

THE HUDSON TUNNEL PROJECT

OVERVIEW

The Hudson Tunnel Project (HTP) includes three major elements to create **resiliency**, **redundancy**, and **reliability** for Amtrak's Northeast Corridor (NEC) service and NJ TRANSIT's commuter rail service between New Jersey and Penn Station New York (PSNY):

- 1** Construction of a **new two-track Hudson River rail tunnel** from the Bergen Palisades in New Jersey to Manhattan.
- 2** Construction of the **third and final concrete casing at Hudson Yards**, which will preserve the right of way for the new tunnel to connect to New York—Penn Station.
- 3** Rehabilitation of the existing **North River Tunnel**, which was severely damaged during Superstorm Sandy.



BACKGROUND

The existing North River Tunnel (NRT), opened in 1910 by the Pennsylvania Railroad, was designed to early 20th-century standards and consists of two tracks. This “one-track-in, one-track-out” rail system between New York and New Jersey results in significant delays up and down the NEC when service incidents occur. Service reliability through the NRT, already suboptimal because of the tunnel’s age and antiquated design, has been further compromised by damage caused by Superstorm Sandy in 2012.

When an incident takes one tube out of service, traffic in and out of PSNY must use the one remaining NRT tube, reducing capacity by up to 75% and leading to significant delays. The 24 trains per hour that use the NRT in the peak period could drop to as few as six when just one tube is closed.

The Hudson Tunnel Project will build two additional tracks and rehabilitate the existing two tracks, resulting in four modern tracks between New York and New Jersey that create operational flexibility, rail network redundancy, and resiliency against future impacts to the Hudson River rail crossing.

BENEFITS

The planned improvements to the vital 457-mile NEC between Boston and Washington, DC—America’s busiest passenger railroad—will result in substantial social, economic, and environmental benefits, including:

- Eliminating a single point-of-failure for a regional economy that drives a sizable portion of America’s Gross Domestic Product (GDP). The New York regional economy and the Northeast Corridor megaregion contribute 10% and 20%, respectively, of the nation’s GDP.
- Creating **95,000 direct, indirect, and induced jobs** over the Project’s construction period.
- Generating **\$19.6 billion in economic activity** over the Project’s construction period.
- Stimulating the economy by directly spending more than **\$87 million/month** on average on materials and labor over the Project’s construction period.
- Utilizing **U.S. suppliers and manufacturers from around the country** through the Build America, Buy America requirement that applies to federally funded purchases, as well as the provisions regarding participation by minority- and women-owned, small, and disadvantaged businesses.

By the Numbers

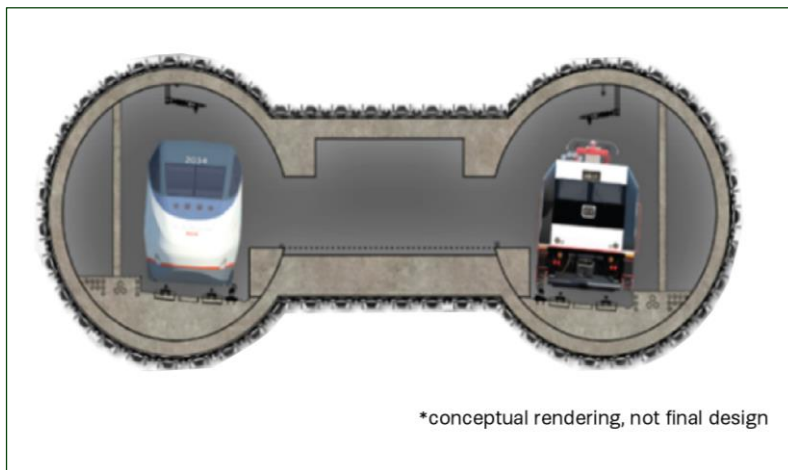
- 2** tracks: (1 track in separate tubes)
- 12** years: estimated construction duration
- 9** miles: new track length* (4.5 miles in either direction)
- 4.8** miles: new tunneling length* (2.4 miles in either direction)
- 25** feet, **2** inches: internal tunnel diameter*
- 28** feet: outside tunnel diameter*
- 20** feet: minimum tunnel depth below surface* (Manhattan, NY)
- 275** feet: maximum tunnel depth below surface* (Palisades, NJ)

*approximate

CURRENT ACTIVITIES

In November 2023, construction launched on both sides of the Hudson River:

- 1 Tonnelle Avenue Bridge and Utility Relocation Project:** Ground broke in North Bergen to facilitate a connection to the new tunnel portal and an access point for Tunnel Boring Machines.
- 2 Hudson Yards Concrete Casing–Section 3 (HYCC-3):** In Manhattan, work is underway to connect the new tunnel to New York Penn Station.
- 3 Hudson River Ground Stabilization (HRGS) Project:** In May, preliminary work to fortify a section of the riverbed began. Heavy construction will commence in July.



Five out of the nine packages that make up the Hudson Tunnel Project are either under construction or in procurement. In February 2024, GDC awarded its first heavy construction contract (HRGS). Contracts for the Palisades Tunnel and Manhattan Tunnel are currently in procurement and are expected to be awarded later this year.

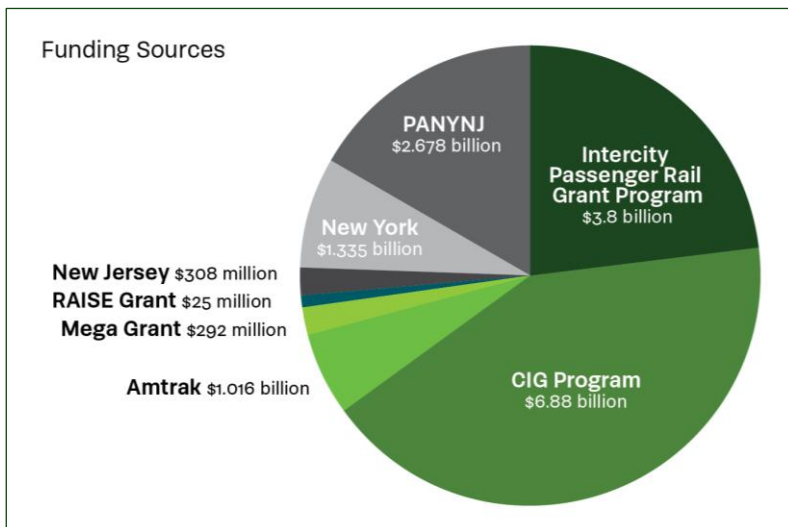
FUNDING

The federal funding commitment to the Hudson Tunnel Project represents the **largest federal investment ever in a mass transit project**.

Altogether, GDC has \$12 billion in federal commitments, with total project costs split 70-30 between federal and local partners.

In April, GDC submitted the final documents required by the FTA to reach a Full-Funding Grant Agreement (FFGA) for **\$6.88 billion** in Capital Investment Grants (CIG) Program funding.

GDC expects to finalize an FFGA and close on low-interest loans through the Build America Bureau in June, securing all \$16 billion needed to see the HTP through to completion. This milestone will bring the Project to the point of no turning back.



NEXT STEPS

GDC continues to make progress on early work packages that will bolster reliability, reduce costs, and mitigate risks to successful delivery, and is preparing for heavy construction to begin in the Hudson River in July.

When GDC finalizes an FFGA this summer, major construction activity and ongoing procurements will have the green light to proceed. GDC will be able to advance the procurement process for civil works and surface alignment contracts, move forward with the second phase for the HRGS contract, and unlock Tunnel Boring Machine activity.