

Hudson Tunnel
Secaucus, New Jersey to New York City
(July 2024)

The Gateway Development Commission (GDC) in cooperation with the Port Authority of New York and New Jersey (PANYNJ), New Jersey Transit Corporation (NJ TRANSIT) and the National Railroad Passenger Corporation (Amtrak), is constructing a new two-track heavy rail tunnel along the Northeast Corridor from the Bergen Palisades in New Jersey to Manhattan that will directly serve Penn Station New York. The project consists of three elements: construction of a new Hudson Tunnel, the rehabilitation and modernization of the existing North River tunnel, and Long Island Railroad (LIRR) Emergency Services Building (ESB) Utility Relocation Early Work associated with the separately funded Hudson Yards Concrete Casing Section 3 project. The project is part of the Northeast Corridor Gateway Program, a series of strategic rail infrastructure investments designed to improve current service and create new capacity.

The new Hudson River Tunnel includes two new surface tracks parallel to the south side of the Northeast Corridor (NEC) beginning at a realigned Allied Interlocking in Secaucus, New Jersey just east of NJ Transit's Secaucus Junction Station. The new two-track Hudson River Tunnel runs parallel to the North River Tunnel, beneath the Palisades (North Bergen and Union City) and the Hoboken waterfront area, and beneath the Hudson River to connect to the tracks in the A Yard west of Penn Station New York (PSNY).

The rehabilitation of the North River Tunnel makes improvements to the existing North River Tunnel that opened in 1910.

The Long Island Rail Road Emergency Services Building (ESB) Utility Relocation moves utilities out of the future path of the Hudson Yards Concrete Casing – Section 3, the third and final concrete casing section for rail right-of-way preservation beneath the extensive overbuild project that is planned to be constructed on a platform above the rail complex in Manhattan (immediately west of PSNY) known as “Hudson Yards.”

NJ Transit service on the Project is planned to operate 24 hours a day, seven days a week, with trains every three minutes during peak periods (7:00 – 9:30 am and 3:30 – 6:00 pm), every nine minutes during off-peak periods, and every 10 minutes during evenings and weekends. The forecasted public transportation ridership on the Project, using current year inputs of population and employment, is 189,000 daily linked trips. This number is expected to grow to 210,400 daily linked trips by the 10-year horizon used in the evaluation of the project.

The total project cost under the Full Funding Grant Agreement (FFGA) for the Hudson Tunnel project is: \$14,576.2 million. The Section 5309 New Starts funding amount is: \$6,880 million.

Under 49 U.S.C. 5309, FTA is authorized to award Federal major capital investment funds for design and construction of the Hudson Tunnel project. Through FY 2024, Congress has appropriated a total of \$800 million for the project.

Status

The project entered New Starts Project Development in July 2016, with the PANYNJ as the project sponsor. A locally preferred alternative was adopted into the New Jersey and the New York fiscally constrained long-range transportation plans in November 2017 and August 2018, respectively. FTA issued a Categorical Exclusion for the Hudson Yards right-of-way preservation project element in November 2019. The PANYNJ completed the environmental review process in May 2021, when FTA and the Federal Railroad Administration issued a Record of Decision. FTA approved the project into Engineering in June 2023 and signed the FFGA in July 2024. The project is estimated to be completed in November 2040. Construction has begun on soil improvement contract in the Hudson River and tunneling construction contract is in the procurement process.

Source of Funds	<u>Total Funding (\$million)</u>
Federal:	
Section 5309 CIG	\$6,880.0
Amtrak Contribution	\$667.1
Federal-State Partnership	\$3,063.7
RAISE	\$25.0
Local/Other:	
PANYNJ (includes RRIF Financing)	\$2,424.9
NJ (includes RIFF Financing)	\$285.4
NY (includes RIFF Financing)	\$1,230.1
Total:	\$14,576.2

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment

Hudson Tunnel Project

Located Between Secaucus, New Jersey and New York, New York

5.17.21

