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HUDSON TUNNEL PROJECT

An Amtrak train exits the north tube of the North River Tunnel

The Hudson Tunnel Project proposes construction of a new tunnel under the Hudson River and rehabilitation of the existing North River Tunnel. The North River Tunnel carries two tracks under the Hudson River between Manhattan and New Jersey, and is a crucial link in the busiest section of railroad in North America. Severely damaged in Super Storm Sandy, it is in urgent need of repair.

Project Need

The Hudson Tunnel Project is intended to preserve the current functionality of Amtrak's Northeast Corridor (NEC) service and NJ TRANSIT's commuter rail service between New Jersey and New York Penn Station by repairing the existing North River Tunnel. It will also strengthen the NEC's resiliency and ability to support reliable service by providing redundant capacity under the Hudson River for Amtrak and NJ TRANSIT trains. These improvements must be achieved while maintaining uninterrupted commuter and intercity rail service and by optimizing the use of existing infrastructure. **The project involves design and construction of a new rail tunnel under the Hudson River as well as the rehabilitation and modernization of the existing North River Tunnel.**

Infrastructure Background

The roughly 10-mile section of the NEC between Newark, N.J., and New York Penn Station is the busiest stretch of railroad in North America. Every day, 450 trains carry passengers making 200,000 intercity and commuter rail trips over just two tracks that cross the century-old Portal Bridge and traverse the North River Tunnel en route to a space-constrained Penn Station.

In October 2012, Super Storm Sandy significantly damaged the North River Tunnel. Despite ongoing maintenance, the damage continues to degrade systems in the tunnel.

1910

The century-old North River Tunnel was built before the Titanic

450

Amtrak and NJ TRANSIT trains pass through the tunnel daily

2X

Tunnel ridership is expected to double in the coming years

(Infrastructure Background, Continued)

In October 2012, Super Storm Sandy significantly damaged the North River Tunnel when both tubes (each containing one track) were inundated with millions of gallons of sea water. The water was pumped out, but salts and chlorides left behind continue to degrade systems including the concrete bench walls that line either side of the tunnel. Through these bench walls pass critical high-voltage cables and other infrastructure that powers NEC trains and the New York Penn Station terminal complex.

While the existing tunnel is safe for use, certain elements of tunnel infrastructure remain in poor condition as a result of the storm damage and have required emergency maintenance that disrupts service for hundreds of thousands of rail passengers throughout the region. Despite ongoing maintenance, the damage can only be addressed through a comprehensive reconstruction of the tunnel.

Project Benefits

- *Preserve Existing Northeast Corridor Service*
- *Improve Reliability*
- *Add Resiliency and System Redundancy*
- *Environmental Benefits*

A closure of just one tube of the North River Tunnel could reduce capacity by as much as 75% and force tens of thousands of commuters and travelers onto already congested bridges, tunnels and highways in both New York City and New Jersey. The resulting congestion would lead to degradation of air quality throughout the region. The movement of people and goods to and from the nation's largest regional economy would be severely constrained, putting 10% of America's gross domestic product at risk.

Project Status

Working with the Federal Railroad Administration and partners Amtrak and the Port Authority of New York and New Jersey, NJ TRANSIT (on behalf of the Gateway Partners) completed an administrative draft of a Final Environmental Impact Statement (FEIS) in a remarkable 22 months on an aggressive, accelerated schedule. Although the draft was submitted on time for a target March 30, 2018 Record of Decision, the document remains under review within the U.S. Department of Transportation. A Record of Decision is needed to substantively advance the project.

Preliminary Engineering on the tunnel has reached the 30% threshold typical for Design-Build contracts. The package of drawings, calculations and diagrams has been submitted to the Federal Railroad Administration (FRA) and awaits sign off to be considered complete.

The States of New York and New Jersey, along with the Port Authority have committed more than $5.5 billion toward the Hudson Tunnel Project and filed a financial plan with the Federal Transit Administration for additional funding.

An active Request for Information solicitation has generated extensive and useful dialogue with the private sector that has led to launch of a pre-procurement Virtual Data Room and helped streamline other key aspects of project delivery.

THE GATEWAY PROGRAM SUMMARY MAP

The Hudson Tunnel Project is a key component of The Gateway Program, a comprehensive set of strategic rail infrastructure improvements designed to improve current services and create new capacity that will allow the doubling of passenger trains running under the Hudson River. The program will increase track, tunnel, bridge, and station capacity, eventually creating four mainline tracks between Newark, N.J., and New York Penn Station, including a new, two-track Hudson River Tunnel.

NEC FUTURE Investment Plan: 2040 and Beyond

NEC FUTURE is the FRA's investment plan to improve the reliability, capacity, connectivity, performance and resiliency of passenger rail service throughout the NEC. By increasing resiliency in the most heavily-used section of the NEC and laying the foundation for future capacity growth, the Hudson Tunnel Project is identified in NEC FUTURE as fundamental to implementing the plan's full potential.

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