



Pelham Bay Bridge Replacement Project

FACT SHEET

Modernizing the Northeast Corridor

Amtrak proposes to replace the current two-track movable bridge with a new, modern crossing.

The Pelham Bay Bridge connects Amtrak trains between New York City to Connecticut, Rhode Island, and Boston along the Northeast Corridor (NEC) via Amtrak's Hell Gate Line. The bridge, which is also used by freight trains, was partially rehabilitated by Amtrak in 2009, but needs more repair and is reaching the end of its useful life.

Amtrak is working with its partners at the U.S. Department of Transportation, Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), the Metropolitan Transportation Authority (MTA), and the NYC Department of Parks and Recreation on the Pelham Bay Bridge Project, which proposes to replace Amtrak's current two-track bridge that was built in 1907 with a new, modern crossing. In addition to bringing the crossing to a state-of-good-repair, the project will increase operating speeds and reduce the number of bridge openings required to accommodate marine traffic. The bridge will also serve future Metro-North Railroad trains into Moynihan Train Hall through Metro-North's New Haven Line as part of the Penn Station Access Project.

Project Benefits



Strengthened infrastructure



Faster passenger train travel times



Improved reliability



Reduced conflicts with maritime traffic

Proposed Improvements

- Increasing the vertical clearance of 8 feet to 35 feet (reducing the number of bridge openings by **76 percent**)
- Operating speeds of **70 mph**, up from the current 45 mph speed limit
- Increase the navigation channel from 67 feet to **100 feet wide**

Project Timeline

2020

Amtrak began the National Environmental Policy Act (NEPA) Review Process with the FRA as the lead federal agency

2022

Due to the COVID-19 pandemic, the project was halted for more than two years with significant work resuming in early 2022

In August, the FRA awarded a \$4.5 million grant to Amtrak for the project

2023

FRA announced up to \$58.27M in federal funding to complete final design and up to an additional \$514.53M in potential future funding for construction

2025

Anticipated NEPA completion

2029

Anticipated construction start

2034

Anticipated completion

