THE Tunnel
Access to the Region’s Core

TRF
March 23, 2006

The Trans-Hudson Express Tunnel
Why is ARC Needed?

- The trans-Hudson crossings into Midtown Manhattan are at their practical capacity during peak commuting hours.

- Congestion and delays at the vehicular and transit crossings are growing.

- Only commuter rail has the ability to be expanded enough to meet growth and provide sufficient and attractive new transit access.

The Trans-Hudson Express Tunnel
Crossing the Hudson River

- NJT has been focusing its rail system on NYC since the mid-90's
- Long-distance and commuter trains use 100-year old Hudson River Tunnel (2 Tracks) & Pennsylvania Station
- PATH to 33rd Street and Downtown
- Lincoln Tunnel/ 495 XBL
- Auto, bus and truck via the George Washington Bridge, Lincoln and Holland Tunnels
- Ferries to Midtown and Downtown

The Trans-Hudson Express Tunnel
THE Tunnel Supports Other Proposed NJ Rail Improvements:

- Lackawanna Cutoff
- Raritan Valley Direct Service (part of ARC)
- Main-Bergen/Pascack Valley Directs Service (part of ARC)
- Monmouth- Ocean-Middlesex
- West Shore
- West Trenton
- NYS & W/ Passaic-Bergen
- Northern Branch
Penn Station New York Passenger Demand - Peak Period* Will More Than Double

2004
Nearing practical capacity

2015
With capacity and access improvements

2015 and beyond
With THE Tunnel Project & expansion of service

*6-10AM
Future Incremental Suburban Commuters (2030)

New Jersey
West of Hudson: 72%
North & West NY/CT: 16%
Long Island: 12%

Source: 1990 U.S. Census Journey to Work
ARC Will:

- Double rail capacity into NYC
- Relieve congestion on rail lines to NYC
- One-seat ride for Bergen/Orange/Rockland Counties
- One-seat ride for Raritan Valley Line
- Encourage economic growth
- Allow for future system expansion
Proposed New Station under 34th Street in Midtown Manhattan & New Tunnel
34th ST. Concept Rendering

The Trans-Hudson Express Tunnel
Limit of ground improvement & cover fill

Cofferdam to receive TBM & Penetrate Bulkhead
Initiate Preliminary Engineering
Release DEIS
Initiate FEIS
Record of Decision- 2007
Begin Construction- 2008
Begin Operation- 2015
Building Broad Support in New York and New Jersey

- Elected Officials
- Agencies
- Businesses
- Local Communities
- Labor Organizations
- Media
For more information:

www.accessstotheregionscore.com