

**Portal North Bridge**  
**Hudson County,**  
**New Jersey**  
(November 2021)

The New Jersey Transit Corporation (NJ TRANSIT) in cooperation with the Gateway Program Development Corporation (GDC), the Port Authority of New York and New Jersey (PANYNJ), and the National Railroad Passenger Corporation (Amtrak), is constructing a new, two-track fixed structure railroad bridge across the Hackensack River in Hudson County, New Jersey, along the Northeast Corridor (NEC). The Portal North Bridge project involves replacing the existing 110-year-old two-track railroad swing bridge over the Hackensack River, with a new fixed bridge carrying two (2) new tracks. The segment of the bridge that will span directly above the river will consist of three (3), 400 foot-long “Network Tied Arch” spans, equaling a distance of about 1,200 feet. In total, the Project’s 2.44 miles consist of approximately 6,200 linear feet of new railroad embankment sections and approximately 6,700 linear feet of bridge and viaduct structure sections. Related project components include items such as structural, track, civil, communications, signals, electric traction power, facilities power, catenary, and control center modifications. The proposed project also includes the purchase of 25 multilevel commuter railcars for NJ TRANSIT to expand its service in the corridor.

Currently 20 trains ranging in length from eight to twelve cars each cross the bridge during the morning peak hour from 7:34 AM to 8:32 AM in the peak direction of service, offering 25,481 passenger seats. Upon completion of the project, NJ TRANSIT will increase the number of passenger seats by 3,673 by adding multilevel cars to nine of its existing peak hour trains, replacing a full consist of single-level passenger cars with multilevel cars on one peak hour train, and adding one additional train during the morning peak hour in the peak direction of service, thereby increasing capacity by 14.4 percent.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$1,732.17 million. The Section 5309 Capital Investment Grant (CIG) funding amount is \$766.50 million.

**Status**

The Federal Rail Administration (FRA) published an Environmental Impact Statement (EIS) for the Project and signed a Record of Decision (ROD) in 2008. FRA performed environmental re-evaluations in 2010, 2011, and 2016. The Project was included in the region’s fiscally constrained long-range metropolitan transportation plan (LRTP) in September 2013. The Project entered Core Capacity Project Development in July 2016. NJ TRANSIT selected a Locally Preferred Alternative (LPA) in November 2016. The environmental review process was completed by FTA in July 2017, with the adoption of the FRA environmental record. The Project was again adopted into the LRTP in November 2017. FTA approved the Project into the Core Capacity Engineering phase in June 2020. A Full Funding Grant Agreement for the project was signed in January 2021, and is projected to be completed in June 2028. All design has been completed and 100% of the contracts have been awarded with construction to begin in the spring of 2022.

Through FY 2021, Congress has appropriated a total of \$248.00 million for the project.

**Reported in Year of Expenditure Dollars**

<b>Source of Funds</b>	<b>Total Funding (\$million)</b>	<b>Appropriations to Date</b>
<b>Federal:</b>		
Section 5309 Core Capacity	\$766.50	\$248.00 million in total appropriations through FY 2021.
National Railroad Passenger Corporation (Amtrak) funds	\$97.04	
FHWA Flexible Funds (Congestion Mitigation and Air Quality Program)	\$57.06	
<b>Local:</b>		
New Jersey Economic Development Authority Bonds repaid with New Jersey Transportation Trust Fund (NJTTF)	\$590.66	
NJTA Revenues	\$176.19	
NJTTF Revenues	\$44.72	
<b>TOTAL</b>	<b>\$1,732.17</b>	

**NOTES:** The Source of Funds and Total Funding numbers are as established at the signing of the FFGA. The sum of the figures may differ from the total as listed due to rounding.

# Portal North Bridge Alignment

