

Gateway Development Commission (GDC) is the bi-state public authority charged with delivering the **Hudson Tunnel Project (HTP)**, a critical set of passenger rail infrastructure projects that will improve transportation up and down the East Coast, create tens of thousands of jobs, and strengthen the national economy for decades to come.

The HTP will make two crucial improvements to the national rail network:

- Building nine miles of new passenger rail track between New York and New Jersey, including a new, two-tube tunnel under the Hudson River.
- Rehabilitating the existing 115-year-old tunnel, a source of chronic delays for hundreds of thousands of daily passengers.

GDC has separated the HTP into ten distinct construction projects. The total budget for construction is \$16 billion.



Key Dates

2035

New tunnel completed

2038

Rehab of existing tunnel completed

Creating Jobs and Growing the Economy

Total Economic Impact



95,000

Jobs



\$19.6 Billion

in Economic Output

Impacts of Current Active Projects



20,200

Jobs



\$1.7 Billion

in Labor Income



\$4.5 Billion

in Economic Output

The Most Urgent Infrastructure Project in the Nation



Reliable, modern rail transportation up and down the Northeast Corridor (NEC) is essential to America's economic success, but the existing rail tunnel between New Jersey and New York can no longer meet the region's needs.

Addressing this single point of failure on the most heavily used passenger rail line in the country will **relieve a choke point that 450 trains and 200,000 riders pass through every day** and unlock long-term economic growth that benefits all Americans.

The NEC is the most heavily used passenger rail line in the U.S., with more than 2,000 trains per day carrying approximately 800,000 daily passenger trips across eight states and Washington D.C. This region produces **20 percent of the nation's GDP** and is home to **97 Fortune 500 companies**.

The existing tunnel is a fracture point in the most congested stretch of the NEC. The latest data shows **there are delays in the North River Tunnel nearly two out of every three days**. Riders were delayed a total of 545 hours in 2023 – an average of 1.5 hours per day. **The number one cause of delays: faulty infrastructure.**

Negative Impacts of a Tunnel Shutdown

Shutting the existing tunnel down for repairs without a replacement already built would have massive, widespread negative impacts that would hurt Americans from coast to coast.

Even a planned shutdown of just one tube would cost the national economy **\$16 billion** over four years.

Closing one tube in the existing tunnel without a replacement would cause a 75 percent reduction in capacity, **reducing service from 24 trains per hour to six**. With fewer trains, more people will drive, increasing commute times for drivers and delaying emergency response.

Current Conditions in the Existing Tunnel



Advancing Construction on Schedule

Five of the ten construction projects that make up the HTP are in progress.

- **The Tonnelle Avenue Project** is building a new roadway bridge to create an access point for the Tunnel Boring Machines and enable trains to pass into and out of the new tunnel without disrupting traffic.
- **The Hudson Yards Concrete Casing – Section 3 Project** is preserving the rail right-of-way under Hudson Yards so the new tunnel can connect to NY Penn Station. Sections 1 and 2 have already been built.
- **The Hudson River Ground Stabilization Project** is in-water work to create a stable environment for the Tunnel Boring Machines to drill through as they come up to meet the elevation at NY Penn Station.
- **The Palisades Tunnel Project** is constructing the first mile of the new tunnel in New Jersey. This is the first project that involves tunnel boring.
- **The Manhattan Tunnel Project** is building the portion of the tunnel that connects to the Hudson Yards Concrete Casing and preparing the ground under Manhattan's West Side for tunnel boring.

GDC is on track to complete the Tonnelle Ave. Project by the end of 2025. **The Tunnel Boring Machines that will dig the New Jersey portion of the tunnel will arrive in early 2026.** By the end of 2026, contracts to build each section of the new tunnel will be awarded.



Hudson River Ground Stabilization



Tonnelle Avenue Bridge & Utility Relocation