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Hudson Tunnel Project, New Jersey and New York

Environmental Impact Statement

## Hudson Tunnel Project, New Jersey and New York

The Hudson Tunnel Project (the Project) is intended to preserve the existing Northeast Corridor (NEC) Hudson River rail crossing between New Jersey and New York and provide a new rail crossing. The Project consists of construction of a new rail tunnel under the Hudson River between New Jersey and New York connecting the new rail tunnel to the existing NEC Hudson River crossing beneath the Hudson River.

The existing NEC rail tunnel beneath the Hudson River is known as the North River Tunnel. This tunnel is used by Amtrak for intercity passenger rail service and by NJ TRANSIT for commuter rail service. The tunnel has two separate tubes, each accommodating a single track for electrically powered trains, and extends approximately 2.5 miles from the tunnel portal in North Bergen, NJ, to Penn Station, New York, NY.

Superstorm Sandy in October 2012 damaged the North River Tunnel, and today the tunnel remains compromised. The North River Tunnel is currently safe for use by Amtrak and NJ TRANSIT trains traveling between New Jersey and New York City and beyond. However, it is in poor condition as a result of storm damage and requires regular and, occasionally, emergency maintenance that disrupts service for hundreds of thousands of rail passengers throughout the region. Despite the ongoing maintenance, the tunnel's systems continue to degrade and can only be addressed through a comprehensive rehabilitation of the tunnel.

The Hudson Tunnel Project will rehabilitate the North River Tunnel without disrupting existing levels of train service, and provide redundant capability for rail service crossing the Hudson River. To perform the needed rehabilitation in the existing North River Tunnel, each tube of the tunnel will need to be closed for more than a year. However, in order to avoid unacceptable reductions in weekday service, the Project first includes construction of a new tunnel with two new rail tubes beneath the Hudson River (the Hudson River Tunnel) that can maintain the existing level of train service while the damaged tubes in the North River Tunnel are taken out of service one at a time for rehabilitation. Once the North River Tunnel rehabilitation is complete, both the old and new tunnels will be in service, providing redundant capability and increased operational flexibility for Amtrak and NJ TRANSIT.

For more information about the Project, please visit the [project website](#).

### FRA Point of Contact

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### Permitting Dashboard

The U.S. Permitting Dashboard is an online tool for Federal agencies, project sponsors, and interested members of the public to track the Federal government's environmental review and authorization processes for large or complex infrastructure projects. The Dashboard is part of a government-wide effort to improve coordination, transparency, and accountability. A link to this project's page on the Dashboard is below.

- [Permitting Dashboard Link](#)

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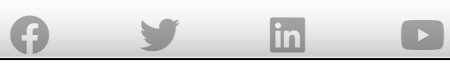
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