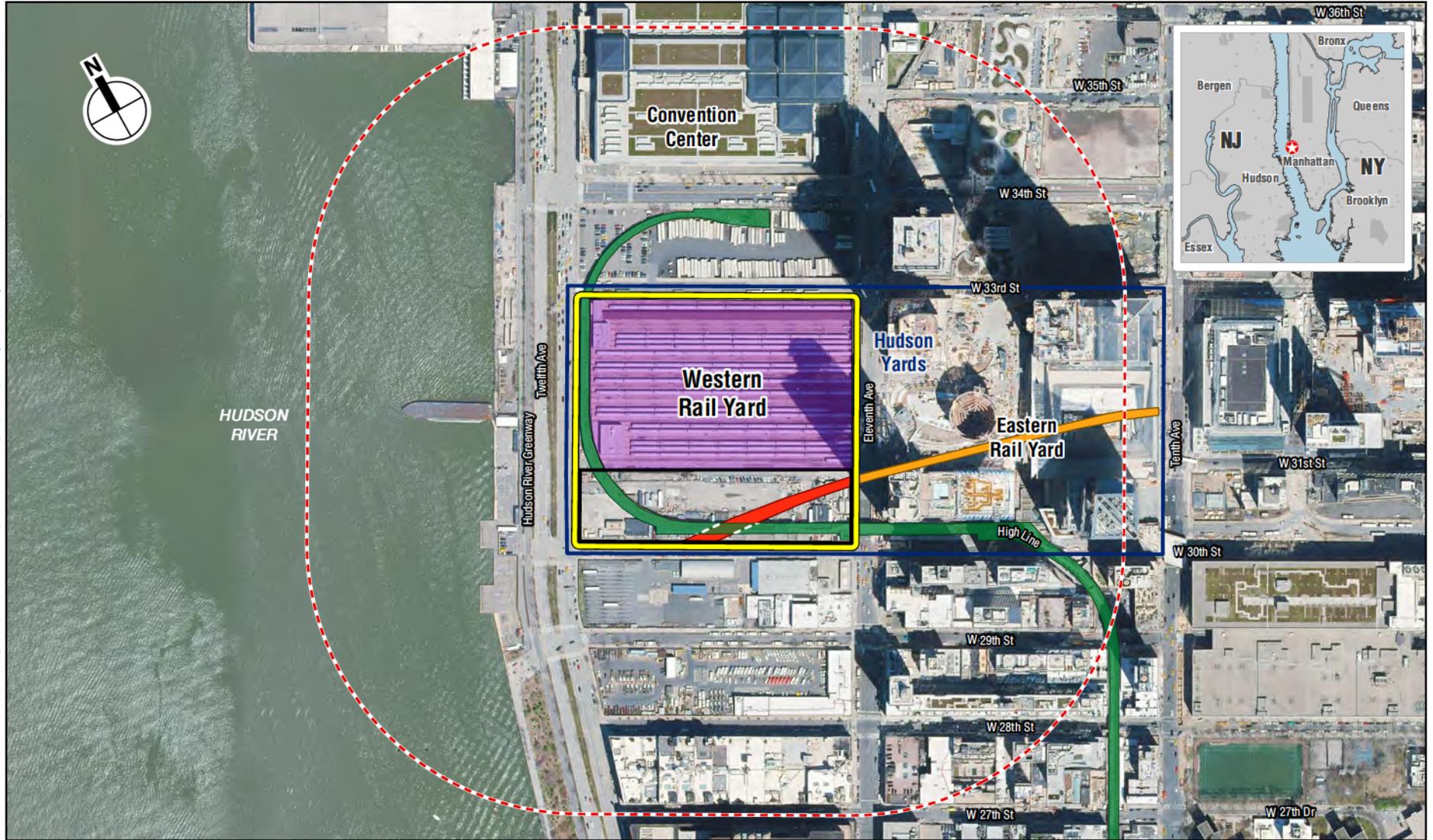
Sincerely,

A handwritten signature in cursive script that reads "Laura A. Shick". The signature is written in dark ink on a light-colored background.

Laura Shick
Supervisory Environmental Protection Specialist
Office of Railroad Policy and Development

Enclosures

Data source: NYS ITS GIS Program Office; NYS Digital Orthoimagery Program (NYSDOP), 2018 Imagery



WESTERN RAIL YARD INFRASTRUCTURE PROJECT

Project Location and Area of Potential Effects

Figure 1



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 6, 2020

Lenape Nation of Pennsylvania
169 Northampton Street
Easton, PA 18042

**Re: Invitation to be a Section 106 Consulting Party
Western Rail Yard Infrastructure Project
New York County, New York**

To Whom It May Concern:

WRY Tenant LLC and the National Railroad Passenger Corporation (Amtrak) are partnering in a joint venture (Project Sponsor) to seek Federal financial assistance through the Railroad Rehabilitation and Improvement Financing (RRIF) Program, which is administered by the U.S. Department of Transportation (USDOT) Build America Bureau (Bureau). The Project Sponsor has expressed an interest in seeking financial assistance provided by the Bureau to fund the construction of a Platform and a Tunnel Encasement on the 13-acre Western Rail Yard site located on the western half of the Metropolitan Transportation Authority (MTA) Long Island Rail Road (LIRR) John D. Caemmerer Yard (aka “Hudson Yards”) (Block 676, Lot 3) in New York County (Manhattan), New York (**Figure 1**). The Proposed Action includes: (1) a structural Platform (Platform); and (2) a railroad right-of-way preservation Tunnel Encasement (Tunnel Encasement) (the “Proposed Action,” also referred to here as the “Project”) to allow for privately-funded mixed-use development and public open space above the Platform. The mixed-use development (Overbuild) has been approved by the New York City Planning Commission (CPC), and adopted by the New York City Council into the New York City Zoning Resolution, for redevelopment of the Western Rail Yard parcel, which is located between West 30th and 33rd Streets and Eleventh and Twelfth Avenues in Manhattan.³ The USDOT’s Federal Railroad Administration (FRA) is the lead agency preparing an environmental impact statement (EIS) for the Project to ensure compliance with the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental laws, including Section 106 of the National of Historic Preservation Act of 1966, as amended, and the Advisory Council on Historic Preservation’s Section 106 implementing regulations at 36 Code of Federal Regulations Part 800 (Section 106).

The purpose of the Project is to cover and protect the active railroad tracks and LIRR support facilities in the Western Rail Yard so that the Project Sponsor can provide additional new capacity for real estate development and house critical life safety and mechanical, electrical and plumbing support services for the yard, including new lighting, sprinklers and an extensive platform

³ The Overbuild development as currently designed will include: residential and commercial office towers ranging from 340,000 to 1.5 million square feet (between 350 feet to over 800 feet tall); more than five acres of public open space including new parks and playgrounds; a new 750-seat public school; and connections to the High Line. Upon completion, the new Overbuild will be home to up to 4,000 new residences and nearly 5,000 office workers.

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The two components of the Project have previously been reviewed by FRA, the New York State Historic Preservation Officer (NY SHPO), the New York City Landmarks Preservation Commission (LPC), and other appropriate New York City and New York State agencies, in accordance with local, state, and federal environmental planning requirements, as described below.

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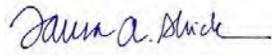
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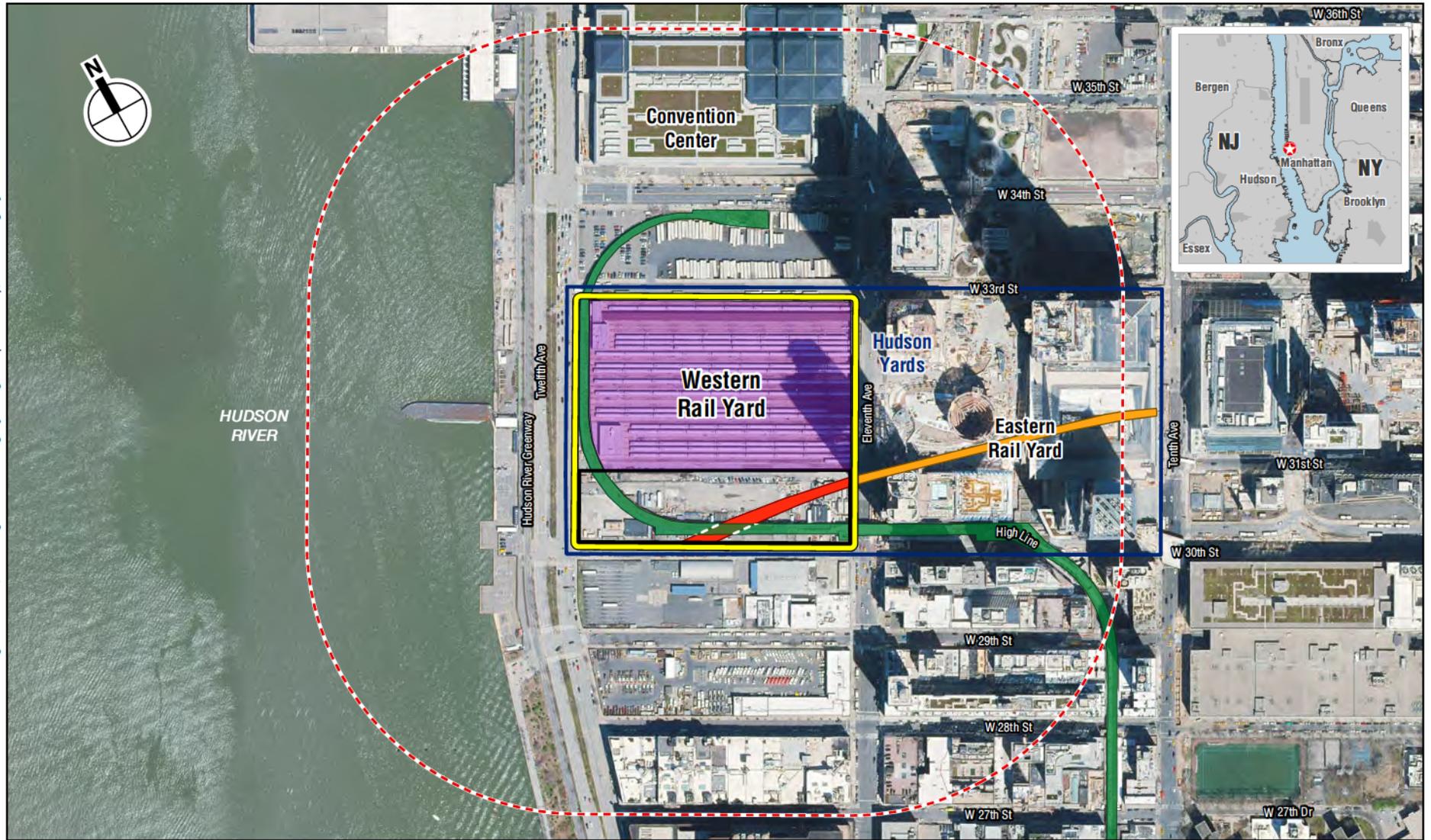
Sincerely,

A handwritten signature in cursive script that reads "Laura A. Shick". The signature is written in black ink on a white background.

Laura Shick
Supervisory Environmental Protection Specialist
Office of Railroad Policy and Development

Enclosures

Data source: NYS ITS GIS Program Office; NYS Digital Orthoimagery Program (NYSDOP), 2018 Imagery



- Project Site (Western Rail Yard)
- Area of Potential Effects
- Hudson Yards
- Approximate Terra Firma Area
- Proposed Platform
- Existing Concrete Encasement
- Proposed Tunnel Encasement
- Existing High Line Park (Remains Unaltered)

WESTERN RAIL YARD INFRASTRUCTURE PROJECT

Project Location and Area of Potential Effects

Figure 1



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 6, 2020

Albert L. Papp, Jr., President
National Railway Historical Society, Inc.
New York Chapter
121 Northfield
Millington, NJ 07946

**Re: Invitation to be a Section 106 Consulting Party
Western Rail Yard Infrastructure Project
New York County, New York**

Dear Mr. Albert L. Papp, Jr.:

WRY Tenant LLC and the National Railroad Passenger Corporation (Amtrak) are partnering in a joint venture (Project Sponsor) to seek Federal financial assistance through the Railroad Rehabilitation and Improvement Financing (RRIF) Program, which is administered by the U.S. Department of Transportation (USDOT) Build America Bureau (Bureau). The Project Sponsor has expressed an interest in seeking financial assistance provided by the Bureau to fund the construction of a Platform and a Tunnel Encasement on the 13-acre Western Rail Yard site located on the western half of the Metropolitan Transportation Authority (MTA) Long Island Rail Road (LIRR) John D. Caemmerer Yard (aka "Hudson Yards") (Block 676, Lot 3) in New York County (Manhattan), New York (**Figure 1**). The Proposed Action includes: (1) a structural Platform (Platform); and (2) a railroad right-of-way preservation Tunnel Encasement (Tunnel Encasement) (the "Proposed Action," also referred to here as the "Project") to allow for privately-funded mixed-use development and public open space above the Platform. The mixed-use development (Overbuild) has been approved by the New York City Planning Commission (CPC), and adopted by the New York City Council into the New York City Zoning Resolution, for redevelopment of the Western Rail Yard parcel, which is located between West 30th and 33rd Streets and Eleventh and Twelfth Avenues in Manhattan.²³ The USDOT's Federal Railroad Administration (FRA) is the lead agency preparing an environmental impact statement (EIS) for the Project to ensure compliance with the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental laws, including Section 106 of the National of Historic Preservation Act of 1966, as amended, and the Advisory Council on Historic Preservation's Section 106 implementing regulations at 36 Code of Federal Regulations Part 800 (Section 106).

The purpose of the Project is to cover and protect the active railroad tracks and LIRR support facilities in the Western Rail Yard so that the Project Sponsor can provide additional new capacity for real estate development and house critical life safety and mechanical, electrical and plumbing

²³ The Overbuild development as currently designed will include: residential and commercial office towers ranging from 340,000 to 1.5 million square feet (between 350 feet to over 800 feet tall); more than five acres of public open space including new parks and playgrounds; a new 750-seat public school; and connections to the High Line. Upon completion, the new Overbuild will be home to up to 4,000 new residences and nearly 5,000 office workers.

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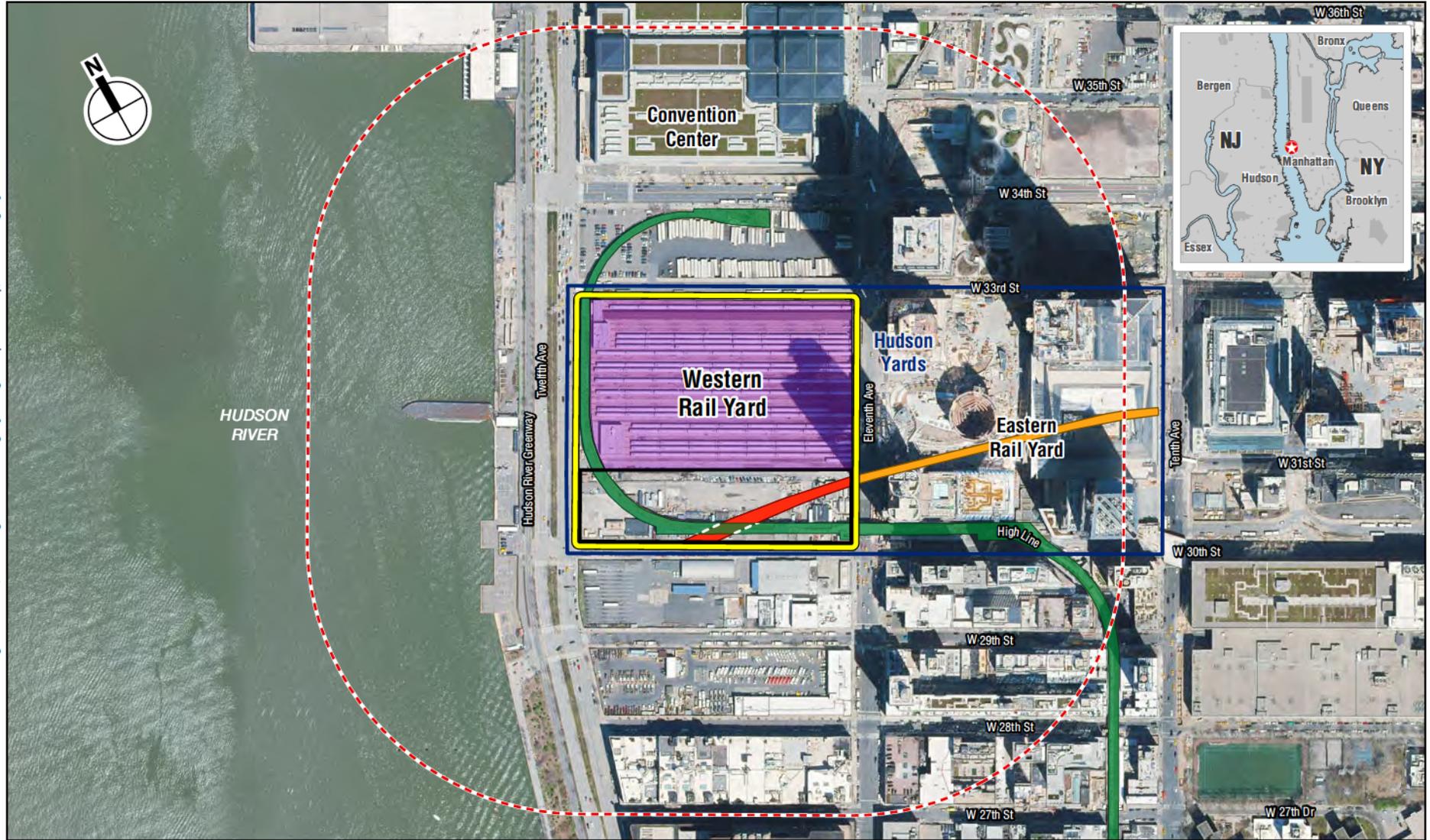
Sincerely,

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Laura Shick
Supervisory Environmental Protection Specialist
Office of Railroad Policy and Development

Enclosures

Data source: NYS ITS GIS Program Office; NYS Digital Orthoimagery Program (NYSDOP), 2018 Imagery



WESTERN RAIL YARD INFRASTRUCTURE PROJECT

Project Location and Area of Potential Effects

Figure 1



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 6, 2020

Ms. Sarah Carroll, Chair
New York City Landmarks Preservation Commission
David N. Dinkins Municipal Building
1 Centre Street, 9th Floor, North
New York, NY 10007

**Re: Invitation to be a Section 106 Consulting Party
Western Rail Yard Infrastructure Project
New York County, New York**

Dear Ms. Sarah Carroll:

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FRA is preparing an EIS for the Project in compliance with NEPA, the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR parts 1500-1508), 23 U.S.C. §139, and 23 CFR part 771 and 774. The Notice of Intent was published on June 15, 2020 (*Federal Register, Vol. 85, No. 115*). FRA intends to coordinate the Section 106 process with the preparation of the EIS. FRA recently initiated Section 106 consultation with the NY SHPO on July 3, 2020. In its response to FRA dated August 3, 2020, NY SHPO indicated that it concurs with FRA's proposed Area of Potential Effects (APE), and noted that it has no archaeological concerns with the proposed undertaking. The Project APE is described in **Figure 1**.

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If you have any questions regarding the Project or wish to be a Section 106 consulting party, please contact FRA by email at WRYProject@dot.gov. FRA appreciates your interest in the Western Rail Yard Infrastructure Project.

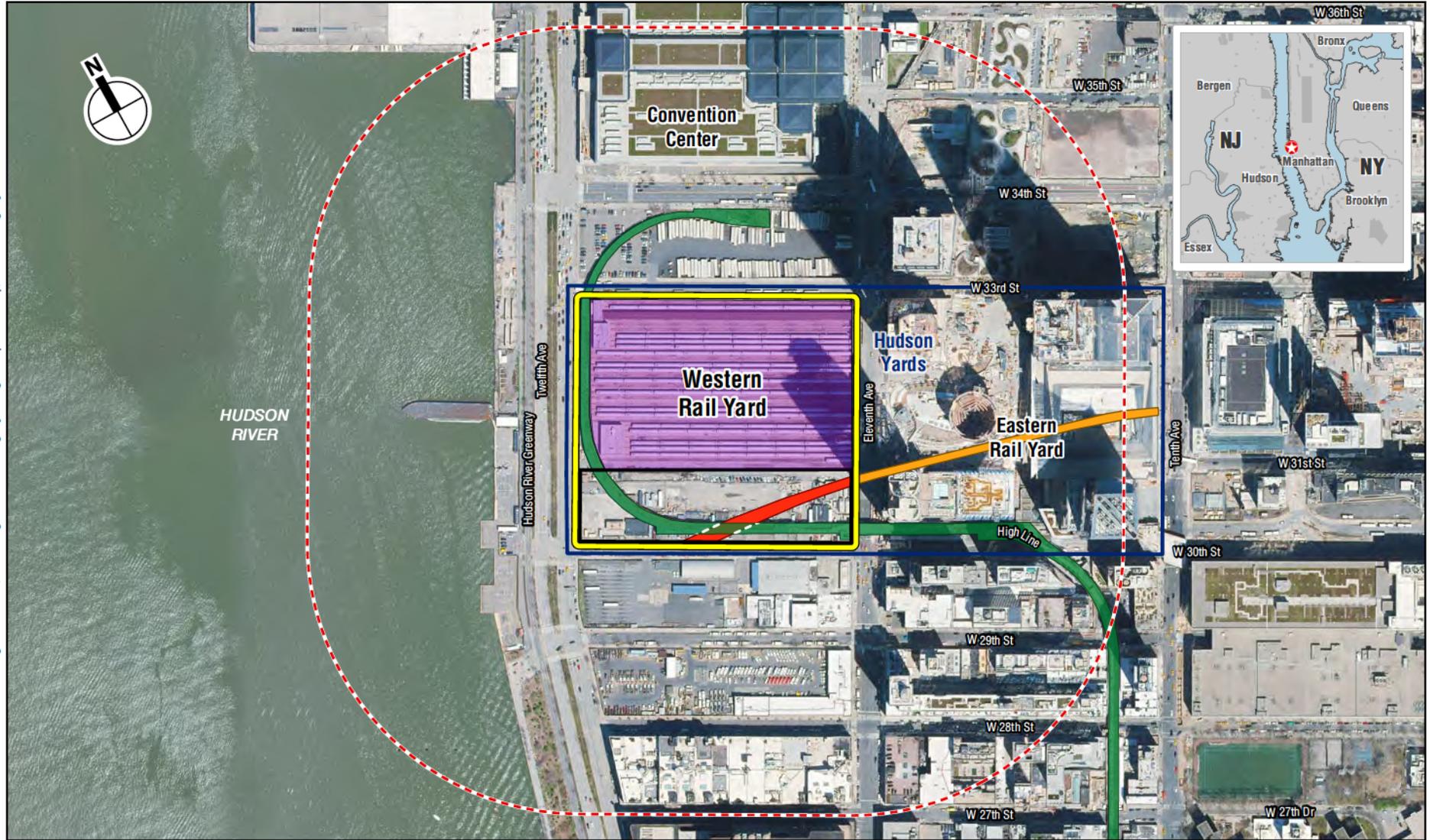
Sincerely,

A handwritten signature in blue ink that reads "Laura A. Shick". The signature is written in a cursive style with a horizontal line at the end.

Laura Shick
Supervisory Environmental Protection Specialist
Office of Railroad Policy and Development

Enclosures

Data source: NYS ITS GIS Program Office; NYS Digital Orthoimagery Program (NYSDOP), 2018 Imagery



- Project Site (Western Rail Yard)
- Area of Potential Effects
- Hudson Yards
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WESTERN RAIL YARD INFRASTRUCTURE PROJECT

Project Location and Area of Potential Effects

Figure 1



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 6, 2020

Mr. Mitchell J. Silver, Commissioner
New York City Department of Parks and Recreation
The Arsenal - Central Park
830 Fifth Avenue
New York, NY 10065

**Re: Invitation to be a Section 106 Consulting Party
Western Rail Yard Infrastructure Project
New York County, New York**

Dear Mr. Mitchell J. Silver:

WRY Tenant LLC and the National Railroad Passenger Corporation (Amtrak) are partnering in a joint venture (Project Sponsor) to seek Federal financial assistance through the Railroad Rehabilitation and Improvement Financing (RRIF) Program, which is administered by the U.S. Department of Transportation (USDOT) Build America Bureau (Bureau). The Project Sponsor has expressed an interest in seeking financial assistance provided by the Bureau to fund the construction of a Platform and a Tunnel Encasement on the 13-acre Western Rail Yard site located on the western half of the Metropolitan Transportation Authority (MTA) Long Island Rail Road (LIRR) John D. Caemmerer Yard (aka "Hudson Yards") (Block 676, Lot 3) in New York County (Manhattan), New York (**Figure 1**). The Proposed Action includes: (1) a structural Platform (Platform); and (2) a railroad right-of-way preservation Tunnel Encasement (Tunnel Encasement) (the "Proposed Action," also referred to here as the "Project") to allow for privately-funded mixed-use development and public open space above the Platform. The mixed-use development (Overbuild) has been approved by the New York City Planning Commission (CPC), and adopted by the New York City Council into the New York City Zoning Resolution, for redevelopment of the Western Rail Yard parcel, which is located between West 30th and 33rd Streets and Eleventh and Twelfth Avenues in Manhattan.⁹ The USDOT's Federal Railroad Administration (FRA) is the lead agency preparing an environmental impact statement (EIS) for the Project to ensure compliance with the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental laws, including Section 106 of the National of Historic Preservation Act of 1966, as amended, and the Advisory Council on Historic Preservation's Section 106 implementing regulations at 36 Code of Federal Regulations Part 800 (Section 106).

The purpose of the Project is to cover and protect the active railroad tracks and LIRR support facilities in the Western Rail Yard so that the Project Sponsor can provide additional new capacity for real estate development and house critical life safety and mechanical, electrical and plumbing

⁹ The Overbuild development as currently designed will include: residential and commercial office towers ranging from 340,000 to 1.5 million square feet (between 350 feet to over 800 feet tall); more than five acres of public open space including new parks and playgrounds; a new 750-seat public school; and connections to the High Line. Upon completion, the new Overbuild will be home to up to 4,000 new residences and nearly 5,000 office workers.

support services for the yard, including new lighting, sprinklers and an extensive platform ventilation system. The Platform would serve as the support for privately-funded mixed-use development and public open space above. Construction of the Platform would include the reconstruction and upgrades to other LIRR support services including existing emergency electrical equipment, approximately 20,000 square feet of railroad staff facilities, and rail car cleaning services. Once complete, the entire yard would contain comprehensive state-of-the-art life safety systems, securing this critical infrastructure and protecting both the workers and the railroad equipment in the yard. The Tunnel Encasement would be constructed underneath the Western Rail Yard site. The purpose of the Tunnel Encasement is to preserve a right-of-way through the Western Rail Yard to support the future construction of a trans-Hudson passenger rail crossing into New York Penn Station. New rail infrastructure is part of Amtrak's effort to maintain a functional, resilient, and improved trans-Hudson passenger rail crossing into New York Penn Station, maintain existing Amtrak intercity and NJ TRANSIT commuter rail service on the Northeast Corridor, and to support future increases in the capacity of the regional rail system should they be pursued. The Project does not include any efforts to make the encasement operational. This preserved right-of-way may be used by a new Hudson River Tunnel that is being evaluated by FRA as part of the separate and independent Hudson Tunnel Project, which is the subject of an on-going Environmental Impact Statement (EIS).

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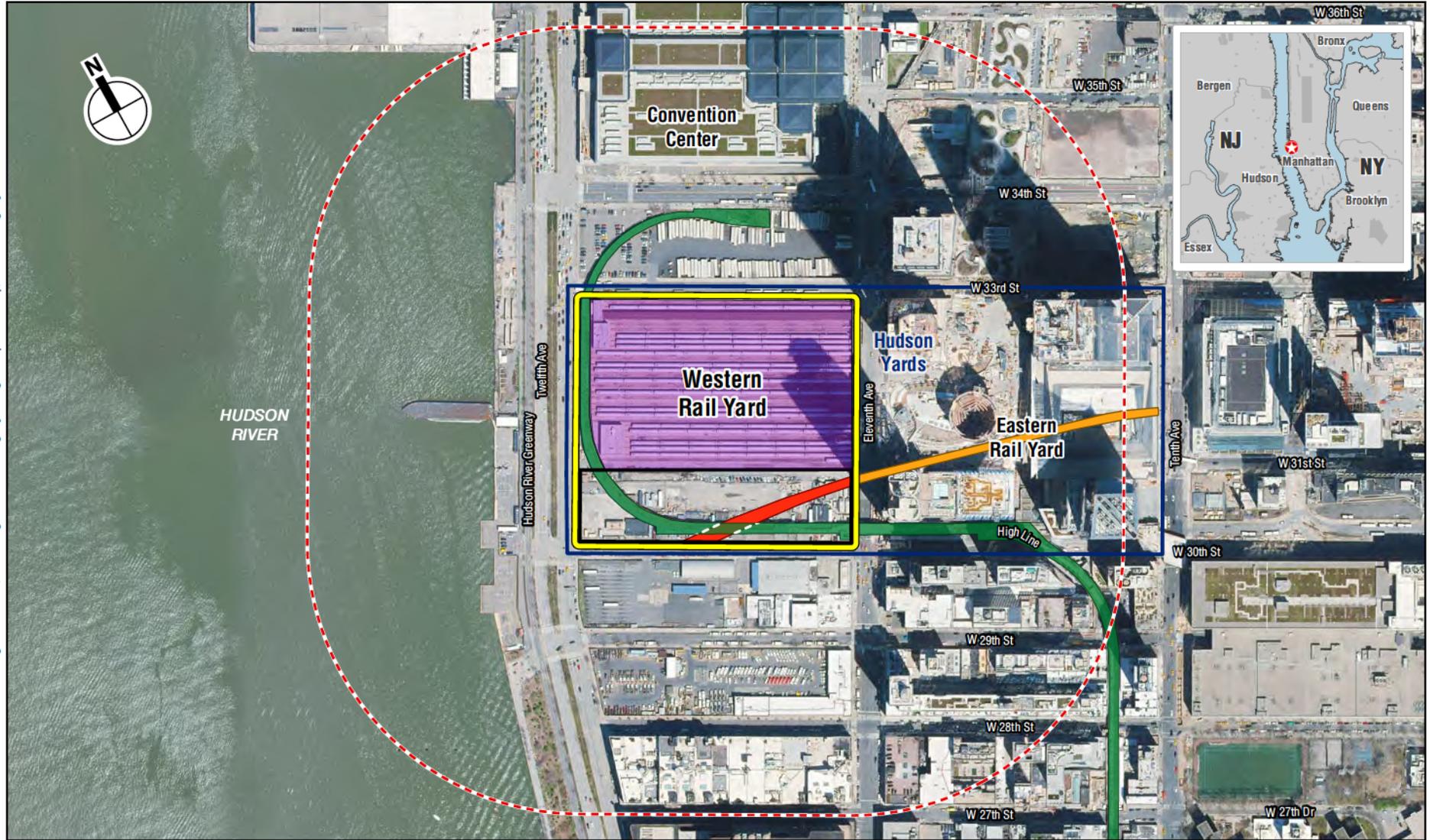
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Laura Shick
Supervisory Environmental Protection Specialist
Office of Railroad Policy and Development

Enclosures

Data source: NYS ITS GIS Program Office; NYS Digital Orthoimagery Program (NYSDOP), 2018 Imagery



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WESTERN RAIL YARD INFRASTRUCTURE PROJECT

Project Location and Area of Potential Effects

Figure 1



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 6, 2020

Professional Archaeologists of New York City (PANYC)
c/o Ms. S. Spritzer
Murray Hill Station
P.O. Box 1503
New York, NY 10156-1503

**Re: Invitation to be a Section 106 Consulting Party
Western Rail Yard Infrastructure Project
New York County, New York**

Dear Ms. S. Spritzer:

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The purpose of the Project is to cover and protect the active railroad tracks and LIRR support facilities in the Western Rail Yard so that the Project Sponsor can provide additional new capacity for real estate development and house critical life safety and mechanical, electrical and plumbing

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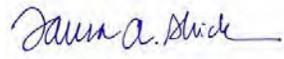
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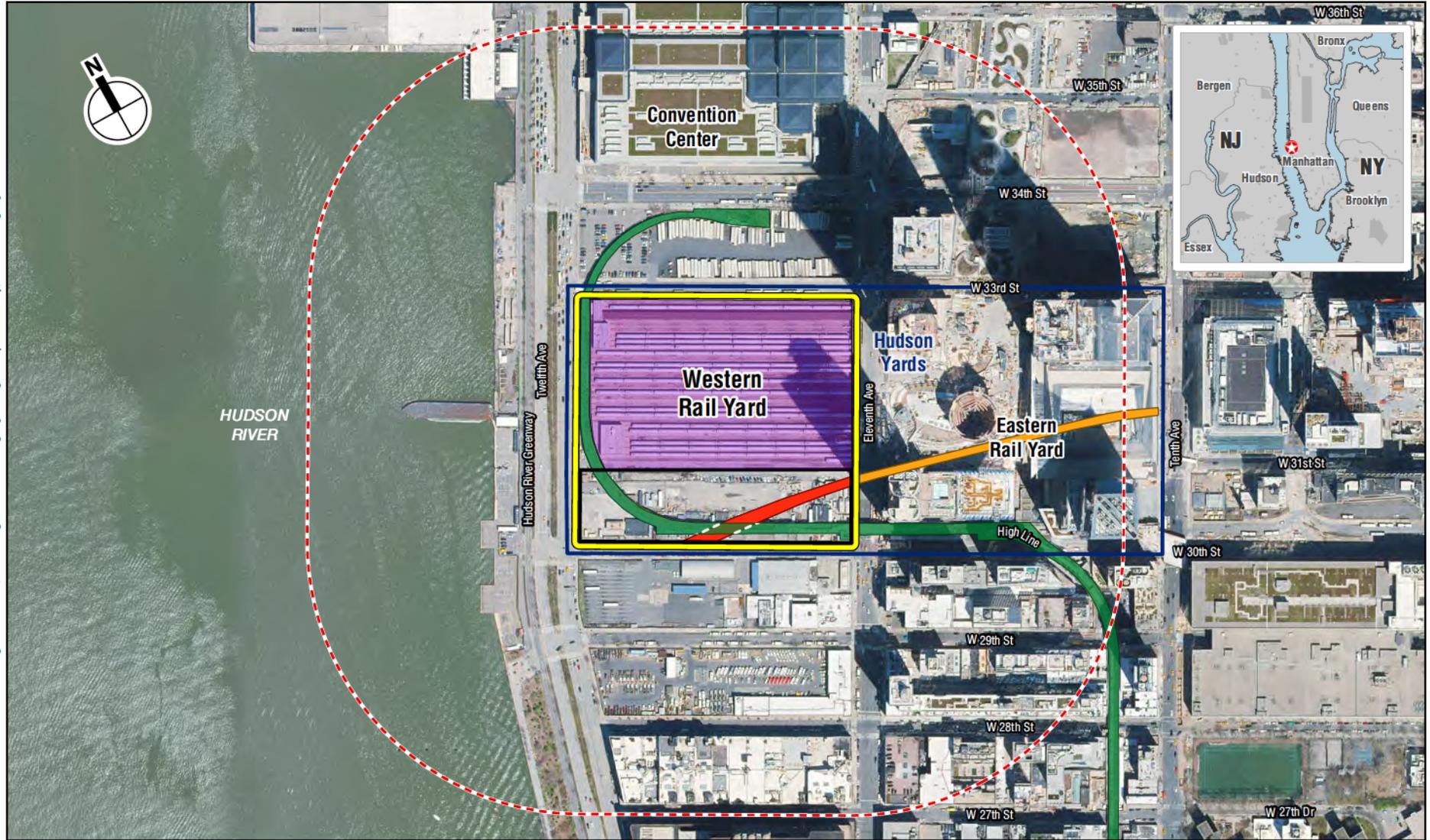
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Office of Railroad Policy and Development

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WESTERN RAIL YARD INFRASTRUCTURE PROJECT

Project Location and Area of Potential Effects

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U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 6, 2020

Mr. Sandy Needham, President
Society for Industrial Archeology
Roebling Chapter
235 West End Avenue, Apt. 14C
New York, NY 10023-3648

**Re: Invitation to be a Section 106 Consulting Party
Western Rail Yard Infrastructure Project
New York County, New York**

Dear Mr. Sandy Needham:

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¹⁶ *Finding of No Significant Impact, Environmental Assessment for Construction of a Concrete Casing in the Hudson Yards, New York, New York*. (FRA and Amtrak, May 2013); and *Finding of No Significant Impact, Supplemental Environmental Assessment for Construction of a Concrete Casing Extension in the Hudson Yards, New York, New York*. (FRA and Amtrak, November 2014)

concluded that the Western Rail Yard was not an archaeologically sensitive area, based on LPC's review of contextual studies, historic maps, and existing subsurface information, including boring logs, to confirm prior subsurface disturbance, as well as the likelihood of initial resource deposition. Similarly, for the concrete casing, FRA determined, and NY SHPO concurred, the undertaking would have no adverse effect on historic properties, including archaeological resources, provided that construction monitoring of the High Line would occur per the *New York City Building Code Technical Policy and Procedure Notice #10/88* (14PRO2712). The historical maps of the study area referenced in the cultural analyses conducted for the 2009 SEQRA/CEQR FEIS, the 2004 FGEIS, and 2013 Concrete Casing EA, show that the shoreline prior to approximately 1850 was further east than the location of the present project site. Furthermore, the project area has previously been subject to extensive ground disturbance from construction of the Western Rail Yard.

FRA is preparing an EIS for the Project in compliance with NEPA, the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR parts 1500-1508), 23 U.S.C. §139, and 23 CFR part 771 and 774. The Notice of Intent was published on June 15, 2020 (*Federal Register, Vol. 85, No. 115*). FRA intends to coordinate the Section 106 process with the preparation of the EIS. FRA recently initiated Section 106 consultation with the NY SHPO on July 3, 2020. In its response to FRA dated August 3, 2020, NY SHPO indicated that it concurs with FRA's proposed Area of Potential Effects (APE), and noted that it has no archaeological concerns with the proposed undertaking. The Project APE is described in **Figure 1**.

As the lead Federal agency for the Project, FRA is contacting you to notify you about the Project and invite your organization to participate in consultation pursuant to Section 106. As a consulting party, you will have an opportunity to share your views regarding the potential effects of the Project on historic properties; to receive, review, and comment on Section 106-related documents; and to offer and consider possible solutions to resolve any adverse effects together with FRA, NY SHPO, and other consulting parties. Information you may wish to share regarding potential historic properties in the APE or issues to be considered in the Section 106 process is welcome, particularly regarding changes in the built environment since 2009 and 2013/2014. If you do not respond to this invitation, you may request consulting party status in the future; however, the Project will advance and you may not have an opportunity to comment on previous steps in the Section 106 process.

Due to the ongoing coronavirus disease 2019 (COVID-19) public health emergency, and consistent with the Centers for Disease Control and Prevention's guidance regarding large events and mass gatherings, FRA will conduct a virtual public scoping for the Project. FRA will also hold other Project meetings virtually, including Section 106 Consulting Parties meetings, and encourages submission of comments for the Project electronically. Such meetings will be advertised as required. The EIS is being prepared on an accelerated schedule. The schedule for the environmental review and other project information is posted at www.westernrailyardinfrastructure.com and at Regulations.gov, Docket Number: FRA-2020-0039.

If you have any questions regarding the Project or wish to be a Section 106 consulting party, please contact FRA by email at WRYProject@dot.gov. FRA appreciates your interest in the Western Rail Yard Infrastructure Project.

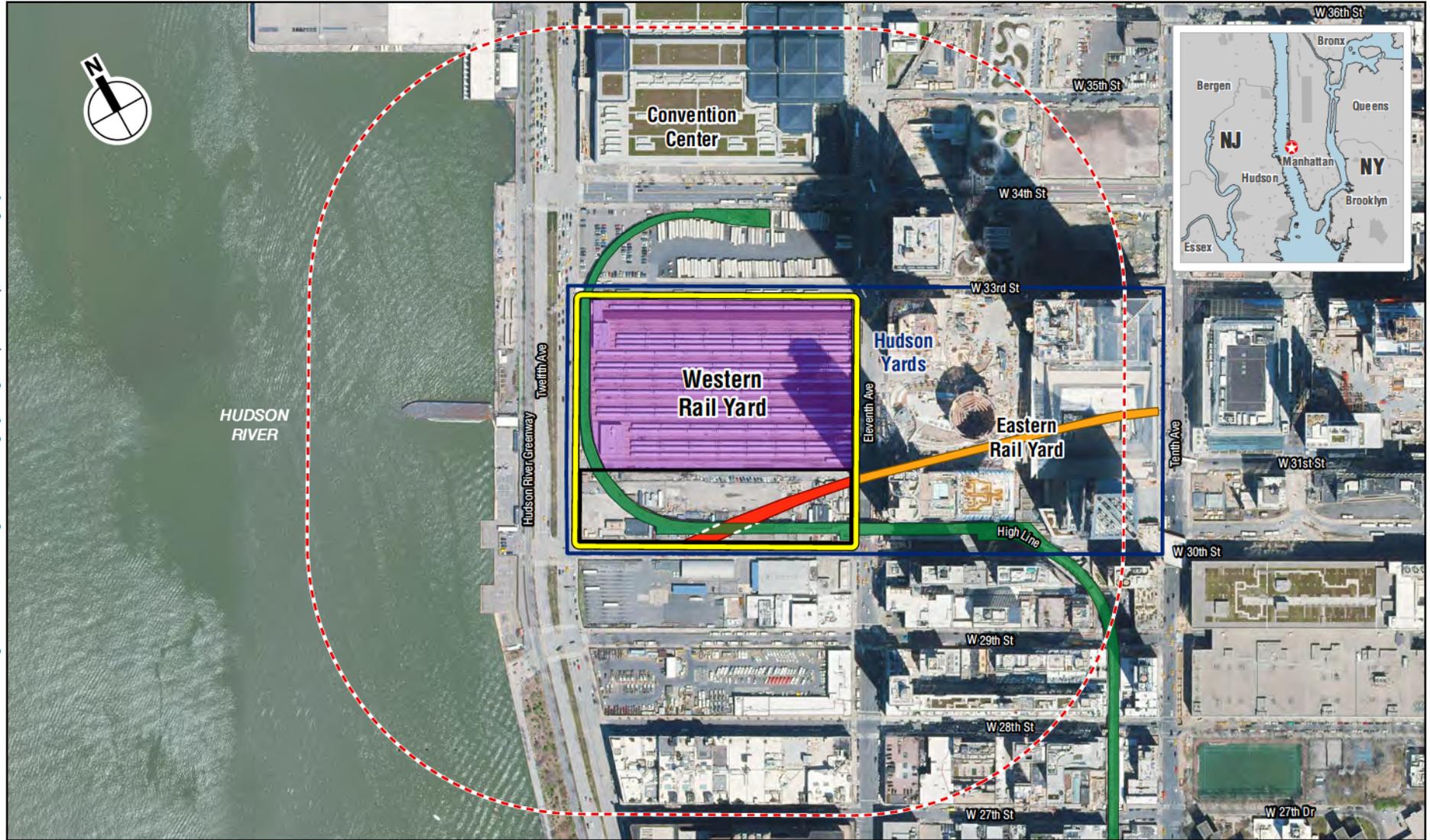
Sincerely,

A handwritten signature in blue ink that reads "Laura A. Shick". The signature is written in a cursive style with a horizontal line at the end.

Laura Shick
Supervisory Environmental Protection Specialist
Office of Railroad Policy and Development

Enclosures

Data source: NYS ITS GIS Program Office; NYS Digital Orthoimagery Program (NYSDOP), 2018 Imagery



WESTERN RAIL YARD INFRASTRUCTURE PROJECT

Project Location and Area of Potential Effects

Figure 1



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

August 6, 2020

Mr. Michael DelVecchio, President
Tri-State Railway Historical Society, Inc.
P.O. Box 1217
Morristown, NJ 07962

**Re: Invitation to be a Section 106 Consulting Party
Western Rail Yard Infrastructure Project
New York County, New York**

Dear Mr. Michael DelVecchio:

WRY Tenant LLC and the National Railroad Passenger Corporation (Amtrak) are partnering in a joint venture (Project Sponsor) to seek Federal financial assistance through the Railroad Rehabilitation and Improvement Financing (RRIF) Program, which is administered by the U.S. Department of Transportation (USDOT) Build America Bureau (Bureau). The Project Sponsor has expressed an interest in seeking financial assistance provided by the Bureau to fund the construction of a Platform and a Tunnel Encasement on the 13-acre Western Rail Yard site located on the western half of the Metropolitan Transportation Authority (MTA) Long Island Rail Road (LIRR) John D. Caemmerer Yard (aka "Hudson Yards") (Block 676, Lot 3) in New York County (Manhattan), New York (**Figure 1**). The Proposed Action includes: (1) a structural Platform (Platform); and (2) a railroad right-of-way preservation Tunnel Encasement (Tunnel Encasement) (the "Proposed Action," also referred to here as the "Project") to allow for privately-funded mixed-use development and public open space above the Platform. The mixed-use development (Overbuild) has been approved by the New York City Planning Commission (CPC), and adopted by the New York City Council into the New York City Zoning Resolution, for redevelopment of the Western Rail Yard parcel, which is located between West 30th and 33rd Streets and Eleventh and Twelfth Avenues in Manhattan.²⁷ The USDOT's Federal Railroad Administration (FRA) is the lead agency preparing an environmental impact statement (EIS) for the Project to ensure compliance with the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental laws, including Section 106 of the National of Historic Preservation Act of 1966, as amended, and the Advisory Council on Historic Preservation's Section 106 implementing regulations at 36 Code of Federal Regulations Part 800 (Section 106).

The purpose of the Project is to cover and protect the active railroad tracks and LIRR support facilities in the Western Rail Yard so that the Project Sponsor can provide additional new capacity for real estate development and house critical life safety and mechanical, electrical and plumbing support services for the yard, including new lighting, sprinklers and an extensive platform

²⁷ The Overbuild development as currently designed will include: residential and commercial office towers ranging from 340,000 to 1.5 million square feet (between 350 feet to over 800 feet tall); more than five acres of public open space including new parks and playgrounds; a new 750-seat public school; and connections to the High Line. Upon completion, the new Overbuild will be home to up to 4,000 new residences and nearly 5,000 office workers.

ventilation system. The Platform would serve as the support for privately-funded mixed-use development and public open space above. Construction of the Platform would include the reconstruction and upgrades to other LIRR support services including existing emergency electrical equipment, approximately 20,000 square feet of railroad staff facilities, and rail car cleaning services. Once complete, the entire yard would contain comprehensive state-of-the-art life safety systems, securing this critical infrastructure and protecting both the workers and the railroad equipment in the yard. The Tunnel Encasement would be constructed underneath the Western Rail Yard site. The purpose of the Tunnel Encasement is to preserve a right-of-way through the Western Rail Yard to support the future construction of a trans-Hudson passenger rail crossing into New York Penn Station. New rail infrastructure is part of Amtrak's effort to maintain a functional, resilient, and improved trans-Hudson passenger rail crossing into New York Penn Station, maintain existing Amtrak intercity and NJ TRANSIT commuter rail service on the Northeast Corridor, and to support future increases in the capacity of the regional rail system should they be pursued. The Project does not include any efforts to make the encasement operational. This preserved right-of-way may be used by a new Hudson River Tunnel that is being evaluated by FRA as part of the separate and independent Hudson Tunnel Project, which is the subject of an on-going Environmental Impact Statement (EIS).

Potential effects as a result of construction of the Project could include noise and vibration effects to nearby architectural resources from construction activities, including heavy truck movements; falling debris, and/or inadvertent damage caused by heavy machinery, among other things. Construction of the Project would involve subsurface ground disturbance on the site, which could directly impact archaeological resources if any are present. At-grade and subsurface ground disturbance also would occur in the construction staging areas for the Project. No subsurface ground disturbance would occur outside the project site. Once constructed, the Project would not introduce any permanent visual components above grade; it would be covered by the privately-funded, as-of-right Overbuild (described above).

The two components of the Project have previously been reviewed by FRA, the New York State Historic Preservation Officer (NY SHPO), the New York City Landmarks Preservation Commission (LPC), and other appropriate New York City and New York State agencies, in accordance with local, state, and federal environmental planning requirements, as described below.

The proposed Platform and mixed-use development (Overbuild) were reviewed in 2009 in accordance with Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law during the State Environmental Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR) process for the Western Rail Yard Project (08PR03724, 08PR04116) as documented in the *Western Rail Yard Project Final Environmental Impact Statement* (2009 SEQRA/CEQR FEIS).

The Tunnel Encasement is the third and westernmost segment of the entire right-of-way preservation concrete casing that previously underwent NEPA reviews led by FRA, which included Section 106 reviews.²⁸ For archaeological resources, the 2009 SEQRA/CEQR FEIS relied on the assessment of potential archaeological sensitivity prepared for the 2004 *No. 7 Subway Extension-Hudson Yards Rezoning and Development Program FGEIS* (2004 FGEIS), which concluded that the Western Rail Yard was not an archaeologically sensitive area, based on LPC's

²⁸ *Finding of No Significant Impact, Environmental Assessment for Construction of a Concrete Casing in the Hudson Yards, New York, New York*. (FRA and Amtrak, May 2013); and *Finding of No Significant Impact, Supplemental Environmental Assessment for Construction of a Concrete Casing Extension in the Hudson Yards, New York, New York*. (FRA and Amtrak, November 2014)

review of contextual studies, historic maps, and existing subsurface information, including boring logs, to confirm prior subsurface disturbance, as well as the likelihood of initial resource deposition. Similarly, for the concrete casing, FRA determined, and NY SHPO concurred, the undertaking would have no adverse effect on historic properties, including archaeological resources, provided that construction monitoring of the High Line would occur per the *New York City Building Code Technical Policy and Procedure Notice #10/88* (14PRO2712). The historical maps of the study area referenced in the cultural analyses conducted for the 2009 SEQRA/CEQR FEIS, the 2004 FGEIS, and 2013 Concrete Casing EA, show that the shoreline prior to approximately 1850 was further east than the location of the present project site. Furthermore, the project area has previously been subject to extensive ground disturbance from construction of the Western Rail Yard.

FRA is preparing an EIS for the Project in compliance with NEPA, the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR parts 1500-1508), 23 U.S.C. §139, and 23 CFR part 771 and 774. The Notice of Intent was published on June 15, 2020 (*Federal Register, Vol. 85, No. 115*). FRA intends to coordinate the Section 106 process with the preparation of the EIS. FRA recently initiated Section 106 consultation with the NY SHPO on July 3, 2020. In its response to FRA dated August 3, 2020, NY SHPO indicated that it concurs with FRA's proposed Area of Potential Effects (APE), and noted that it has no archaeological concerns with the proposed undertaking. The Project APE is described in **Figure 1**.

As the lead Federal agency for the Project, FRA is contacting you to notify you about the Project and invite your organization to participate in consultation pursuant to Section 106. As a consulting party, you will have an opportunity to share your views regarding the potential effects of the Project on historic properties; to receive, review, and comment on Section 106-related documents; and to offer and consider possible solutions to resolve any adverse effects together with FRA, NY SHPO, and other consulting parties. Information you may wish to share regarding potential historic properties in the APE or issues to be considered in the Section 106 process is welcome, particularly regarding changes in the built environment since 2009 and 2013/2014. If you do not respond to this invitation, you may request consulting party status in the future; however, the Project will advance and you may not have an opportunity to comment on previous steps in the Section 106 process.

Due to the ongoing coronavirus disease 2019 (COVID-19) public health emergency, and consistent with the Centers for Disease Control and Prevention's guidance regarding large events and mass gatherings, FRA will conduct a virtual public scoping for the Project. FRA will also hold other Project meetings virtually, including Section 106 Consulting Parties meetings, and encourages submission of comments for the Project electronically. Such meetings will be advertised as required. The EIS is being prepared on an accelerated schedule. The schedule for the environmental review and other project information is posted at www.westernrailyardinfrastructure.com and at Regulations.gov, Docket Number: FRA-2020-0039.

If you have any questions regarding the Project or wish to be a Section 106 consulting party, please contact FRA by email at WRYProject@dot.gov. FRA appreciates your interest in the Western Rail Yard Infrastructure Project.

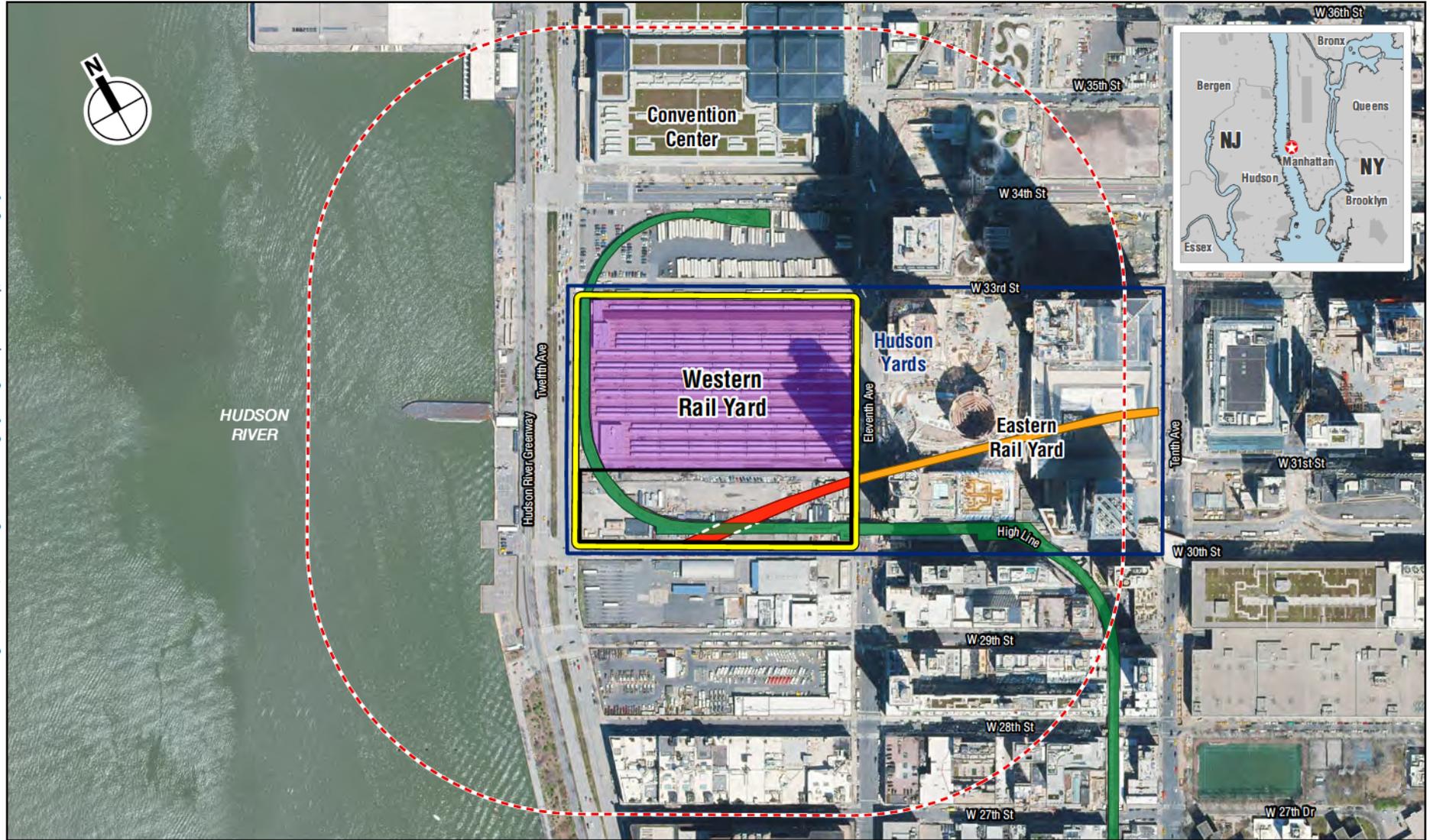
Sincerely,

A handwritten signature in blue ink that reads "Laura A. Shick". The signature is written in a cursive style with a horizontal line at the end.

Laura Shick
Supervisory Environmental Protection Specialist
Office of Railroad Policy and Development

Enclosures

Data source: NYS ITS GIS Program Office; NYS Digital Orthoimagery Program (NYSDOP), 2018 Imagery



- Project Site (Western Rail Yard)
- Area of Potential Effects
- Hudson Yards
- Approximate Terra Firma Area
- Proposed Platform
- Existing Concrete Encasement
- Proposed Tunnel Encasement
- Existing High Line Park (Remains Unaltered)

WESTERN RAIL YARD INFRASTRUCTURE PROJECT

Project Location and Area of Potential Effects

Figure 1

Western Rail Yard Platform Project
Section 106 Documentation
Proposed Area of Potential Effects (APE)
July 3, 2020

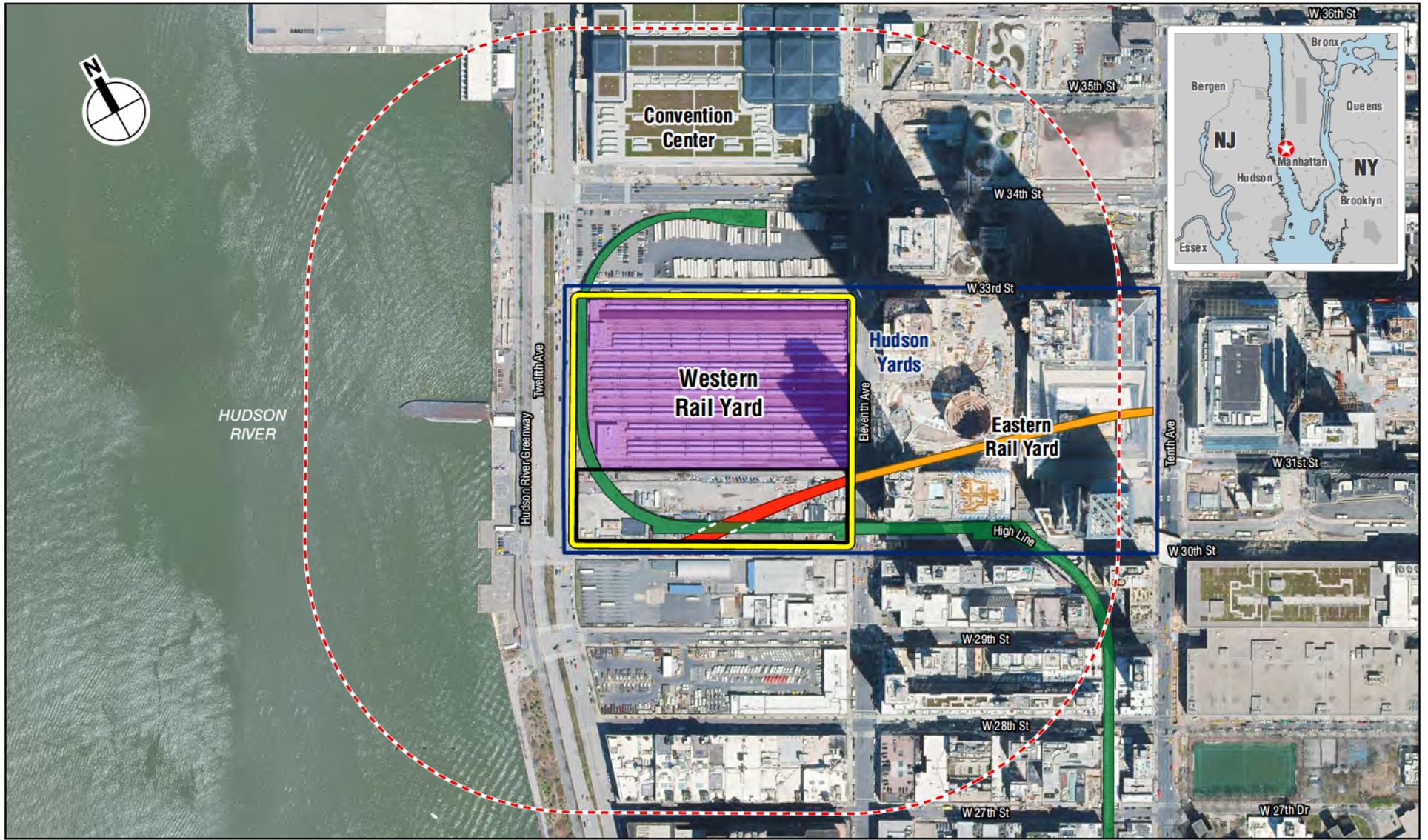
A. PROJECT OVERVIEW AND BACKGROUND

WRY Tenant LLC and the National Railroad Passenger Corporation (Amtrak) are partnering in a joint venture (the Project Sponsor) to seek Federal financial assistance through the Railroad Rehabilitation and Improvement Financing (RRIF) Program, which is administered by the U.S. Department of Transportation (DOT) Build America Bureau (Bureau). The Federal Railroad Administration (FRA) is the lead agency preparing the environmental impact statement (EIS) to ensure compliance with the National Environmental Policy Act of 1969 (NEPA) and other environmental laws. The Project Sponsor has expressed an interest in seeking financial assistance provided by the Bureau to fund the construction of a Platform and a Tunnel Encasement on the 13-acre Western Rail Yard site located on the western half of the Metropolitan Transportation Authority (MTA) Long Island Rail Road (LIRR) John D. Caemmerer Yard (aka “Hudson Yards”) (Block 676, Lot 3) in New York County (Manhattan), New York (**Figure 1**). The Proposed Action would include: (1) a structural Platform (Platform); and (2) a railroad right-of-way preservation Tunnel Encasement (Tunnel Encasement) (the “Proposed Action”, also referred to here as the “Project”) to allow for privately-funded mixed-use development and public open space above the Platform as described below.

The two components of the Project have previously been reviewed in accordance with local, state, and federal environmental planning requirements as follows:

- The Platform and mixed-use development (Overbuild) were reviewed in accordance with Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law during the State Environmental Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR) review for the Western Rail Yard Project (08PR03724, 08PR04116) in the 2009 *Western Rail Yard Project Final Environmental Impact Statement* (2009 SEQRA/CEQR FEIS). As part of that evaluation, New York State Office of Parks, Recreation and Historic Preservation (SHPO) determined that construction near and around the High Line in Western Rail Yard is appropriate (since historically buildings have been located in this manner) subject to the stipulations in a Letter of Resolution developed with MTA and the New York City Planning Commission. For archaeological resources, the 2009 SEQRA/CEQR FEIS relied on the assessment of potential archaeological sensitivity prepared for the 2004 *No. 7 Subway Extension-Hudson Yards Rezoning and Development Program FGEIS*, which concluded that the Western Rail Yard was not sensitive for archaeological resources. In a comment letter dated April 29, 2009, SHPO confirmed it had no further archaeological concerns with the Western Rail Yard Project. The Overbuild was approved in 2009 by the New York City Planning Commission and adopted by the New York City Council as zoning text and map amendments to the New York City Zoning Resolution. The Overbuild development is now as-of-right development, since it will be built in accordance with the New York City Zoning Resolution’s existing zoning controls, which regulate type of use, building envelopes, publicly accessible open space areas, street wall controls, retail continuity, and maximum floor area ratio (i.e., the ratio of floor area to lot size).
- The Tunnel Encasement is the third and westernmost segment of the entire right-of-way preservation concrete casing that previously underwent environmental reviews¹ led by FRA, which included reviews

¹ *Finding of No Significant Impact, Environmental Assessment for Construction of a Concrete Casing in the Hudson Yards, New York, New York*. (FRA and Amtrak, May 2013); and *Finding of No Significant Impact, Supplemental Environmental Assessment for Construction of a Concrete Casing Extension in the Hudson Yards, New York, New York*. (FRA and Amtrak, November 2014).



WESTERN RAIL YARD INFRASTRUCTURE PROJECT

Project Location and Area of Potential Effects

Figure 1

in accordance with Section 106 of the National Historic Preservation Act of 1966 (as amended). In a letter dated April 1, 2013, SHPO confirmed the agency had no archaeological concerns regarding the concrete encasement. In a letter dated July 22, 2014, SHPO concurred with FRA's determination that the undertaking would have no adverse effects on historic properties provided that construction monitoring of the High Line would occur per the New York City Building Code *Technical Policy and Procedure Notice #10/88* (14PRO2712).

As described in the Notice of Intent (*Federal Register* [June 15, 2020/Vol. 85, No. 115]), the purpose of the Proposed Action is to cover and protect the active railroad tracks and LIRR support facilities in the Western Rail Yard so that the Project Sponsor can provide additional new capacity for real estate development and house critical life safety and mechanical, electrical and plumbing support services for the Yard, including new lighting, sprinklers, and an extensive platform ventilation system. The purpose of the Tunnel Encasement is to preserve a right-of-way through the Western Rail Yard to support the future construction of a trans-Hudson passenger rail crossing into New York Penn Station.

FRA is coordinating the NEPA process for the Project with compliance with Section 106 of the National Historic Preservation Act (Section 106). FRA intends to identify a Preferred Alternative for the Project in the Draft EIS. The Project, which is also the undertaking for purposes of Section 106, would include the following major components:

PLATFORM COMPONENT

- Construction of a 425,000 square foot (9.8 acre) structural platform on the Western Rail Yard site, to be supported by approximately four hundred (400) caissons drilled up to 120 feet deep into bedrock below. The Platform would serve as the support for the as-of-right Overbuild of approximately 5.7 million gross square feet of new commercial, residential, and school uses and public open space.
- Installation of life safety and mechanical, electrical and plumbing support services for the Western Rail Yard, including new lighting, sprinklers and an extensive platform ventilation system, which would be integrated into the system for the Eastern Rail Yard site, across Eleventh Avenue.
- Reconstruction and upgrades to other LIRR support services including existing emergency electrical equipment, approximately 20,000 square feet of railroad staff facilities and rail car cleaning services. At its northern end, the Western Rail Yard contains a 12-car cleaning platform used to service and clean railroad equipment that is currently not in use because operations were moved offsite before construction of the adjacent Eastern Rail Yard. The cleaning platform and three LIRR service buildings on the western edge of the Western Rail Yard will be demolished to allow for the Platform construction. These structures have been built since the rail yard was reconstructed in 1986 and are not historic. Once construction of the Platform is completed, the cleaning platform will be reconstructed in its former location. Interim service buildings will be constructed on the western portion of the *terra firma* (at grade solid ground) site, adjacent Twelfth Avenue; LIRR's security fence would be extended around the interim service buildings site and would be controlled by LIRR. The service buildings will be reconstructed in approximately the same footprint, and in accordance with LIRR program requirements. The service buildings will be designed to comply with applicable codes for an enclosed rail yard, New York State Building Code requirements, and to meet accessibility requirements.

TUNNEL ENCASEMENT COMPONENT (RAILROAD RIGHT-OF-WAY PRESERVATION)

- The Tunnel Encasement would be an extension of the existing concrete casing, and would extend from Eleventh Avenue to 30th Street, to preserve railroad right-of-way through the southern portion of the Western Rail Yard site. This segment of Tunnel Encasement would connect to the recently constructed underground right-of-way preservation concrete casing, which begins just east of Tenth Avenue

(between 30th and 32nd Streets), runs beneath the Eastern Rail Yard, and terminates at the eastern edge of Eleventh Avenue just north of 30th Street (completed in 2015). The Tunnel Encasement would be 605 feet long, between 50 and 65 feet wide and between 27 and 38 feet high beneath Western Rail Yard. This Tunnel Encasement would be constructed through a *terra firma* portion of the Western Rail Yard site that will not be covered by the new platform. The Tunnel Encasement would originate at the western end of the underground concrete casing in the Eastern Rail Yard, extend under the Eleventh Avenue viaduct, and continue diagonally across approximately two-thirds of the Western Rail Yard, underneath a portion of the High Line², and end at 30th Street.

B. DEVELOPMENT OF THE AREA OF POTENTIAL EFFECTS

Section 106 of the National Historic Preservation Act requires Federal agencies to consider the effects on historic properties of projects they carry out, assist, fund, permit, or approve. If a federal or federally-assisted project has the potential to affect historic properties, a Section 106 review is required. Federal agencies carry out their Section 106 obligations according to the regulations issued by the Advisory Council on Historic Preservation at 36 CFR Part 800. Section 106 is a four-step decision-making process; one required step is to define the Area of Potential Effects (APE), which is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if such properties exist” (36 CFR § 800.16[d]). Historic properties are buildings, structures, sites, objects, or districts that are listed in or eligible for listing in the National Register of Historic Places (NRHP). The APE is influenced by the scale and nature of an undertaking.

The proposed APE described herein and depicted in **Figure 1** has been developed by FRA to account for potential effects of the Project on historic properties, based on the conceptual design for the Project available at this time. In general, potential effects on historic properties can include demolition, physical alteration, or damage, including effects caused by vibration; isolation of a historic property from its surrounding environment; and the introduction of visual, audible, or atmospheric (e.g., pollutants) elements that are out of character with a historic property or that alter its historic setting and context.³ Effects may include reasonably foreseeable effects caused or enabled by the Project that may occur later in time, be farther removed in distance, or be cumulative with other effects from other projects. Adverse effects can occur when a project may alter any of the characteristics of a historic property that qualify the property for inclusion in the National Register of Historic Places (NRHP) in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

FRA anticipates that the following types of construction activities and permanent features would be necessary for the Project:

PLATFORM COMPONENT

- Construction of a 425,000 square foot (9.8 acre) structural platform, including new lighting, sprinklers and an extensive platform ventilation system, to be supported by hundreds of caissons drilled up to 120 feet deep into bedrock below;
- Reconstruction and upgrades to other LIRR support services including existing emergency electrical equipment, approximately 20,000 square feet of railroad staff facilities and rail car cleaning services.

² The High Line is an historic elevated former freight rail line, which has been converted into a public aerial linear park and greenway. The High Line was determined eligible for listing on the State and National Registers of Historic Places in 2004.

³ National Register Bulletin, Defining Boundaries for National Register Properties, prepared by the National Park Service.

At its northern end, Western Rail Yard contains a 12-car cleaning platform used to service and clean railroad equipment. The cleaning platform, and service buildings, will be demolished to allow for the Platform construction, and will be reconstructed as part of the Project, as described above. The interim service buildings will be constructed on the western portion of the *terra firma* site, adjacent Twelfth Avenue.

- Construction staging areas for the construction of the Platform (most staging is planned to occur on the Project site; possibly extending into some adjacent sidewalks and parking lanes during certain phases of construction). No off-site staging is anticipated.

TUNNEL ENCASEMENT COMPONENT

- Excavation of approximately 66,000 cubic yards of soil and 14,000 cubic yards of rock for the construction of the Tunnel Encasement for the preservation of rail right-of-way. The volumes of soil and rock to be excavated have been estimated by Amtrak based on the Tunnel Encasement design; these volumes will be more precisely determined during the bid process for procuring the Tunnel Encasement construction contractor.
- Demolition of LIRR's Emergency Services Building (ESB) (a structure that primarily houses utility infrastructure) in the Western Rail Yard, temporary relocation of ESB functions, and reconstruction of the building following completion of the Tunnel Encasement. The temporary ESB functions will be located in the southeast corner of the Western Rail Yard on a small portion of existing elevated concrete (at street level to maximize flood protection). This relocation will provide redundant fire water sourcing to the yard, eliminating the need for the existing secondary water tank and fire pump room. Therefore, the interim emergency services facility will function essentially as a substation for emergency facility (not train) power and communications.
- Temporary underpinning of the High Line. Temporary underpinning may be required where the Tunnel Encasement would cross beneath a portion of the High Line that runs along West 30th Street between Eleventh and Twelfth Avenues. This work will include approximately 280 feet of underpinning and re-support onto new foundations of either total (both) columns or partial (one) columns, as described in more detail below. The westernmost 80 feet of underpinning on 30th Street will re-support columns of the High Line that would require re-support for the Hudson Tunnel mining approach.
- Construction staging areas for the construction of the Tunnel Encasement. Most staging is planned to occur on the Project site; possibly extending into some adjacent sidewalks and parking lanes during certain phases of construction. No off-site staging is anticipated.

In addition, the privately-funded Overbuild, which would be enabled by the Project, includes 5.7 million gross square feet of residential, commercial, school, and open space uses on top of the Platform and on the *terra firma* portion of the Western Rail Yard site. Construction of the Overbuild would introduce new, permanent visual components on the Western Rail Yard site.

The proposed APE for the Project is discussed in greater detail below. Existing conditions in the proposed APE are depicted in **Figures 2 through 5**.

C. DESCRIPTION OF THE PROPOSED AREA OF POTENTIAL EFFECTS

The proposed APE (depicted in red-and-white dash in **Figure 1**) encompasses the area 800 feet in all directions from the Western Rail Yard site boundary (depicted in yellow in **Figure 1**). The proposed APE takes into account construction-related effects as well as the visibility of permanent above-grade Project components, including the proposed Platform and Tunnel Encasement. The proposed APE also accounts for the potential indirect effects of the Overbuild. The proposed APE encompasses a sufficiently large area



View south from West 34th Street and Hudson Boulevard East 1



View south from West 34th Street and Eleventh Avenue 2



Source: AKRF

View southeast from northern end of High Line, near Twelfth Avenue and West 34th Street 3



Source: AKRF

Eleventh Avenue, view north from West 30th Street 4



Source: AKRF

South side of West 30th Street, west of Eleventh Avenue 5



Source: AKRF

West 30th Street, view west from Eleventh Avenue 6



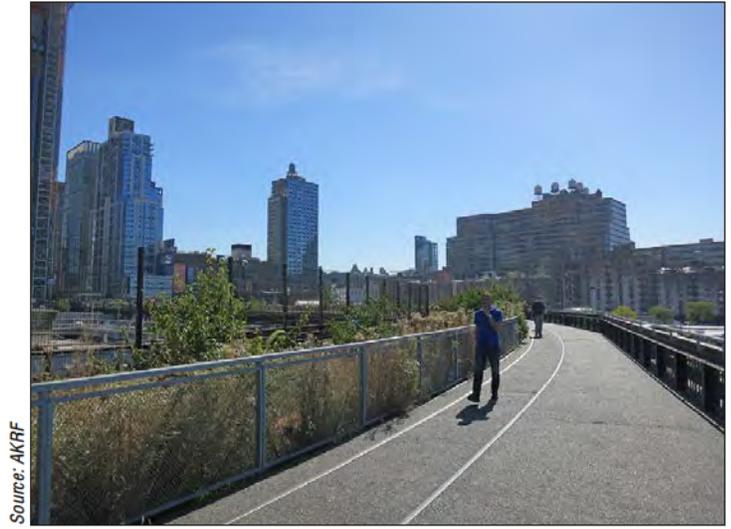
Source: AKRF

View east toward project site, from Route 9A at West 30th Street 7



Source: AKRF

North side of West 29th Street, west of Eleventh Avenue 8



Source: AKRF

View southeast from High Line, from roughly West 31st Street

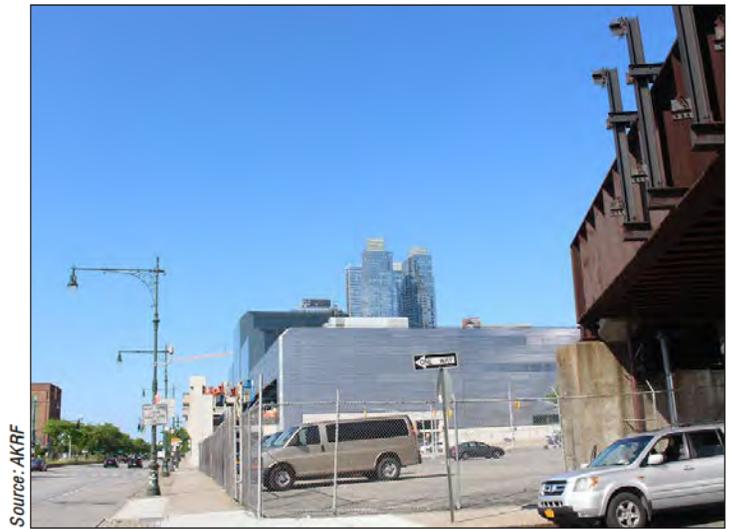
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Source: AKRF

Eleventh Avenue looking north from near West 33rd Street

10



Source: AKRF

Route 9A, looking north from near West 33rd Street

11

to account for permanent visual impacts of the Project. The APE takes into consideration topography, vegetation, and the existing built environment that diminish sight lines. Field reconnaissance conducted by AKRF and information provided by the Project Sponsor regarding the characteristics of the Project components were utilized to help define the proposed APE. The analysis of potential effects to below-ground (archaeological) resources will be limited to the area of anticipated ground disturbance, which is within the Western Rail Yard site boundary.

The proposed APE for the Project is consistent with the APE developed for the 2009 SEQRA/CEQR FEIS for the Western Rail Yard site, and encompasses the smaller APE developed for FRA's previous evaluation of the entire right-of-way preservation concrete encasement (of which the Tunnel Encasement is the westernmost third segment, as described above).

PLATFORM COMPONENT

Potential effects as a result of construction of the Platform are included in the proposed APE. Construction effects could include noise and vibration effects to nearby architectural resources from construction activities, including heavy truck movements. The Platform development would involve subsurface ground disturbance on the site, which could directly impact archaeological resources if any are present. Once constructed, the Platform would not introduce any permanent visual components; it would be covered by the privately-funded, as-of-right Overbuild (described above).

TUNNEL ENCASEMENT COMPONENT

Construction of the railroad right-of-way preservation Tunnel Encasement is included in the proposed APE. Construction effects could include noise and vibration effects to nearby architectural resources from construction activities, including heavy truck movements. Construction of the Tunnel Encasement would involve subsurface ground disturbance on the site, which could directly impact archaeological resources if any are present. Once constructed, the Tunnel Encasement would not introduce any permanent visual components above grade.

CONSTRUCTION STAGING AREAS

The proposed APE includes the construction staging areas for the Platform and the Tunnel Encasement. At-grade and subsurface ground disturbance would occur in these areas, which could directly impact archaeological resources if any are present. The construction staging areas would not have permanent visual impacts. Therefore, the potential for construction-related impacts for these two Project components would be limited to a 100-foot buffer around the Western Rail Yard site boundary, that falls within the 800-foot APE.

UNDERPINNING OF STRUCTURES

Underpinning, which consists of the re-supporting of the below-grade foundations of an existing building or structure on new foundations, may be required beneath the High Line where the Tunnel Encasement would cross beneath a portion of the High Line that runs along West 30th Street between Eleventh and Twelfth Avenues. In general, beams will be installed across the proposed open cut (one on each side of the columns), the High Line columns will be supported on those beams utilizing brackets mounted to the columns, new foundations will be built down to the concrete casing roof of other new deep foundations, and support of the High Line will be transferred onto these new, permanent foundations.⁴ Underpinning

⁴ In accordance with High Line Park's easement to utilize the rail structure, which states that the original rail use must be able to be restored, the underpinning for permanent re-support of the High Line incorporates full historic rail live loading, which is significantly greater than the current park use.

the High Line would not have permanent visible impacts. The potential for construction-related impacts for this work, which could occur as a result of vibration from construction activities, falling debris, and/or inadvertent damage caused by heavy machinery, among other things, would be limited to a 100-foot buffer around the portions of the High Line to be underpinned, that falls within the 800-foot APE.



Jennifer Morris <jmorris@akrf.com>

Western Rail Yard Infrastructure Project, Area of Potential Effects (APE) Memo

1 message

Jennifer Morris <jmorris@akrf.com>

Mon, Aug 17, 2020 at 1:55 PM

To: "Shick, Laura (FRA)" <Laura.Shick@dot.gov>

Cc: Stephen Holley <sholley@akrf.com>, Nathan Riddle <nriddle@akrf.com>, Rebecca Kriss <rkriss@akrf.com>, "Blatnica, Rebecca (Volpe)" <Rebecca.Blatnica@dot.gov>, "Poole, Andrea (FRA)" <andrea.poole@dot.gov>, WRY Project <WRYProject@dot.gov>

Bcc: johnette.davies@amtrak.com, Marie.Corrado@amtrak.com, sstokely@achp.gov, scarroll@lpc.nyc.gov, Mitchell.silver@parks.nyc.gov, "Doyle, Noreen" <ndoyle@hrpt.ny.gov>, robert@thehighline.org, scotsloon@gmail.com, info@panycarchaeology.org, president@anthraciterailroads.org, dstart.elhs@gmail.com, nrhs-nyc@msn.com, tmeehan0421@gmail.com, mike@tristaterrail.org, corrine.remington@yahoo.com, info@lenape-nation.org

Dear Consulting Party:

Pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800) (Section 106) and following the methodology outlined in the 2014 *New York City Environmental Quality Review (CEQR) Technical Manual*^[1], FRA has determined and documented the Area of Potential Effects (APE) in which to assess the potential effects of the Western Rail Yard Infrastructure Project (Project) on historic properties. A required step in the Section 106 four-step decision-making process is determining and documenting the APE, which is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if such properties exist" (36 CFR § 800.16[d]). The Section 106 APE and the study area for assessing the Project's potential impacts on historic properties pursuant to NEPA in the EIS are the same. The proposed APE is also the same as the APE established during the review pursuant to Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law during the State Environmental Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR) process for the Western Rail Yard Project in 2009 (08PR03724, 08PR04116).

A description of the APE, including the Project's components and their potential to affect historic properties (both directly and indirectly), a description of the geographic boundaries of the APE, and maps and photographs depicting the APE, are provided in the enclosed July 3, 2020 **Section 106 Documentation: Western Rail Yard Platform Project, Proposed Area of Potential Effects (APE)** document. The New York State Historic Preservation Officer (NYSHPO) concurred with FRA's proposed APE in its August 3, 2020 letter responding to FRA's initiation of Section 106 for the Project.

If you have any questions or comments regarding the APE, or would like additional information about this undertaking, please contact FRA by email at WRYProject@dot.gov. FRA appreciates your interest in the Western Rail Yard Infrastructure Project.

Best regards,

Jennifer Morris

on behalf of

Laura A. Shick
Supervisory Environmental Protection Specialist
U.S. Department of Transportation
Federal Railroad Administration
Office of Railroad Policy and Development
WRYProject@dot.gov

[1] <https://www1.nyc.gov/site/oec/environmental-quality-review/technical-manual.page>

 2020-07-03_WRY APE Memo.pdf
6055K



Jennifer Morris <jmorris@akrf.com>

Western Rail Yard Infrastructure Project, Area of Potential Effects (APE) Memo

1 message

Jennifer Morris <jmorris@akrf.com>

Mon, Aug 17, 2020 at 1:53 PM

To: nalligood@delawarenation.com, epaden@delawarenation-nsn.gov, dkelly@delawarenation-nsn.gov

Cc: "Shick, Laura (FRA)" <Laura.Shick@dot.gov>, "Poole, Andrea (FRA)" <andrea.poole@dot.gov>, "Blatnica, Rebecca (Volpe)" <Rebecca.Blatnica@dot.gov>, Rebecca Kriss <rkriss@akrf.com>, Nathan Riddle <nriddle@akrf.com>, Stephen Holley <sholley@akrf.com>, WRY Project <WRYProject@dot.gov>

Dear Ms. Alligood, Ms. Thompson-Paden, and Ms. Kelly:

Pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800) (Section 106) and following the methodology outlined in the 2014 *New York City Environmental Quality Review (CEQR) Technical Manual*^[1], FRA has determined and documented the Area of Potential Effects (APE) in which to assess the potential effects of the Western Rail Yard Infrastructure Project (Project) on historic properties. A required step in the Section 106 four-step decision-making process is determining and documenting the APE, which is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if such properties exist" (36 CFR § 800.16[d]). The Section 106 APE and the study area for assessing the Project's potential impacts on historic properties pursuant to NEPA in the EIS are the same. The proposed APE is also the same as the APE established during the review pursuant to Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law during the State Environmental Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR) process for the Western Rail Yard Project in 2009 (08PR03724, 08PR04116).

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If you have any questions or comments regarding the APE, or would like additional information about this undertaking, please contact FRA by email at WRYProject@dot.gov. FRA appreciates your interest in the Western Rail Yard Infrastructure Project.

Best regards,

Jennifer Morris

on behalf of

Laura A. Shick
Supervisory Environmental Protection Specialist
U.S. Department of Transportation
Federal Railroad Administration
Office of Railroad Policy and Development
WRYProject@dot.gov

[1] <https://www1.nyc.gov/site/oec/environmental-quality-review/technical-manual.page>

 2020-07-03_WRY APE Memo.pdf
6055K



Jennifer Morris <jmorris@akrf.com>

Western Rail Yard Infrastructure Project, Area of Potential Effects (APE) Memo

1 message

Jennifer Morris <jmorris@akrf.com>

Mon, Aug 17, 2020 at 1:53 PM

To: bobermeyer@delawaretribe.org, cbrooks@delawaretribe.org, temple@delawaretribe.org

Cc: "Shick, Laura (FRA)" <Laura.Shick@dot.gov>, "Poole, Andrea (FRA)" <andrea.poole@dot.gov>, "Blatnica, Rebecca (Volpe)" <Rebecca.Blatnica@dot.gov>, Rebecca Kriss <rkriss@akrf.com>, Nathan Riddle <nriddle@akrf.com>, Stephen Holley <sholley@akrf.com>, WRY Project <WRYProject@dot.gov>

Dear Chief Brooks, Mr. Obermeyer, and Ms. Bachor:

Pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800) (Section 106) and following the methodology outlined in the 2014 *New York City Environmental Quality Review (CEQR) Technical Manual*^[1], FRA has determined and documented the Area of Potential Effects (APE) in which to assess the potential effects of the Western Rail Yard Infrastructure Project (Project) on historic properties. A required step in the Section 106 four-step decision-making process is determining and documenting the APE, which is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if such properties exist" (36 CFR § 800.16[d]). The Section 106 APE and the study area for assessing the Project's potential impacts on historic properties pursuant to NEPA in the EIS are the same. The proposed APE is also the same as the APE established during the review pursuant to Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law during the State Environmental Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR) process for the Western Rail Yard Project in 2009 (08PR03724, 08PR04116).

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If you have any questions or comments regarding the APE, or would like additional information about this undertaking, please contact FRA by email at WRYProject@dot.gov. FRA appreciates your interest in the Western Rail Yard Infrastructure Project.

Best regards,

Jennifer Morris

on behalf of

Laura A. Shick
Supervisory Environmental Protection Specialist
U.S. Department of Transportation
Federal Railroad Administration
Office of Railroad Policy and Development
WRYProject@dot.gov

[1] <https://www1.nyc.gov/site/oec/environmental-quality-review/technical-manual.page>

 2020-07-03_WRY APE Memo.pdf
6055K



Jennifer Morris <jmorris@akrf.com>

Western Rail Yard Infrastructure Project, Area of Potential Effects (APE) Memo

1 message

Jennifer Morris <jmorris@akrf.com>

Mon, Aug 17, 2020 at 1:54 PM

To: josephinesmith@shinnecock.org

Cc: charlotteroe@shinnecock.org, "Shick, Laura (FRA)" <Laura.Shick@dot.gov>, "Poole, Andrea (FRA)" <andrea.poole@dot.gov>, Rebecca Kriss <rkriss@akrf.com>, "Blatnica, Rebecca (Volpe)" <Rebecca.Blatnica@dot.gov>, Stephen Holley <sholley@akrf.com>, Nathan Riddle <nriddle@akrf.com>, WRY Project <WRYProject@dot.gov>

Dear Ms. Smith:

Pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800) (Section 106) and following the methodology outlined in the 2014 *New York City Environmental Quality Review (CEQR) Technical Manual*^[1], FRA has determined and documented the Area of Potential Effects (APE) in which to assess the potential effects of the Western Rail Yard Infrastructure Project (Project) on historic properties. A required step in the Section 106 four-step decision-making process is determining and documenting the APE, which is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if such properties exist" (36 CFR § 800.16[d]). The Section 106 APE and the study area for assessing the Project's potential impacts on historic properties pursuant to NEPA in the EIS are the same. The proposed APE is also the same as the APE established during the review pursuant to Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law during the State Environmental Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR) process for the Western Rail Yard Project in 2009 (08PR03724, 08PR04116).

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If you have any questions or comments regarding the APE, or would like additional information about this undertaking, please contact FRA by email at WRYProject@dot.gov. FRA appreciates your interest in the Western Rail Yard Infrastructure Project.

Best regards,

Jennifer Morris

on behalf of

Laura A. Shick
Supervisory Environmental Protection Specialist
U.S. Department of Transportation
Federal Railroad Administration
Office of Railroad Policy and Development
WRYProject@dot.gov

[1] <https://www1.nyc.gov/site/oec/environmental-quality-review/technical-manual.page>

 2020-07-03_WRY APE Memo.pdf
6055K



Jennifer Morris <jmorris@akrf.com>

Western Rail Yard Infrastructure Project, Area of Potential Effects (APE) Memo

1 message

Jennifer Morris <jmorris@akrf.com>

Mon, Aug 17, 2020 at 1:55 PM

To: nathan.allison@mohican-nsn.gov

Cc: "Shick, Laura (FRA)" <Laura.Shick@dot.gov>, "Poole, Andrea (FRA)" <andrea.poole@dot.gov>, "Blatnica, Rebecca (Volpe)" <Rebecca.Blatnica@dot.gov>, Stephen Holley <sholley@akrf.com>, Nathan Riddle <nriddle@akrf.com>, Rebecca Kriss <rkriss@akrf.com>, shannon.holsey@mohican-nsn.gov, WRY Project <WRYProject@dot.gov>

Dear Mr. Allison:

Pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800) (Section 106) and following the methodology outlined in the 2014 *New York City Environmental Quality Review (CEQR) Technical Manual*^[1], FRA has determined and documented the Area of Potential Effects (APE) in which to assess the potential effects of the Western Rail Yard Infrastructure Project (Project) on historic properties. A required step in the Section 106 four-step decision-making process is determining and documenting the APE, which is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if such properties exist" (36 CFR § 800.16[d]). The Section 106 APE and the study area for assessing the Project's potential impacts on historic properties pursuant to NEPA in the EIS are the same. The proposed APE is also the same as the APE established during the review pursuant to Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law during the State Environmental Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR) process for the Western Rail Yard Project in 2009 (08PR03724, 08PR04116).

A description of the APE, including the Project's components and their potential to affect historic properties (both directly and indirectly), a description of the geographic boundaries of the APE, and maps and photographs depicting the APE, are provided in the enclosed July 3, 2020 **Section 106 Documentation: Western Rail Yard Platform Project, Proposed Area of Potential Effects (APE)** document. The New York State Historic Preservation Officer (NYSHPO) concurred with FRA's proposed APE in its August 3, 2020 letter responding to FRA's initiation of Section 106 for the Project.

If you have any questions or comments regarding the APE, or would like additional information about this undertaking, please contact FRA by email at WRYProject@dot.gov. FRA appreciates your interest in the Western Rail Yard Infrastructure Project.

Best regards,

Jennifer Morris

on behalf of

Laura A. Shick
Supervisory Environmental Protection Specialist
U.S. Department of Transportation
Federal Railroad Administration
Office of Railroad Policy and Development
WRYProject@dot.gov

[1] <https://www1.nyc.gov/site/oec/environmental-quality-review/technical-manual.page>

 2020-07-03_WRY APE Memo.pdf
6055K



Jennifer Morris <jmorris@akrf.com>

RE: Section 106 Consultation - Western Rail Yard Infrastructure Project

1 message

Nathan Allison <nathan.allison@mohican-nsn.gov>

Thu, Jul 30, 2020 at 4:40 PM

To: WRY Project <WRYProject@dot.gov>, Shannon Holsey <Shannon.Holsey@mohican-nsn.gov>

Cc: "Shick, Laura (FRA)" <Laura.Shick@dot.gov>, Nathan Riddle <nriddle@akrf.com>, Jennifer Morris <jmorris@akrf.com>, Rebecca Kriss <rkriss@akrf.com>, Bonney Hartley <Bonney.Hartley@mohican-nsn.gov>

Ms. Shick,

Good afternoon. Thank you for requesting comments from the Stockbridge-Munsee Community Tribal Historic Preservation Office. We have received both requests associated with the proposed Western Rail Yard Infrastructure Project. In accordance with Section 106 of the National Historic Preservation Act, the SMC THPO will review the document and respond back shortly with comments, if any we should have.

Since January I am the point-of-contact for all Section 106/NEPA reviews as well as state and local consultation requests. Ms. Hartley has transitioned to focus on NAGPRA and repatriation concerns for the Tribe. Future correspondence and consultation requests can be directed to me. Please see my contact information below for your records. We do ask that all consultation requests and associated documents be submitted electronically via email.

Please let me know should you have any questions.

Best,

Nathan

Nathan Allison

Tribal Historic Preservation Officer & Archaeologist

Stockbridge-Munsee Mohican Tribal Historic Preservation

Extension Office

65 1st Street

Troy, NY 12180

(518) 244-6891

nathan.allison@mohican-nsn.govwww.mohican-nsn.gov***Hours of Operation Update: Mon.-Thur. 7 am -5:30 pm***

From: WRY Project <WRYProject@dot.gov>
Sent: Thursday, July 30, 2020 3:21 PM
To: Shannon Holsey <Shannon.Holsey@mohican-nsn.gov>
Cc: Shick, Laura (FRA) <Laura.Shick@dot.gov>; Nathan Riddle <nriddle@akrf.com>; Jennifer Morris <jmorris@akrf.com>;
Rebecca Kriss <rkriss@akrf.com>; WRY Project <WRYProject@dot.gov>; Bonney Hartley <Bonney.Hartley@mohican-nsn.gov>;
Nathan Allison <nathan.allison@mohican-nsn.gov>
Subject: Section 106 Consultation - Western Rail Yard Infrastructure Project

Dear President Holsey,

Please find the attached correspondence from the Federal Railroad Administration regarding Government-to-Government Consultation pursuant to Section 106 of the National Historic Preservation Act for the Western Rail Yard Infrastructure Project in New York County, New York.

Please do not hesitate to reach out with any questions. We look forward to hearing from you.

Sincerely,

Becky Blatnica

Becky Blatnica, AICP

Environmental Protection Specialist | Environmental Science and Engineering Division, V-326

Volpe, The National Transportation Systems Center | U.S. Department of Transportation

[55 Broadway, Cambridge MA 02142](#) | Web: www.volpe.dot.gov

Office: 617-494-2147 | Fax: 617-494-2789 | Cell: 857-600-6265 | Email: rebecca.blatnica@dot.gov

Advancing transportation innovation for the public good



Jennifer Morris <jmorris@akrf.com>

RE: Section 106 Consultation - Western Rail Yard Infrastructure Project

1 message

Corrado, Marie <Marie.Corrado@amtrak.com>

Mon, Aug 10, 2020 at 12:37 PM

To: "Davies, Johnette" <Johnette.Davies@amtrak.com>, Jennifer Morris <jmorris@akrf.com>

Cc: "Shick, Laura (FRA)" <Laura.Shick@dot.gov>, Nathan Riddle <nriddle@akrf.com>, Rebecca Kriss <rkriss@akrf.com>, WRY Project <WRYProject@dot.gov>, Stephen Holley <sholley@akrf.com>, Keri Cibelli <kcibelli@akrf.com>, "Poole, Andrea (FRA)" <Andrea.Poole@dot.gov>, "Blatnica, Rebecca (Volpe)" <rebecca.blatnica@dot.gov>

Thanks, Johnette. I've made edits to my office address below in **red**, but otherwise confirm your message. And please use email instead of regular mail for 106 matters, in any case, since I will be working remotely for a while.

Marie Corrado

Senior Director, Gateway Program

2 Penn Plaza East

11th floor

Newark, NJ 07015

(973) 848-2177 (o)

(267) 290-4768 (m)

Marie.Corrado@Amtrak.com

From: Davies, Johnette <Johnette.Davies@amtrak.com>**Sent:** Monday, August 10, 2020 12:17 PM**To:** Jennifer Morris <jmorris@akrf.com>**Cc:** Shick, Laura (FRA) <Laura.Shick@dot.gov>; Nathan Riddle <nriddle@akrf.com>; Rebecca Kriss <rkriss@akrf.com>; WRY Project <WRYProject@dot.gov>; Stephen Holley <sholley@akrf.com>; Keri Cibelli <kcibelli@akrf.com>; Poole, Andrea (FRA) <Andrea.Poole@dot.gov>; Blatnica, Rebecca (Volpe) <rebecca.blatnica@dot.gov>; Corrado, Marie <Marie.Corrado@amtrak.com>**Subject:** RE: Section 106 Consultation - Western Rail Yard Infrastructure Project

Good afternoon,

Amtrak accepts FRA's invitation to participate as a consulting party for the above referenced project. Our primary contact will be Marie Corrado (copied here), and I will support Marie in Section 106 matters. Please make Marie your primary contact and copy me on transmittals. Here is Marie's contact information:

Marie Corrado

Senior Director Gateway

Amtrak

~~41-43 Raymond Plaza West~~**2 Penn East**

11th floor

Newark, NJ 07102

Marie.corrado@amtrak.com

267-290-4768

Marie, please correct anything if needed.

Best regards,

- Johnette

Johnette Davies

Lead Historic Preservation Specialist

Amtrak | 30th Street Station | 2955 Market Street, Mailbox 41 | Philadelphia, PA 19104

Email: johnette.davies@amtrak.com | office: 215-349-1354 | ATS:728-1354



From: Jennifer Morris <jmorris@akrf.com>

Sent: Thursday, August 06, 2020 8:24 PM

To: Davies, Johnette <Johnette.Davies@amtrak.com>

Cc: Shick, Laura (FRA) <Laura.Shick@dot.gov>; Nathan Riddle <nriddle@akrf.com>; Rebecca Kriss <rkris@akrf.com>; WRY Project <WRYProject@dot.gov>; Stephen Holley <sholley@akrf.com>; Keri Cibelli <kcibelli@akrf.com>; Poole, Andrea (FRA) <Andrea.Poole@dot.gov>; Blatnica, Rebecca (Volpe) <rebecca.blatnica@dot.gov>

Subject: Section 106 Consultation - Western Rail Yard Infrastructure Project

ATTENTION: This email originated outside of Amtrak. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Davies:

Please find the attached correspondence from the Federal Railroad Administration regarding Consulting Parties pursuant to Section 106 of the National Historic Preservation Act for the Western Rail Yard Infrastructure Project in New York County, New York.

Please do not hesitate to reach out with any questions. We look forward to hearing from you.

Sincerely,

Jennifer Morris

on behalf of

Laura A. Shick

Supervisory Environmental Protection Specialist

U.S. Department of Transportation

Federal Railroad Administration

Office of Railroad Policy and Development

WRYProject@dot.gov



Jennifer Morris <jmorris@akrf.com>

Re: Western Rail Yard Infrastructure Project: Transmittal of Draft Agency Coordination Plan

1 message

Timothy Frye (LPC) <TFrye@lpc.nyc.gov>

Tue, Sep 22, 2020 at 12:42 PM

To: Jennifer Morris <jmorris@akrf.com>

Cc: "Gina Santucci (LPC)" <GSantucci@lpc.nyc.gov>, Stephen Holley <sholley@akrf.com>

Hi Jennifer.

Thanks for clarifying. Yes, LPC is interested in participating as a consulting party.

Best,

Tim

Please note LPC staff is working remotely. The best way to reach me by phone is to call (646) 659-4972.



Timothy Frye

Director of Special Projects and Strategic Planning

1 Centre St., 9th Floor | New York, NY 10007

p: 212.669.1917 | tfrye@lpc.nyc.gov

www.nyc.gov/landmarks



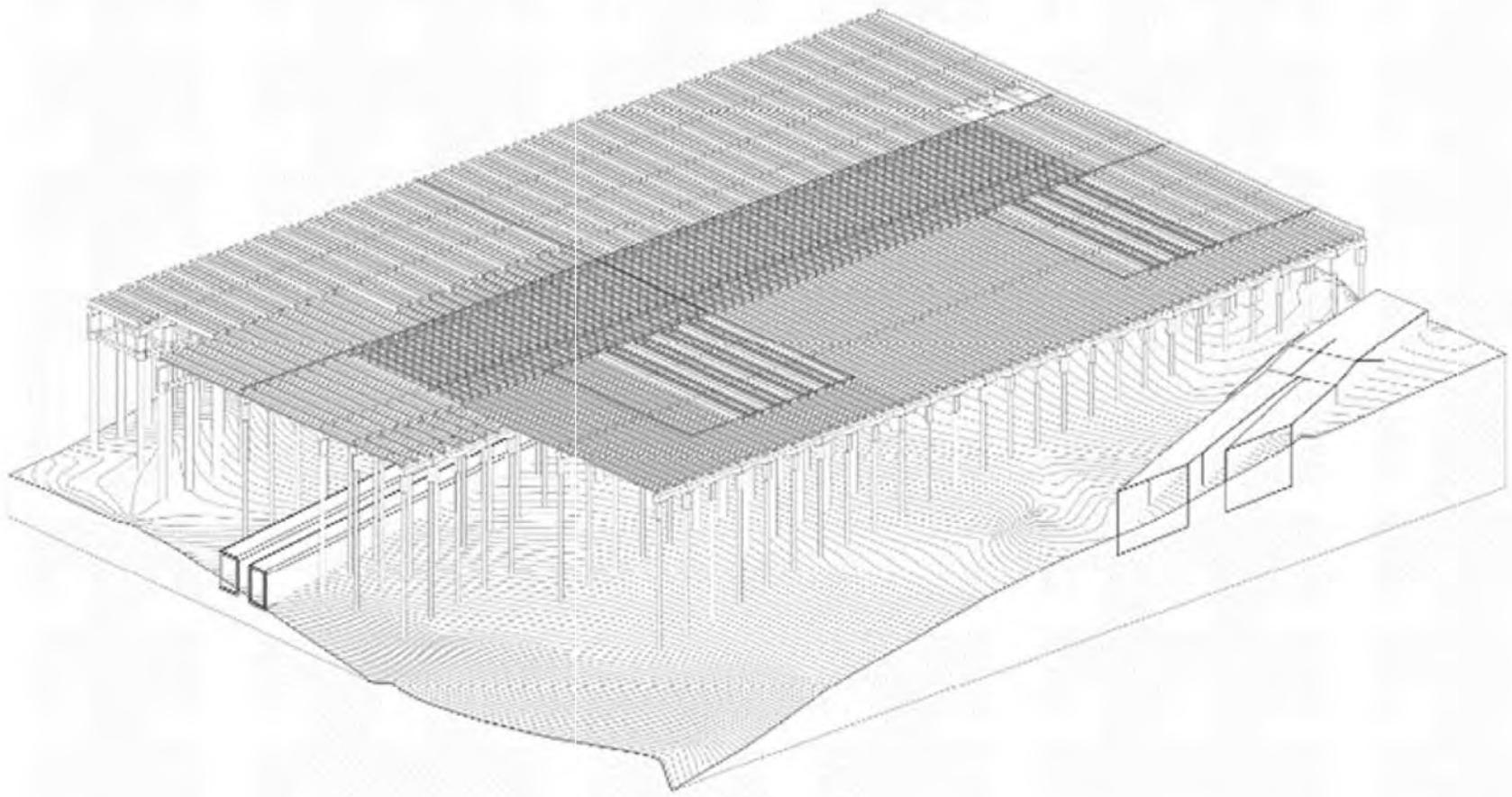
From: Jennifer Morris <jmorris@akrf.com>

Date: Tuesday, September 22, 2020 at 12:31 PM

To: "Timothy Frye (LPC)" <TFrye@lpc.nyc.gov>

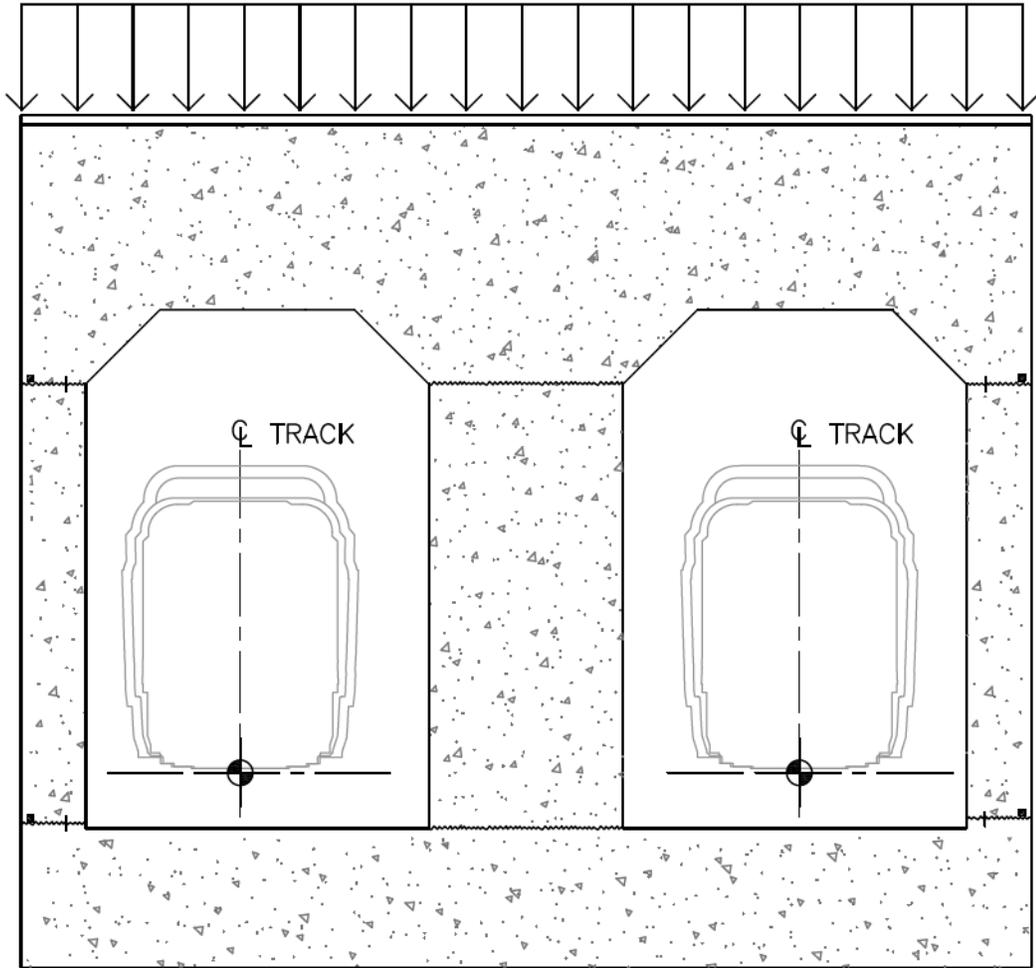
APPENDIX E

Project Plans and Drawings



Source: WRY Tenant LLC

MAXIMUM AVERAGE SERVICE LOAD : 40 KSF



APPENDIX F

Previous Inventory Forms and National Register Eligibility Determinations

RESOURCE EVALUATION

Date:	March 21, 2011	Staff:	Kathy Howe
Property:	New York Improvement & Tunnel Extension of the Pennsylvania Railroad	MCD:	06101 and 08101
Address:	from NJ to Manhattan to LIC Queens	County:	New York and Queens
Project Ref. No.:	11PR01891	USN:	06101.018103

- I.** Property is individually listed on SR/NR :
Name of listing :
- Property is a contributing component of a SR/NR district:
Name of District:
- II.** Property meets eligibility criteria
 Property contributes to a district which appears to meet eligibility criteria.
- Pre SRB: Post SRB: SRB Date

Criteria for inclusion in the National Register.

- A** **Associated** with events that have made a significant contribution to the broad patterns of our history;
- B** **Associated** with the lives of persons significant in our past;
- C** Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose component may lack individual distinction;
- D** **Have** yielded, or may be likely to yield information important in prehistory or history.

STATEMENT OF SIGNIFICANCE:

Based on the extensive historic context and integrity analysis provided, it is the opinion of the NY SHPO that the subterranean and subaqueous railroad tracks and tunnels of the New York Improvement and Tunnel Extension of the Pennsylvania Railroad meet Criterion A for transportation history and Criterion C for engineering design. Built between 1903 and 1910, this linear transportation corridor was the largest and most advanced metropolitan railroad project undertaken in the United States at that point in history. Extending from Weekhawken, New Jersey, beneath the Hudson River, beneath Manhattan, and under the East River to Long Island City, Queens, the system's engineering represents various construction techniques and designs that met the various needs of the project and the geological conditions.

If you have any questions concerning this Determination of Eligibility, please call Kathy Howe at 518-237-8643, ext 3266

Starting under North Bergen in Weehawken, New Jersey, two single track tunnels extend through a permanent subterranean shaft and beyond through subaqueous tunnels under the North River (Hudson River) and thence under 32nd Street, Manhattan, to the west end of 10th Avenue.

At the core of this system is the Pennsylvania Station beginning at 10th Avenue with the main portion from 9th to 7th Avenues between 31st and 33rd Streets with 21 parallel tracks of crossing and connecting mechanisms.

The area comprised of the footprint of the Pennsylvania Station Service Building and the below grade area beneath 31st Street connecting the Penn Station Service Building to the current Penn Station and the Cross-town tunnel system.

Beyond Penn Station, moving east from 7th Avenue, the tracks converge into three tracks under 32nd Street and 33rd Street respectively. Extending a short distance east, the lines converge into two-track tunnels which are continued under each street, to Second Avenue, curving north to a few feet east of First Avenue.

Continuing east, each of the four tracks travels in its own subaqueous tube, passing under the East River. Penetrating Long Island through two permanent shafts in LIC (Queens) these tunnels extend a short distance to the portal.

As previously noted, the proposed undertaking is limited to the Pennsylvania Station Service Building and the subaqueous portions of the tunnels and tracks that are now a part of Amtrak's Northeast Corridor. The Pennsylvania Station component of the APE only pertains to the tracks under the terminal and does not contain any portion of the building. The APE is narrow and long, following the general contour of the rail corridor within the interior of the tunnels. The above-ground APE for the project is depicted in Attachment 4. Photographic documentation of existing conditions is included in Attachment 3, while historical photographic documentation is included in Attachment 5.

Assessment of Archaeological Potential of the APE

The elements of this project do not have the potential for ground disturbance; therefore there is no effect on archaeological resources.

Evaluation of NRHP Eligibility

Identification of Historic Above-Ground Properties in APE

Fieldwork and research were conducted in four phases by two URS Architectural Historians. The first phase of fieldwork spanned a period from January 19-21, 2011. Research visits were conducted at the Avery Architectural Library at Columbia University in New York City, the New Jersey State Historic

Preservation Office in Trenton, and the New York State Historic Preservation Office near Albany. The second phase of fieldwork included a site visit to the Pennsylvania Station and the Pennsylvania Station Service Building in New York City on January 28, 2011. The third phase of research was conducted from January 30 through February 2, 2011, including primary source research undertaken at Hagley Museum and Library in Wilmington, Delaware; primary and secondary source research completed at the Pennsylvania Railroad Museum in Lancaster County, Pennsylvania; and primary and secondary source research undertaken at the Pennsylvania State Archives of the Pennsylvania Historical and Museum Commission in Harrisburg, Pennsylvania. A final research visit was conducted at the Smithsonian Institution's National Museum of American History Archives Center on February 24, 2011. The purpose of this visit was to examine a series of original construction photographs of the tunnel and Pennsylvania Station improvements for the 1903-1910 period.

Research was directed towards identifying all properties within the APE that were listed in or formally determined eligible for listing in the NRHP, as well as previously-identified properties that had not been evaluated for NRHP eligibility but were potentially eligible for listing. Identified properties are listed in the table below.

Table 1. Identified Historic Resource Sites within Above-Ground APE

<i>Resource Number</i>	<i>Resource Description</i>	<i>NRHP Eligibility</i>	<i>Reference</i>
95PR02554	Penn Station Service Building	Eligible; Local Landmark Eligibility	NYS OPRHP 06101.008140
HPO-K98-29	North (Hudson) River Tunnels	NRHP Eligible	NJ DEP HPO 06101.018103

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URS Architectural Historians completed research at a series of other archival repositories to gather written, photographic and other illustrative information on the development of the Pennsylvania Railroad (PRR) and the construction of railroad tunnels associated with this undertaking. These repositories include those listed above and also Internet-accessible versions of similar repositories. Online repositories included Google Books, Hagley Library's Digital Collections, and various other repositories standard to our historic research methods on a desktop level at URS.

Amtrak has determined that utilizing information collected during previous identification and evaluation efforts, as documented at the SHPO, coupled with this additional archival information, represents a good-faith effort on the part of the agency to identify historic properties within the Above-Ground APE. Additionally, Amtrak has concluded that this project, as one of a larger group of security projects, has limited or no potential to cause indirect adverse effects on historic properties in the APE, should they be present.

Correspondence dated November 12, 1998 from the New Jersey Deputy State Historic Preservation Officer issued the following revised decision regarding the NRHP eligibility of the Hudson River Tunnels:

It is also my revised opinion that the North (Hudson) River Tunnels, Milepost 3.0 Bergen Portal to 10th Avenue Portal, Amtrak NEC, Hudson County and Weehawken, Township to New York City, New York, are themselves eligible under Criterion C as intact and significant early 20th century railroad engineering structures which combined advances in tunneling technology with advances in railroad electrification to form the first major direct railroad connection between New York and New Jersey. The tunnels were associated with the Pennsylvania Railroad New York Extension representing the continued expansion of the railroad and were planned as part of overall improvements in the New York metropolitan corridor (Criterion A).

Because the list of previously-evaluated resources and the NJ SHPOs comment on NRHP eligibility regarding the Hudson River Tunnels do not include information pertaining to other related components of the Pennsylvania Railroad improvements (e.g., Cross Town Tunnels and the East River Tunnels) potentially affected by this undertaking, one of the URS Architectural Historians communicated with staff of the NY SHPO regarding what additional information would be required to support this Section 106 letter report. In an e-mail dated January 21, 2011, Historic Preservation Program Analyst Kathleen Howe provided additional guidance. Ms. Howe stated: "The former Pennsylvania Railroad (current Amtrak tunnels) – spanning from Weehawken, NJ, under the Hudson River, through Manhattan, under the East River over the [sic.] Long Island City – have not been formally evaluated by the NY SHPO for their National Register eligibility. In order to evaluate the tunnels we will need to receive a narrative description of them including a discussion of their integrity, current photographs, maps showing their route, and a statement of significance."

The following information responds to this guidance.

Historic Context for the New York Improvement and Tunnel Extension of the Pennsylvania Railroad, 1903-1910

The first subway and tunnel systems were constructed in New York City in the late nineteenth century. Before the twentieth century, the Island of Manhattan was connected to the surrounding areas only by ferries and a limited number of bridges, which only spanned the East River connecting Manhattan to Brooklyn and later Queens.

The original Hudson River Tunnel was conceived by D.C. Haskins in 1871, and construction work began in 1874. Progress made on this tunnel was intermittent, and the project was delayed by both engineering and financial difficulties. The project was officially opened in 1908. The East River Gas Tunnel was constructed between 1892 and 1894. The Manhattan-Bronx Division of the New York Subway began

construction of a tunnel to provide a cross-borough connection in 1892. The Brooklyn-Manhattan Division of the New York Subway began a similar project in 1902.

The Pennsylvania Railroad's (PRR) New York tunnel system represented more than an additional tunnel between Manhattan and neighboring boroughs. As Jill Jonnes states in *Conquering Gotham: A Gilded Age Epic: the Construction of Penn Station and Its Tunnels*, this "vast, transforming transportation enterprise" was "the connecting of the nation's mainland and its greatest railroad to its most important port and city." The PRR's New York Terminal was formed through the combination of the PRR terminals, tunnels, and lines between Weehawken, New Jersey and LIC, Queens. Constructed and operated by the PRR, the components function as one system (Attachment 5, Figure 1)

Extending from the main line of the PRR at Harrison, New Jersey, this transportation corridor crosses west through Hackensack Meadows to the face of Bergen Hill. Continuing under Bergen Hill to Weehawken, New Jersey, two single track tunnels extend under the North River (Hudson River) and then under 32nd Street, Manhattan, to the west end of 10th Avenue and the Pennsylvania Station. The main portion of the station lies between 9th and 7th Avenues between 31st and 33rd Streets. Underneath the station, the tunnels continued alongside 21 parallel tracks with various crossing and connecting mechanisms (Attachment 5, Figure 2).

Beyond Pennsylvania Station, moving east from 7th Avenue, there are two tunnels each with two tracks under 32nd Street and 33rd Street. Extending east, the lines continue to Second Avenue, curving north to enter two tunnels a few feet east of First Avenue. Two tunnels of two tracks then became four separate tubes running under the East River. Continuing east, the track converged to their former arrangement of two tunnels each with two tracks to LIC (Queens) and continued eastward to Sunnyside Yard, terminating at Woodside Avenue. The estimated cost for the tunnels at the time of construction was reported to be \$100,000,000. The project included two divisions of the line and/or system, the North River Division and the East River Division.

North River Division

The North River Division runs between 10th Avenue in Manhattan to Bergen Hill in and Weehawken, New Jersey. Charles M. Jacobs, a PRR engineer, was in charge of the design and construction of the division. Several previous attempts to tunnel under the Hudson River had failed. A major factor in previous failures to construct underwater tunnels was the unstableness of the glacial silt that the *Engineering News* described in December 1901 as "about the most treacherous material through which submarine tunneling has ever been attempted...the silt is so unyielding and semi-fluid in consistency that it is quite doubtful whether an ordinary cast-iron-lined tunnel would not be distorted and fractured by the movements of the trains."

Jacobs devised a new scheme that would carry rolling loads on bridging that were supported on pier and/or piles. Attached to the tunnel itself, these piers and/or piles could maintain sliding joints in the tunnel shells if necessary, allowing the tunnel to be physically supported during construction. Every fifteen feet, the tunnel segments included a special "bore segment" that would allow the installation of screw piles that would attach the tunnel to the bedrock under the silt. This plan gained the confidence of the proper authorities and helped initiate the entire project (Attachment 5, Figures 3a and 3b).

Tunneling began with the construction of two vertical shafts, one in Manhattan and the other in Weehawken, New Jersey. The Manhattan shaft was typical of similar construction at the time being only 55 feet deep, with a cross-section of 32 by 22 feet. The Weehawken shaft was a more impressive engineering accomplishment being seventy-six feet deep, 100 by 154 feet at the top with a reduction to 56 by 116 feet at the bottom (Attachment 5, Figure 4).

Construction of the vertical shafts required the construction of power plants in both Manhattan and Weehawken, and plants to generate compressed air (to be forced into each tunnel shaft) on each side of the Hudson. Each shaft required three Class "F" Stirling boilers each with 5,000 square feet of heating space and 116 square feet of grate space. There were two feed pumps at each plant, as well as three Ingersoll-Rand low pressure compressors used to supply air to the subaqueous tunnels. The plants also included one high pressure Ingersoll-Rand compressor operated by a Corliss steam engine. The operation provided 4,389 cubic feet of air per minute. Condensing 22,500 pounds of steam per hour, each plant also contained two Worthing surface condensers, acting as vacuum pumps.

The North River Division was divided into three segments: 1) the Terminal Station-West; 2) the NRT; and 3) the Bergen Hill Tunnels

The Terminal Station-West

Under the authority of B.F. Cresson, Jr., Resident Engineer, the work conducted on the east side of 9th Avenue to the east side of 10th Avenue, included excavation, the construction of retaining and face walls, and underpinning 9th Avenue to support its elevated railroads, surfaces, and other structures. The underpinning of 9th Avenue meant accommodating the roughly 125,000,000 passengers carried on the Elevated Railroad and surface lines of 9th Avenue during the stage of underpinning.

During the construction, traffic on 9th Avenue was supported by a three-track elevated railroad structure and a two-track surface railway structure, over which a 375 foot viaduct was created to support the existing operations and to afford excavating 60 feet below the street (Attachment 5, Figure 5). The contract work for this section was let to the New York Contracting Company in April 1906. The works involved excavating roughly 517,000 cubic yards of material (87 percent of which was rock) and construction of approximately 2,000 linear feet of retaining and face walls containing about 185,000 cubic yards of concrete, and constructing support structures for 9th Avenue.

NRT

Between 1903 and 1906, two subaqueous tunnels were constructed using large-scale shields driven from each side of the North River. Operating the tunneling shields required three hydraulic power pumps in each power plant. O'Rourke Engineering Construction Company served as the contractors to the PRR. The soft alluvial muds and marine sediments of the North River were excavated by forcing an iron shield through the mud. This method allowed the excavated materials to pass through the shield doors to be removed on rail cars. This technique was invented by James H. Greathead and was employed in the construction of the first London Subway (1880-1890). A later technique known as the clay-blanket method was developed by Jacobs and Davies for the first Hudson River Tunnel. This method essentially consisted of blanketing the entire river bed along the line of excavation with impervious clay to prevent compressed the air from blowing through the river bed into the water above (Attachment 5, Figure 6).

A shield of 18 feet in diameter was used in the construction of the NRT. In *Conquering Gotham*, Jonnes described the shield and its operation as follows:

...the Greathead-style shield, a strange 193-ton behemoth of a machine, a gigantic mechanical mole that burrowed deep under the river as the tunnel's rings were assembled in its laborious wake. Charles Jacobs and James Forgie had designed their shields to be seventeen-foot-long cylinders that would snugly encase the forefront of each twenty-foot wide tunnel as it was being built. The shield face itself, constructed with three strong layers of two-inch-thick steel plate, had nine-compartments with doors so sandhogs (workmen) could excavate from the face. Or those compartments could be carefully opened to let in river muck as the shield pushed forward. The tunnel itself was series of gigantic cast-iron rings, each two-and-a half feet wide. Each ring was assembled with thirteen separate flanged segments, laboriously bolted together then attached to the previous ring. And so the tunnel advanced, two feet and six inches at a time Attachment 5, Figures 7-9).

This method used an incredible volume of compressed air, exerting a pressure of roughly 3,400 tons at a hydraulic pressure of 5,000 pounds per square inch. The shields used on the New York side were built inside the iron lining of the shield chambers and no falsework was required; whereas, on the Weehawken side, construction occurred through bare rock excavation with the required falsework.

The interior of the tunnel was specifically designed to accommodate one single line of tracks to eliminate the possibility of derailment and collision. Alexander Cassatt, President of the PRR, employed a tube design that featured a trough shape within the lower portion of the tunnel. On each side of the tracks, concrete "benches" formed the trough shape rising one foot above the ordinary Pullman car. This provided an absolute safeguard against derailment, but allowed access for maintenance and repair within the tunnel. The "benches" constructed on ceramic tile blocks also created a barrier between the tracks and the tunnel wall, providing another safeguard for the structure itself.

The benches were also designed as functional safety elements—three feet wide ledges that served as walkways. Ducts for electric cables, composed of stacked terra cotta channels, were built into the side walls (benches) of the trough with 15 ducts for high tension wires and 40 ducts for low tension wires. This provided conduit channels for the electrical components of the railroad system, including telephone, telegraph, signal and power wires (Attachment 5, Figures 10 and 11).

Between May of 1908 and May of 1909, the tunnels were lined with concrete, which included the installation of a monolithic masonry panels as a means of making the tunnel rigid and safe. A total of 150,000 cubic yards of masonry was used in the building of the two Hudson River tunnels. Each of the two tunnels is roughly 7,406 feet with an aggregate length of 15,668. The weight of the finished tunnel was roughly 31,469 pounds per linear foot. At the time of completion, the weight of the tunnel with the maximum train capacity and/or load was calculated at roughly 42,869 pounds per linear square foot.

Bergen Hill Tunnels

The Bergen Hill Tunnels were built as two single track lines, 37 feet from center to center and each extending a distance of 5,920 feet from the Weehawken Shaft to the Hackensack (Bergen Hill) Portal (Attachment 5, Figures 12a and 12b). On May 7, 1908, the last head of the Bergen Hill tunnel had broken through. By the time the excavations for the North River and Bergen Hill tunnels were completed, 750,000 pounds of dynamite had been used (Attachment 5, Figure 13).

East River Division

The construction of the ERT was carried out under the design and construction leadership of Charles M. Jacobs, engineer of the PRR. Borings along the line of the East River Tunnel involved penetrating a variety of materials, including quicksand, coarse sand, gravel, boulders, bedrock, and clay.

The East River Tunnel construction project was divided into the following three sections: 1) Crosstown Tunnels; 2) ERT; and 3) Sunnyside Yard.

The labor contracted to S. Pearson & Son on July 7, 1904, included the construction of permanent vertical shafts in New York City and LIC and the tunnels between these shafts, along with tunnel extensions east through LIC to East Avenue.

Similar to construction of the NRT, the ERT required new plants to generate large volumes of pressurized air, as well as power facilities. The Manhattan air compressor plant featured large air compression machinery that mechanically pumped air from the outside into the plant to, in turn, push pressurized air into the tunnels to keep river water from flooding construction areas. In turn, the machinery exhausted steam and musty air from the work zones so that the “sandhogs” could continue to work. . The air

compressor plants on each side of the river were installed by the Ingersoll-Rand Company of New York, producing a rated capacity of 25,000 cubic feet of free air per minute.

Two permanent shafts were built on each side of the river. The construction of just one shaft on the Manhattan side required boring through 123 feet of rock; 87 feet of earth and rock; 723 feet of earth; 515 feet of earth and rock; 291 feet of rock; and 56 feet of rock and earth. In LIC, the shafts were sunk as pneumatic caissons to a depth of 78 feet below the mean high water mark (Attachment 5, Figure 14). This type of caisson was required to maintain the air pressure necessary for excavation requirements for tunneling under the East River. While most caissons were sunk to or slightly below rock, these were driven 54 feet through rock (Attachment 5, Figure 15).

Crosstown Tunnels

As part of the East River Division, the Crosstown Tunnels were constructed between Pennsylvania Station at 7th Avenue to the vertical shafts at First Avenue. The "New York Station" tracks, totaling 2,985 linear feet, led to the Crosstown Tunnels, where they continued eastward and converged from three tracks into a two tracks before reaching the First Avenue vertical shafts. The length of track under Manhattan totaled 5,199 feet. The excavation of these tunnels involved drilling and blasting through the hard rock of Manhattan's geological spine (Attachment 5, Figure 16).

Excavation was carried out by modified versions of the top-heading and bench methods. A power house at the corner of 31st Street and Fourth Avenue provided compressed air for operating drills, shovels, pumps, and hoists within the tunnel.

East of Second Avenue, the tunnels curved to the north and passed under private property rather than city-owned streets (Attachment 5, Figure 17). The tunnel under 33rd Street was 1,418 feet east of Fifth Avenue and descended at a grade of 0.4 percent.

ERT

Between 1903 and 1908, four subaqueous tunnels were constructed by shields driven from each side of the East River. The company of S. Pearson & Son, Inc. served as the contractors to the PRR, and construction was completed by March 18, 1908. The sand and gravel bed of the East River posed a new type of problem -- the shield could not be forced through the sand and gravel, requiring excavation to take place in front of the shield. This could only be achieved by maintaining optimal caisson pressure, which allowed workers to excavate through openings in the shield.

Shield types in construction of the East Division tunnels varied—a heavy type was used in the tunnels under the river; a lighter type used in driving the land tunnels from East Avenue and in LIC. The shields used under the river were massive in size, extremely heavy and used "cutting edges" making them

effective excavators. The shields had transverse bulkheads that allowed the interior to be sealed off with the only openings being a door and a muck shoot. The bulkheads added needed rigidity during construction.

After the shields were built and pushed forward, it was necessary to close the space between the interior iron lining and the rock. Concrete bulkheads were then built with the necessary air-locks behind the shields. The shields were pushed roughly 60 feet forward and the permanent lining was erected as the shield advanced. The space at the portal was filled with concrete and rings erected throughout the tunnel at each joint of the shields. The shield method was altered and adapted to meet the needs of the specific excavation conditions.

The first of the four single-track cast-iron tube tunnels to connect mid-river was Tunnel D, in 1908, after 4 years of blowouts, fires, cave-ins, flooding, explosions, injuries, and deaths. Each of the tunnels was roughly 6,000 feet long with about 3,900 feet of the tunnels running below the riverbed then continuing east for about 2,000 feet below LIC. (Attachment 5, Figure 18).

Sunnyside Yard

Train tracks that extended from the tunnels under East Avenue in LIC became the Long Island Railroad. Original plans specified that the tunnel lines should pass under the passenger station building and passenger yard of the Long Island Railroad and then under streets and private property. These plans were abandoned and the portals were located in LIC. East of the portals, the track system was expanded to provide connections with the tracks of the Long Island Railroad to and from LIC with the New York Connecting Railroad and the New England lines. This area is known as the Sunnyside Yard, and included huge train storage and a cleaning yard. The facility was located roughly two and three-quarters of a mile east of the East River.

After nearly a decade of planning and construction, the first train departed the Pennsylvania Station at 12:02 a.m. on November 28, 1910. The local train to Perth Amboy was the first train to pass through the tunnel. The Washington Express was the first train to enter Manhattan and the Pennsylvania Station on that same day at 12:30 a.m. Later that day, the 1:00 a.m. express was the first train bound for Philadelphia from the Island of Manhattan. The majority of the line between Harrison, New Jersey and LIC, New York was complete with only minor details remaining to be completed.

Post-Construction Tunnel Improvements/Modifications

Throughout the next several decades, electrical updates and other types of system upgrades and maintenance work were completed on, and within, the tunnels. The following table provides a chronology of this work, as identified in PRR board meeting minutes and other primary source materials. Although not a comprehensive list, Table 2 provides a useful overview regarding the amount of equipment installed

in the tunnels and the degree to which changing technology needs to be accommodated to keep the tunnels operational.

Table 2: Post Construction Tunnel Improvements

<i>Date</i>	<i>Project/Update</i>	<i>Service Provider</i>	<i>Location</i>
September 18, 1929 to 1934	Electrification with Construction of Foundations, Guy Anchors, and Catenary Systems	Gibbs & Hill, Inc. Construction Contractor	Millstone, New Jersey to Sunnyside Yard
November 1930 to December 22, 1932	Installation of Duct Underground Conduit	Gibbs & Hill, Inc. Construction Contractor	Kearny, New Jersey to Sunnyside Yard
January 26, 1931 to December 5, 1932	Installation of 12,000 Volt Paper Insulated, Two-Conductor Concentric Lead Covered Cables	Henry Idle, Inc.	ERT and NRT, and other New Jersey Locations
May 1941	Update of Traffic Locking Circuits/Updating Interlocking of the Tracks	Unknown	NRT and ERT/Associated Yards
May 1941	Protection of the Weehawken Shaft	Unknown	Weehawken Shaft
Early 1940s	Flood Proofing/Including the Installation of Drop Flood Gates at Shafts and Portals/Installation of Swing Flood Gates	Salson Construction Company, Hallen Welding Services, J. Richard Steers Company	10 th Avenue Portal, 6 th Avenue Portal, North and South Tunnels of the Weehawken Shaft, and the NRT and East RT
May 21, 1942	Installation of 54 Paired Telegraph and Telephone Wires	Unknown	Long Island Shafts to Sunnyside Portal
May 21, 1942	Installation of Remotely Controlled Sectionalizing Switches for Signal Power Lines	Unknown	Shafts of the NRT and ERT
May 4, 1943	Updates of the Tracks	Unknown	Penn Station and New York Terminal
May 4, 1943	Increased Power Supply	Unknown	Penn Station Terminal
May 4, 1943	Installation of Dewatering Facilities	Unknown	Penn Station Terminal
May 4, 1943	Installation of Electric Strip Heaters within the Switch System	Unknown	Interlocking System

<i>Date</i>	<i>Project/Update</i>	<i>Service Provider</i>	<i>Location</i>
May 4, 1943	Installation of Overload Protection on Circuit Breakers and Disconnect Switches on Circuit Breakers	Unknown	Switching Stations of the ERT
May 16, 1944	Installation of Dragging Equipment Detectors and "A" Interlockers	Unknown	Hudson River Portal of the NRT
May 16, 1944	Installation of Remotely Controlled Sectionalizing Switches for Signal Power Lines	Unknown	North and East River Shafts
October 1963	Demolition of Facilities	Unknown	Penn Station

NRHP Evaluation for New York Improvement and Tunnel Extension of the Pennsylvania Railroad

For a property to be eligible for listing in the NRHP, it must be found significant under at least one of the NRHP Criteria for Evaluation and retain its historic integrity. Amtrak has completed its analysis of the Criteria for Evaluation for this resource as follows:

Criteria A and B – Events and People

The subterranean and subaqueous railroad tracks and tunnels of the New York Improvement and Tunnel Extension of the Pennsylvania Railroad is associated with transportation-related events that made a significant contribution to the broad patterns of our history (Criterion A), but does not appear to be associated with the lives of historically significant people (Criterion B).

The subterranean and subaqueous railroad tracks and tunnels were constructed between 1903 and 1910. This improvement project was the largest and most advanced metropolitan railroad project undertaken in America at this time in our country's history. Until these tunnels were constructed, the PRR terminated on the western side of the Hudson in Jersey City, New Jersey. Passengers wanting to go to Manhattan had to board ferries to cross the river. The chief rival railroad, the New York Central, ran down Manhattan from the north and terminated at Grand Central Terminal – a competitive disadvantage for the PRR.

Building a bridge across the Hudson River meant joint participation in the venture from the other railroads using ferries across the river – a requirement for obtaining state approval. The other railroads declined the offer to participate. Tunnels for steam locomotives were difficult to ventilate, but the early 20th century, development of the electric locomotive dramatically reduced the need for ventilation. With electrification of the line and the construction of these tunnels, the largest railroad in the county connected directly to the