The Hudson Tunnel Project proposes construction of a new tunnel under the Hudson River and rehabilitation of the existing North River Tunnel. The North River Tunnel carries two tracks under the Hudson River between Manhattan and New Jersey, and is a crucial link in the busiest section of railroad in North America. Severely damaged in Super Storm Sandy, it is in urgent need of repair.

**Project Need**

The Hudson Tunnel Project is intended to preserve the current functionality of Amtrak’s Northeast Corridor (NEC) service and NJ TRANSIT’s commuter rail service between New Jersey and New York Penn Station by repairing the existing North River Tunnel. It will also strengthen the NEC’s resiliency and ability to support reliable service by providing redundant capacity under the Hudson River for Amtrak and NJ TRANSIT trains. These improvements must be achieved while maintaining uninterrupted commuter and intercity rail service and by optimizing the use of existing infrastructure. The project involves design and construction of a new rail tunnel under the Hudson River as well as the rehabilitation and modernization of the existing North River Tunnel.

**Infrastructure Background**

The roughly 10-mile section of the NEC between Newark, N.J., and New York Penn Station is the busiest stretch of railroad in North America. Every day, 450 trains carry passengers making 200,000 intercity and commuter rail trips over just two tracks that cross the century-old Portal Bridge and traverse the North River Tunnel en route to a space-constrained Penn Station.

In October 2012, Super Storm Sandy significantly damaged the North River Tunnel. Despite ongoing maintenance, the damage continues to degrade systems in the tunnel.
**Project Status**

Prior to issuing funding for the Hudson Tunnel Project, the Federal Railroad Administration (FRA) must consider the environmental effects of the Project in accordance with the National Environmental Policy Act (NEPA). The FRA and NJ TRANSIT are jointly preparing an Environmental Impact Statement (EIS) to evaluate the Hudson Tunnel Project. Amtrak, in partnership with the Port Authority of New York and New Jersey (PANYNJ), is conducting the preliminary engineering.

The EIS is moving rapidly through an accelerated 24-month schedule, roughly half the time a project of this magnitude would normally require.

Public participation in the EIS process is vitally important. The public was encouraged to provide input during the project’s scoping process and again upon publication of the Draft EIS (DEIS) in Summer 2017. Following issuance of the DEIS, public hearings were held in New Jersey and New York City to facilitate the collection of comments on the DEIS, which will be addressed in the Final EIS/Record of Decision expected in Spring 2018.

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**Project Benefits**

- **Preserve Existing Northeast Corridor Service**
- **Improve Reliability**
- **Add Resiliency and System Redundancy**
- **Environmental Benefits**

A closure of just one tube of the North River Tunnel could reduce capacity by as much as 75% and force tens of thousands of commuters and travelers onto already congested bridges, tunnels and highways in both New York City and New Jersey. The resulting congestion would lead to degradation of air quality throughout the region. Despite ongoing maintenance, the damage can only be addressed through a comprehensive reconstruction of the tunnel.

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**NEC FUTURE Investment Plan: 2040 and Beyond**

NEC FUTURE is the FRA’s investment plan to improve the reliability, capacity, connectivity, performance and resiliency of passenger rail service throughout the NEC. By increasing resiliency in the most heavily-used section of the NEC and laying the foundation for future capacity growth, the Hudson Tunnel Project is identified in NEC FUTURE as fundamental to implementing the plan’s full potential.