NJTPA TIP FY 2026 - 2029

Hudson Tunnel Project

DBNUM: GP2402 **AQ Code:** O9 (Exempt) **Est. Total Project Cost:** $2,688.000 (Million) **Sponsor:** GDC (Gateway Development Commission)

Routes: **Mileposts:** **RCIS:** Transit Enhancement

County: Hudson **Municipality:** Various

The Gateway Development Commission (GDC) in partnership with the States of New York and New Jersey, and the National Railroad Passenger Corporation (Amtrak), proposes the construction of the Hudson Tunnel Project (HTP). The project consists of three elements: (1) construction of a new, two-track Hudson River Tunnel parallel to the south side of the Northeast Corridor between the Bergen Palisades in New Jersey, terminating west of Penn Station New York in Manhattan; (2) construction of Hudson Yards Concrete Casing (HYCC) Section 3 Emergency Services Building (ESB) Utility Relocation Early Work, a third and final rail right-of-way preservation project in Manhattan, New York; and (3) the rehabilitation of the North River Tunnel which opened in 1910 and sustained damage during Superstorm Sandy. The project is part of the Northeast Corridor Gateway Program, a series of strategic rail infrastructure investments designed to improve current service and create new capacity.

The total project cost is $16.052 billion. As a bi-state project, the HTP is also included in the New York Metropolitan Transportation Council's Transportation Improvement Program (TIP). Based on an Engineering approval letter from FTA, GDC is anticipating an award amount of up to $6.88 billion from FTA Section 5309 Capital Investment Grants (CIG) Program funds for this project ($3.44 billion of which is attributed to the NJTPA TIP). The State of New York, the PANYNJ, and the State of New Jersey through the New Jersey Turnpike Authority have committed, as funding partners, to support borrowings for the HTP by the GDC through Railroad Rehabilitation and Improvement Financing (RRIF) loans. The HTP is also funded by a grant issued under the Federal Railroad Administration (FRA) Federal-State Partnership for Intercity Passenger Rail Grant Program – up to $3.8 billion. The total estimated share of non-federal agreements attributed to the NJTPA TIP is $1.605 billion.

Construction of the associated HYCC–Section 3 is no longer included in the HTP FTA CIG New Starts Financial Plan because it is being funded, in part, with a $292 Million National Infrastructure Project Assistance (Mega) Program grant. The HTP project would make use of the entire HYCC being constructed. While, the HYCC-Section 3 project is no longer included as part of the HTP New Starts Financial Plan, the associated LIRR ESB Utility Relocation Early Work project continues to be included.

			Constrained TIP					Unconstrained
MPO	**PHASE**	**FUND**	**2026**	**2027**	**2028**	**2029**	**Total**	**2030-2035**
NJTPA	**ERC**	**SECT 5309**	350.000	334.000	334.000	334.000	**1,352.000**	1,336.000
		TOTAL ($ million)	350.000	334.000	334.000	334.000	**1,352.000**	1,336.000