

# Hudson Tunnel

## Secaucus, New Jersey to New York City, New York

### New Starts Project Development (Updated March 2021)

Summary Description	
<b>Proposed Project:</b>	Commuter Rail 6.5 Miles, 1 Station
<b>Total Capital Cost (\$YOE):</b>	\$12,442.35 Million (Includes \$2,037.6 million in finance charges)
<b>Section 5309 CIG Share (\$YOE):</b>	\$5,509.70 Million (44.3%)
<b>Annual Operating Cost (opening year 2030):</b>	\$3.59 Million
<b>Current Year Ridership Forecast (2018):</b>	178,000 Daily Linked Trips 49,122,500 Annual Linked Trips
<b>Horizon Year Ridership Forecast (2030):</b>	200,300 Daily Linked Trips 55,280,600 Annual Linked Trips
<b>Overall Project Rating:</b>	Under Review
<b>Project Justification Rating:</b>	Under Review
<b>Local Financial Commitment Rating:</b>	Under Review

**Project Description:** The Port Authority of New York and New Jersey (PANYNJ), the Gateway Development Commission (GDC), New Jersey Transit Corporation (NJ TRANSIT) and the National Railroad Passenger Corporation (Amtrak), propose the construction of 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 major elements: the Hudson Yards right-of-way preservation, a new Hudson Tunnel, and the rehabilitation and modernization of the existing North River tunnel. Service is planned to operate 24-hours a day, seven days a week, with trains every three minutes during peak periods, every nine minutes during off-peak periods, and every 10 minutes during evenings and weekends.

**Project Purpose:** 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 of the tunnel and the intensity of its current use. Significant delays to trains occur when problems arise. The Project is planned to improve the reliability of service in the corridor by addressing the deterioration of the existing North River tunnel. The Project is also meant to preserve the current functionality of Amtrak's NEC service and NJ TRANSIT's commuter rail service and strengthen the reliability of service by providing operational flexibility for trains under the Hudson River that are traveling between New Jersey and New York.

**Project Development History, Status and Next Steps:** The Project entered New Starts Project Development in July 2016. 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 element in November 2019. A Draft Environmental Impact Statement (EIS)

was published in July 2017. The Final EIS and Record of Decision is anticipated to be completed in mid-2021.

***Significant Changes Since Last Evaluation (November 2019):*** In early 2021, FTA was notified that the project sponsor and grant applicant will be officially changing from the PANYNJ to the GDC. Although the GDC was a public body created by state legislation enacted in New York and New Jersey in July 2019, some of the commissioners to the GDC were not appointed until December 2020. In March 2021, the GDC held its first board meeting and became officially established as an organization.

The state legislation creating the GDC outlines steps that must be taken to fully operationalize the organization, including developing and adopting by-laws and voting procedures, procurement procedures, financial procedures and funding sources, hiring procedures, civil rights procedures, and other items. Completion of these steps influences FTA determinations on legal, technical, and financial capacity and the project rating. Thus, FTA has not provided a rating and has instead indicated items are “Under Review” by the local project partners.

The overall project cost increased from \$12,127.22 million to \$12,442.35 million, and finance charges increased from \$1,969.93 million to \$2,037.60 million. The requested CIG funds increased from \$5,338.68 million to \$5,509.70 million, and the CIG share increased slightly from 44.0 to 44.3 percent.



