

Hudson Tunnel Project
Secaucus, New Jersey to New York, New York
New Starts Project Development
Information Prepared June 2016

The Hudson Tunnel Project is 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. It consists of three major elements: the Hudson Yards right-of-way preservation project, the Hudson Tunnel, and the rehabilitation and modernization of the existing North River tunnel.

The Hudson Tunnel 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 Port Authority of New York and New Jersey (PANYNJ) currently serves as the project sponsor, but the Project is a joint undertaking that also includes Amtrak and New Jersey Transit (NJ TRANSIT).

The existing 106-year old North River Tunnel is owned by Amtrak. NJ TRANSIT and Amtrak operate approximately 450 trains each weekday through the tunnel that carry over 200,000 daily passenger trips. The North River Tunnel presents reliability challenges due to damage from Superstorm Sandy in 2012, as well as the overall age the tunnel and the intensity of its current use. Significant delays to a large number of trains occur when problems arise.

The benefits of the Hudson Tunnel Project are twofold. First, the new tunnel will enable the closure of the existing tunnel for reconstruction without causing a significant reduction of capacity. Second, once renovations on the North River Tunnel are complete, its reopening will provide greater operational flexibility and system redundancy in the event of malfunction.

Preparation of an Environmental Impact Statement is currently underway, and is expected to be completed in March 2018. The selection of a locally preferred alternative and its incorporation into the region's fiscally constrained long range plan is expected to occur in the first quarter of 2018. The current schedule anticipates the project will enter Engineering in the second quarter of 2018, receive a Full Funding Grant Agreement from FTA in spring 2019, and have both the new tunnel and the rehabilitated tunnel open for revenue service by 2028.