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The Gateway Program is a series of interconnected projects designed to rehabilitate and expand one of the biggest transportation bottlenecks in the United States. The program focuses on a 10-mile segment of the Northeast Corridor (NEC) stretching from Penn Station Newark to Penn Station New York, which is the busiest section of the nation’s most heavily used passenger rail line.

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**Trans-Hudson Transit Will Grow**

Although increased hybrid and remote work is likely here to stay, trans-Hudson transit ridership will continue to increase because:

- Many workers still commute five days per week
- Non-work trips, for school, medical appointments, shopping, family visits and entertainment will continue to grow faster than work trips
- Northern New Jersey, the origin of the vast majority of Trans-Hudson trips, is expected to remain the largest source of new housing in the region outside of New York City
- There is no extra capacity at the bridges and tunnels to accommodate an increase in automobile traffic
- Regardless of hybrid and remote work trends, the number of commuters will increase over the decade or more it will take to complete the new tunnel
There is no time to waste when it comes to building the Hudson Tunnel project and the rest of the Gateway Program. Any delay could seriously cost the region and impede its economic recovery by:

- Discouraging companies and residents from staying in the region
- Deferring 83,000 jobs that would come with building the tunnel and replacing Portal North Bridge
- Reducing the reliability of Amtrak and NJ Transit rail service
- Increasing the risk of a catastrophic shutdown of one or more of the two existing tracks before a new tunnel is built

What’s more, Gateway offers is the most sustainable path forward for our region. Gateway will help curb greenhouse gas emissions by reducing reliance on cars, improving air quality and reducing suburban sprawl by encouraging more transit-oriented development, even if work-from-home increases fourfold from pre-pandemic levels.

Not only is Gateway necessary to accommodate a future increase in trans-Hudson ridership, but the completion of the program, especially the Hudson Tunnel project, will determine which scenario of economic and transit-based growth modeled by RPA’s researchers is most likely. With the better service and additional capacity that Gateway would provide, growth is likely to be higher and work-from-home lower than it would be otherwise.

Read the full report at rpa.org