

Hudson Tunnel Project

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

Prepared by:

U.S. Department of Transportation –
Federal Railroad Administration

And

NJ TRANSIT
Port Authority of New York and New Jersey

With Cooperating Agencies:

Federal Transit Administration
U.S. Army Corps of Engineers

Pursuant to:

National Environmental Policy Act (42 USC § 4321 et seq.), and implementing regulations (40 CFR Parts 1500-1508); Section 4(f) of the U.S. Department of Transportation Act (49 USC § 303) and implementing regulations (23 CFR Part 774); Federal Railroad Administration Procedures for Considering Environmental Impacts (64 Federal Register [FR] 28545 [May 26, 1999] and 78 FR 2713 [January 14, 2013]); Efficient Environmental Reviews for Project Decisionmaking (23 USC § 139); the Federal Highway Administration and Federal Transit Administration Environmental Impact and Related Procedures (23 CFR Part 771); National Historic Preservation Act (54 USC § 306101) and implementing regulations (36 CFR Part 800); Clean Air Act as amended (42 USC § 7401 et seq.) and implementing regulations (40 CFR Parts 51 and 93); the Endangered Species Act of 1973 (16 U.S.C. § 1531 et seq.) and implementing regulations (50 CFR Part 402); the Clean Water Act (33 USC § 1251 et seq.) and implementing regulations (33 CFR Part 320 et seq. and 40 CFR Part 230); the Rivers and Harbors Act of 1899 (33 USC § 403); and the Coastal Zone Management Act of 1972 (16 USC § 1451).



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

May 28, 2021

Date of Approval

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Stephen Goodman
Regional Administrator, Region 2
Federal Transit Administration

5/28/21
Date of Approval

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Kevin S. Corbett
President and CEO
New Jersey Transit Corporation

5-24-21

Date of Approval

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Richard Cotton
Executive Director
Port Authority of New York and New Jersey



Date of Approval

The Federal Railroad Administration (FRA) as lead Federal agency and the New Jersey Transit Corporation (NJ TRANSIT) and the Port Authority of New York and New Jersey (PANYNJ) as joint lead agencies are issuing a Final Environmental Impact Statement (EIS) and Final Section 4(f) Evaluation for the Hudson Tunnel Project (the Project).

Pursuant to 23 USC § 139(n), FRA is issuing a single document that consists of the Final EIS and Record of Decision (ROD).

After consulting with FRA, NJ TRANSIT, and the PANYNJ, and review of the Final EIS and other NEPA documentation associated with the Project, FTA is adopting the Hudson Tunnel Project EIS, and issuing a joint ROD with FRA.

The purpose of the Hudson Tunnel Project is: to preserve the current functionality of Amtrak's Northeast Corridor (NEC) service and NJ TRANSIT's commuter rail service between New Jersey and PSNY by repairing the deteriorating North River Tunnel; and to strengthen the NEC's resiliency to support reliable service by providing redundant capability under the Hudson River for Amtrak and NJ TRANSIT NEC trains between New Jersey and the existing PSNY. These improvements must be achieved while maintaining uninterrupted commuter and intercity rail service and by optimizing the use of existing infrastructure. Because of the importance of the North River Tunnel to essential commuter and intercity passenger rail service between New Jersey and New York, the Project needs to be accomplished as soon as possible. This Project to address the need related to deterioration of the existing North River Tunnel is being advanced independently of any initiatives to expand rail capacity on the NEC, but does not preclude other future projects to expand rail capacity in the area.

The Final EIS incorporates, where appropriate, changes made in response to comments received as well as describes and presents the impacts of other changes in the project and built environment of the project area that have occurred since the issuance of the Draft EIS.

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

Following completion of the Draft EIS, the PANYNJ became the Project Sponsor for the Hudson Tunnel Project. The PANYNJ will remain the Project Sponsor until such time as the Gateway Development Commission (GDC) assumes the role of Project Sponsor. The PANYNJ and GDC anticipate that change will occur prior to the award of Federal financial assistance for the Project. In its role as Project Sponsor, the PANYNJ has accepted and relied on the evaluations and conclusions of this Final EIS.

The ROD memorializes FRA's and FTA's approval of the Preferred Alternative as the Selected Alternative and presents the Section 4(f) Determination. The ROD also provides background on the Project's development; describes the alternatives FRA considered in the EIS; discusses the public opportunity for comment on the Draft EIS; explains the basis for FRA's and FTA's decision; identifies the Environmentally Preferable Alternative; documents compliance with applicable Federal environmental laws, regulations, and executive orders; and sets forth the commitments that are required to mitigate and minimize harm as a result of the Project.

The single document that consists of the Final EIS and ROD and Final Section 4(f) Evaluation is available for public review at the Hudson Tunnel Project website: www.hudsonstunnelproject.com. In addition, printed copies of the Final EIS and ROD and Final Section 4(f) Evaluation are available in a number of viewing locations that are listed on the Project website.

For additional information concerning this document, please contact the following individuals:

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