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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.

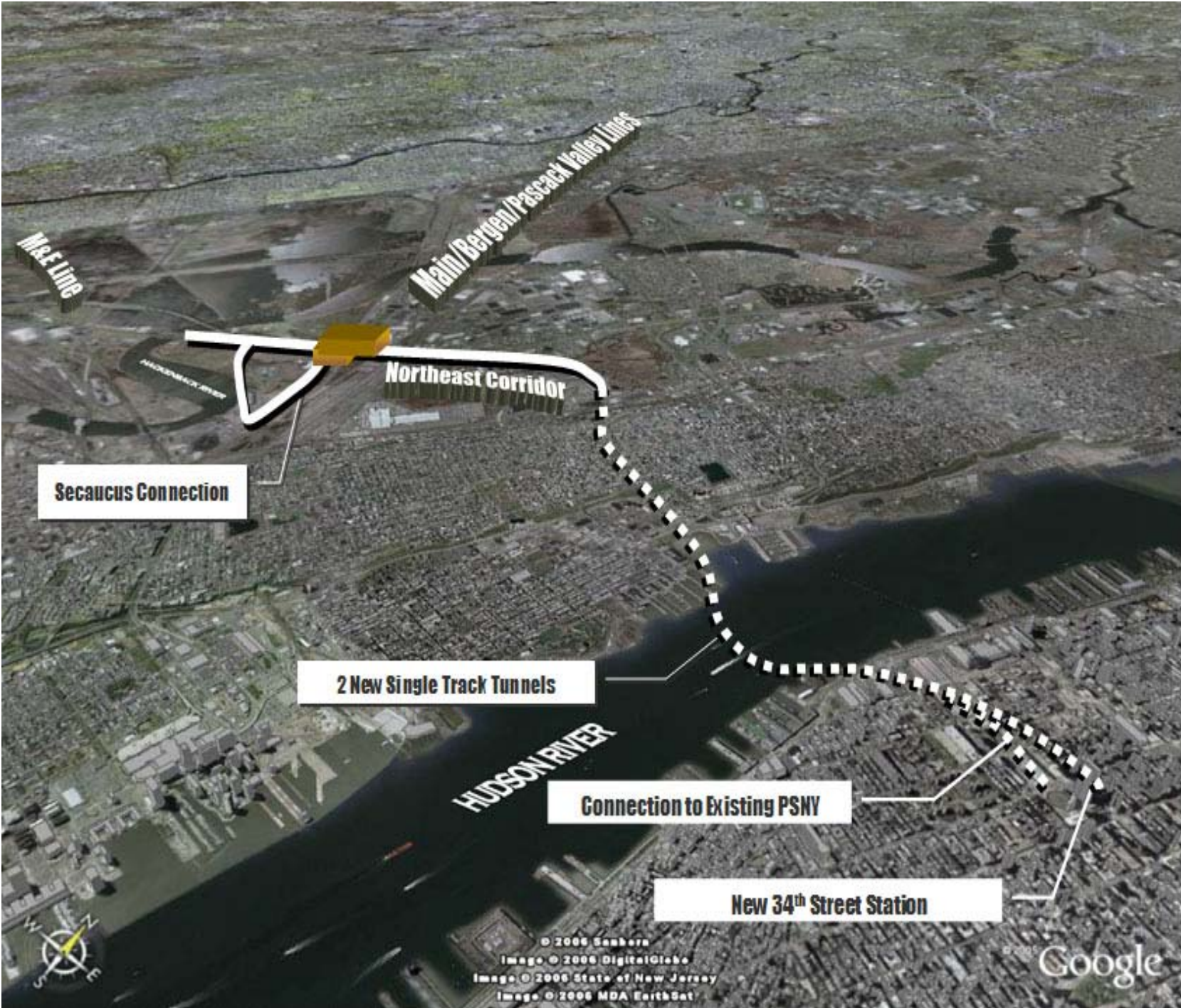


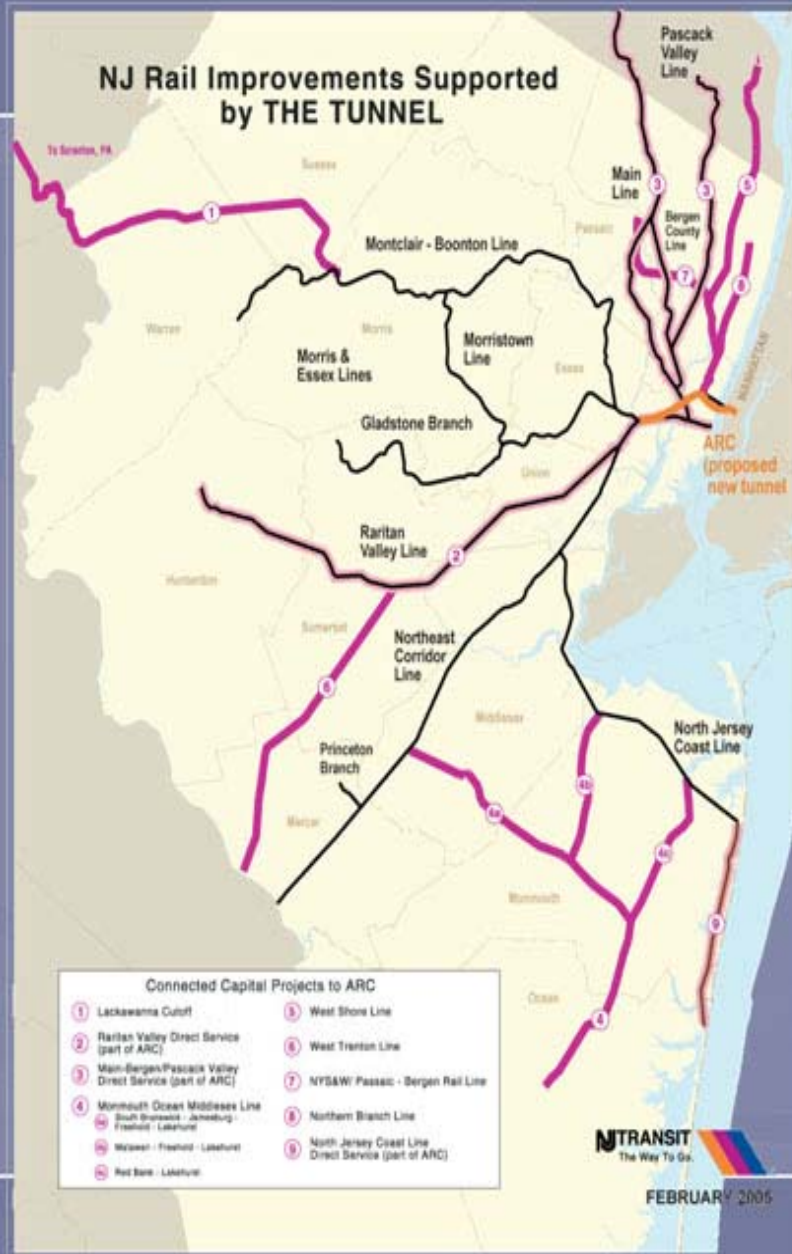
Crossing the Hudson River

- NJT has been focusing it's 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





- 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

The Trans-Hudson Express Tunnel

Penn Station New York Passenger Demand - Peak Period* Will More Than Double

2004

Nearing practical capacity



34,300

2015

With capacity and access improvements



61,000

2015 and beyond

With THE Tunnel Project & expansion of service

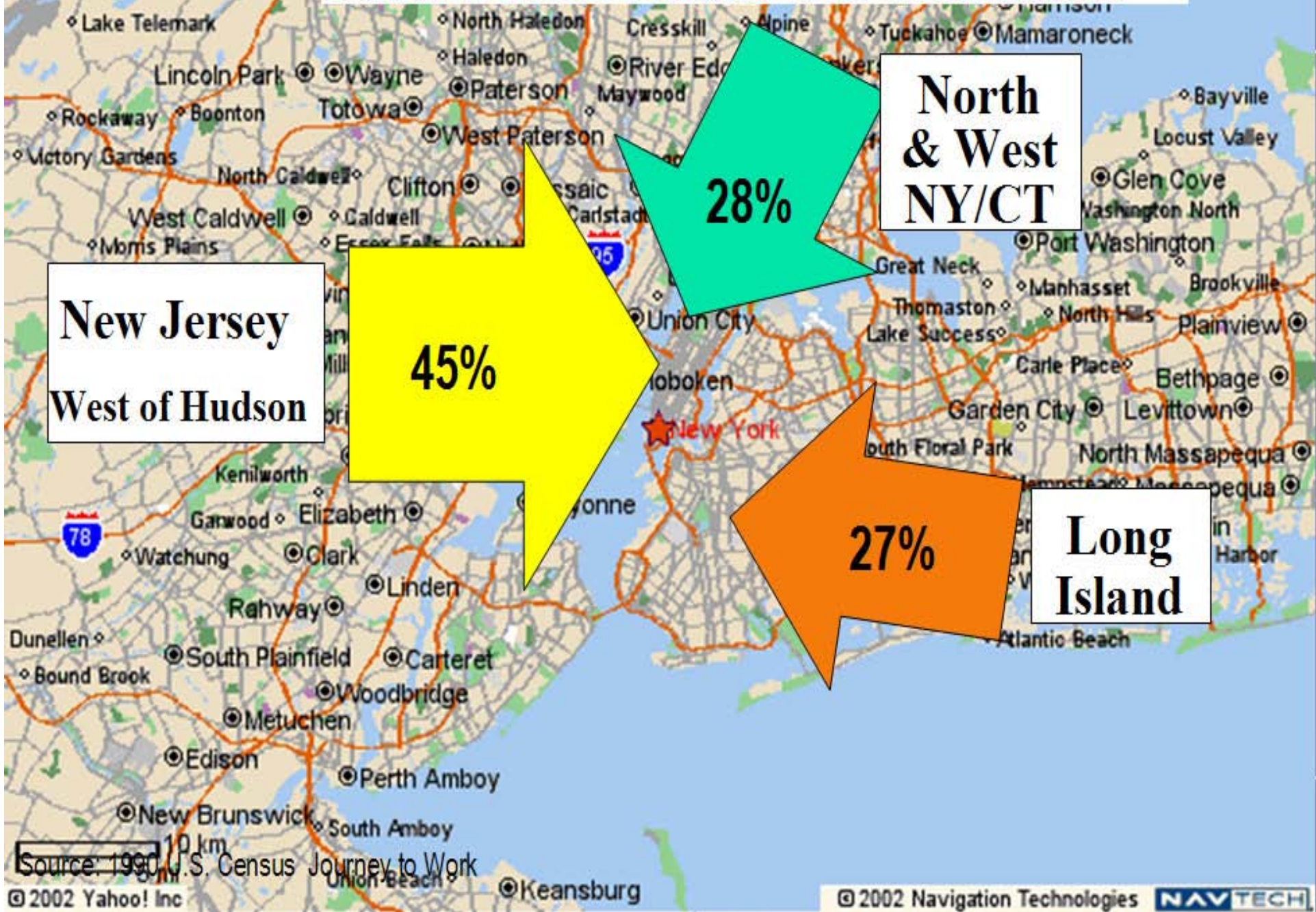


81,000+

***6-10AM**

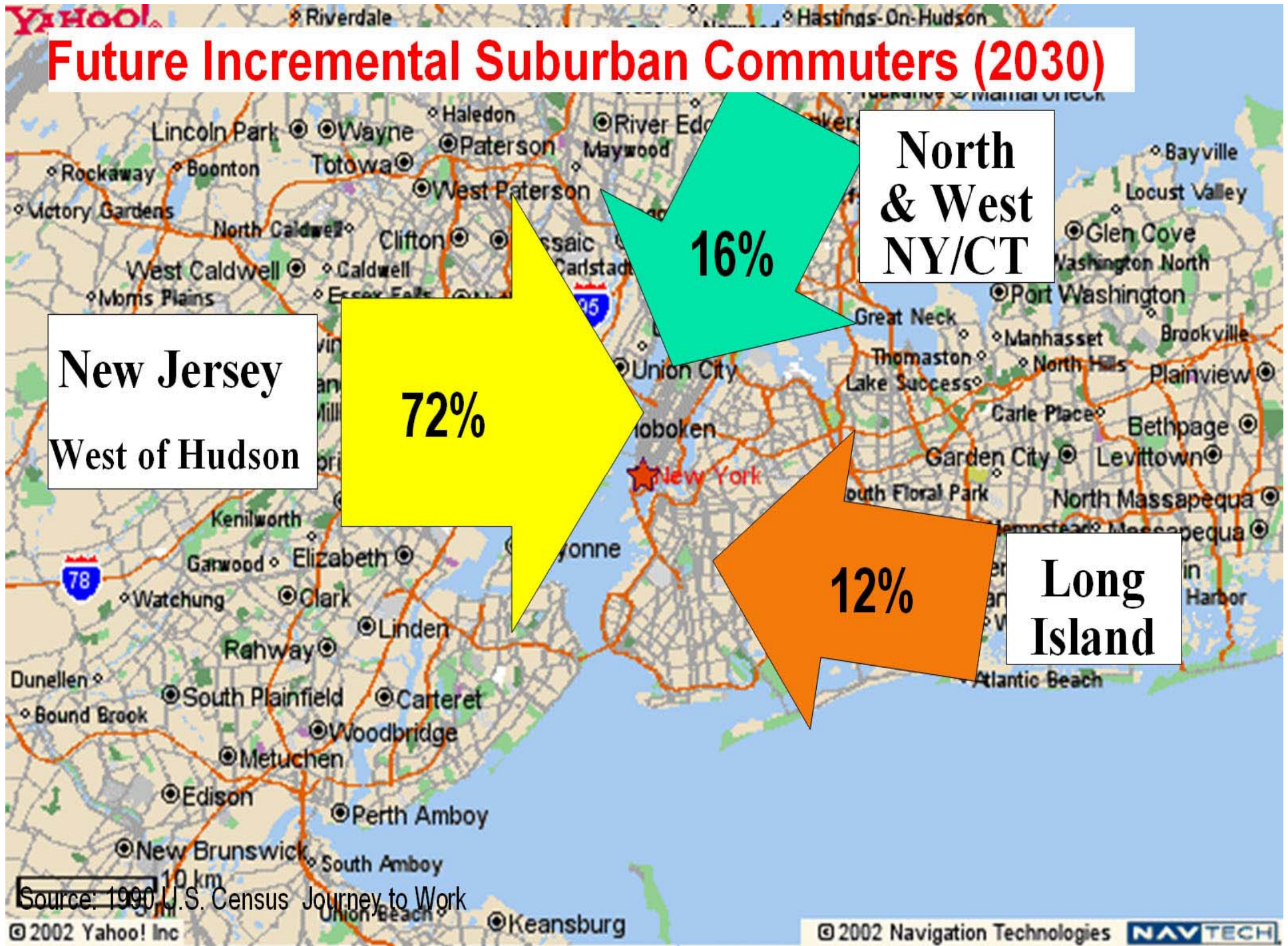
The Trans-Hudson Express Tunnel

Suburban Commuters to Manhattan



Source: 1990 U.S. Census Journey to Work

Future Incremental Suburban Commuters (2030)



Source: 1990 U.S. Census Journey to Work

© 2002 Yahoo! Inc

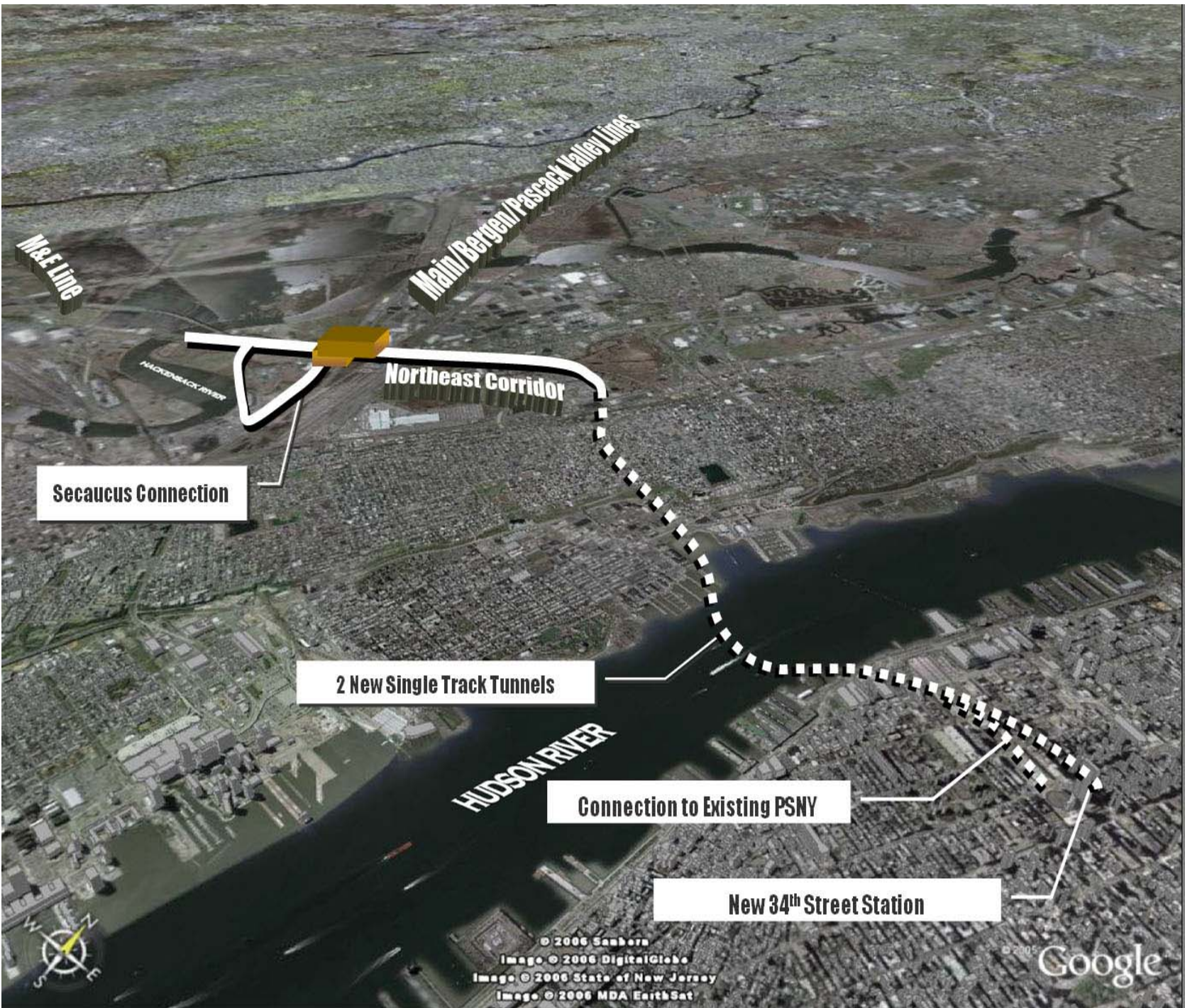
© 2002 Navigation Technologies NAVTECH



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

THE TUNNEL



Secaucus Connection

2 New Single Track Tunnels

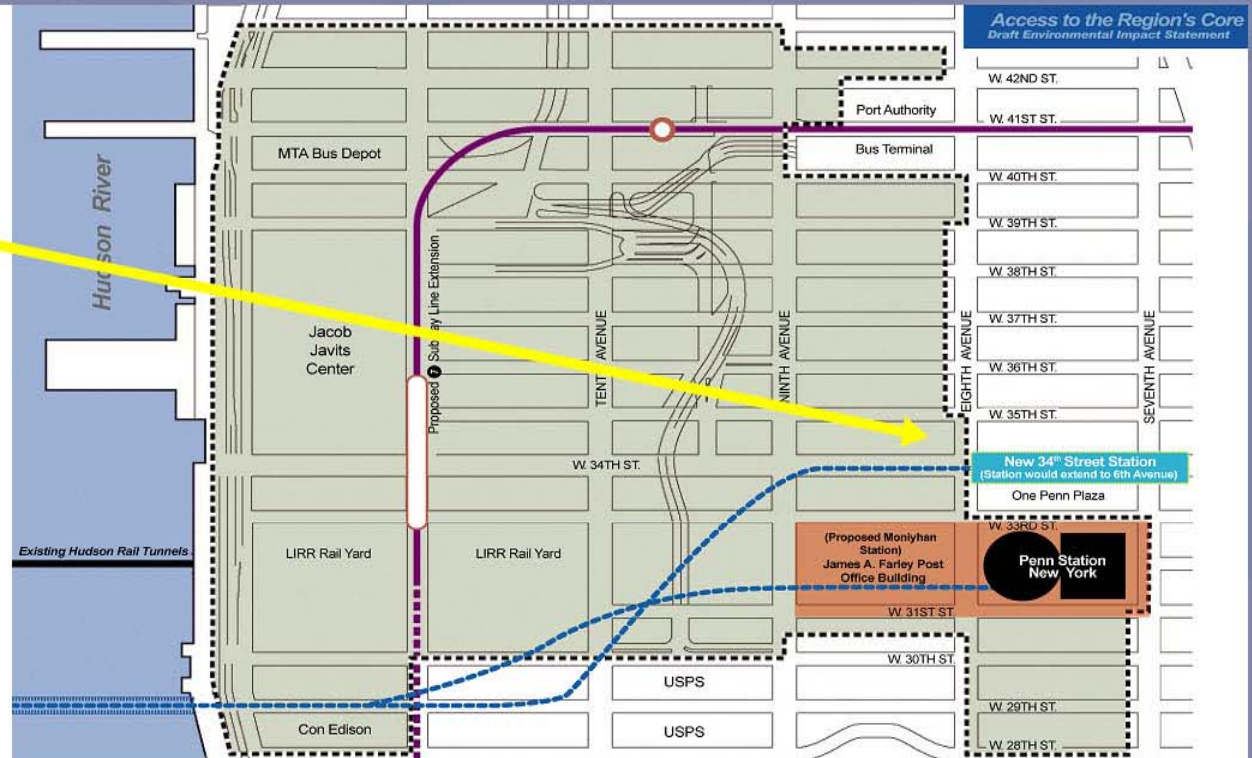
Connection to Existing PSNY

New 34th Street Station

© 2006 Saabers
Image © 2006 DigitalGlobe
Image © 2006 State of New Jersey
Image © 2006 MDA EarthSat

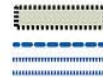
Google

**Proposed
New Station
under 34th
Street in
Midtown
Manhattan &
New Tunnel**

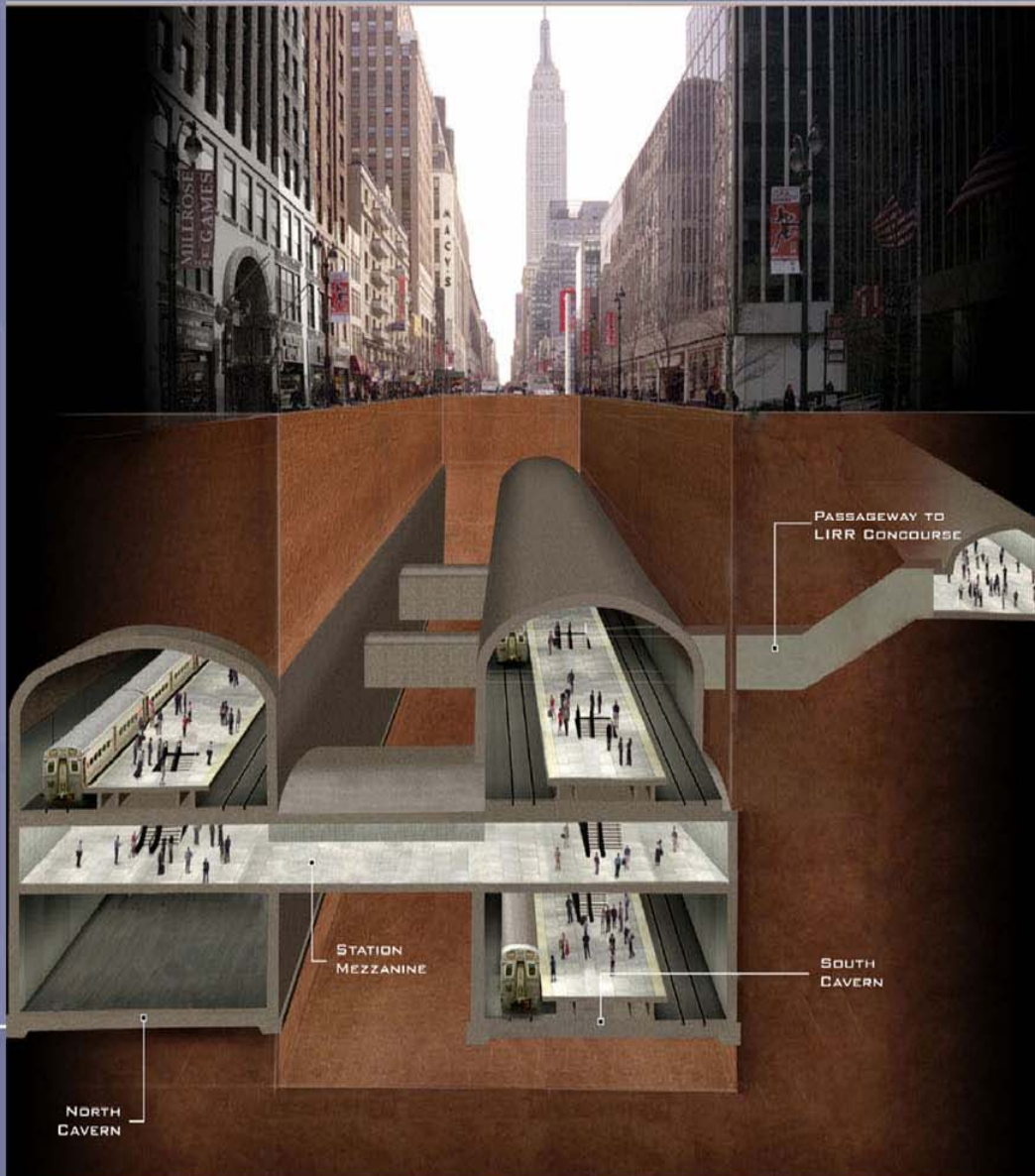


*Access to the Region's Core
Draft Environmental Impact Statement*

Hudson Yards Development Area
DEIS Build Alternative P2 - 34th Street Station
Proposed New Hudson Rail Tunnel

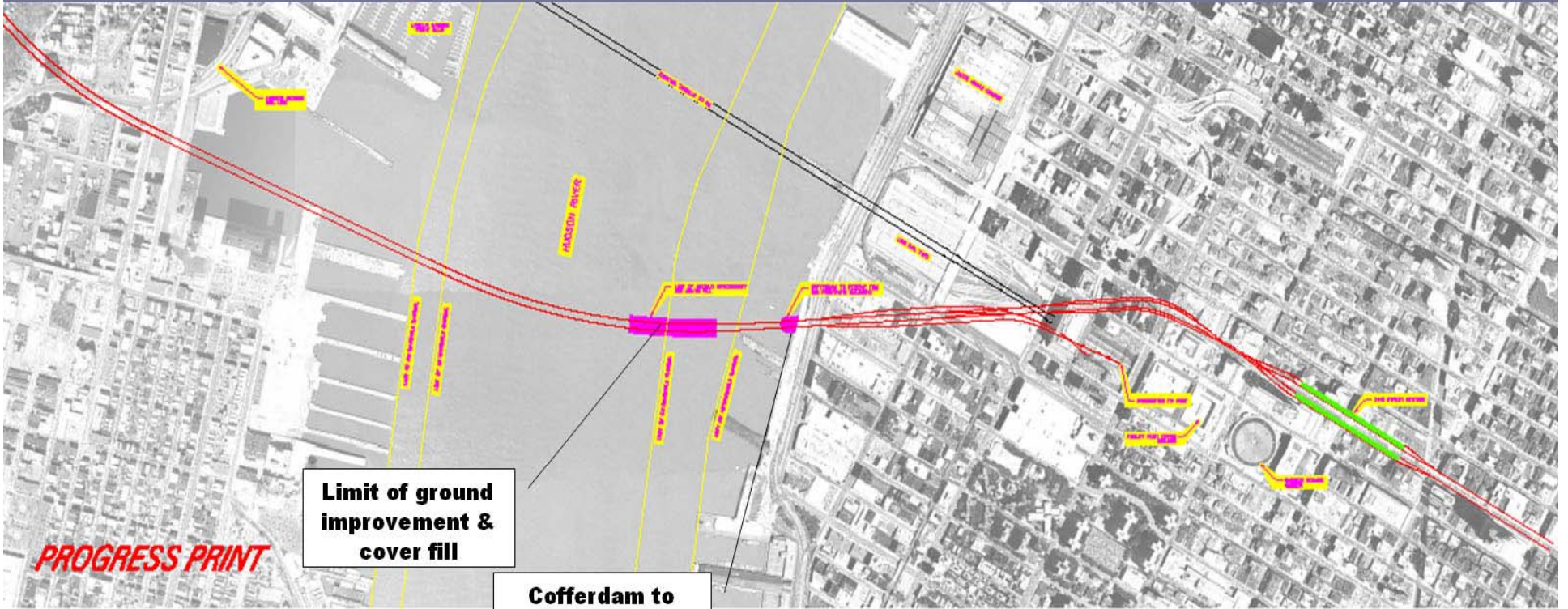


**West Midtown
Development**



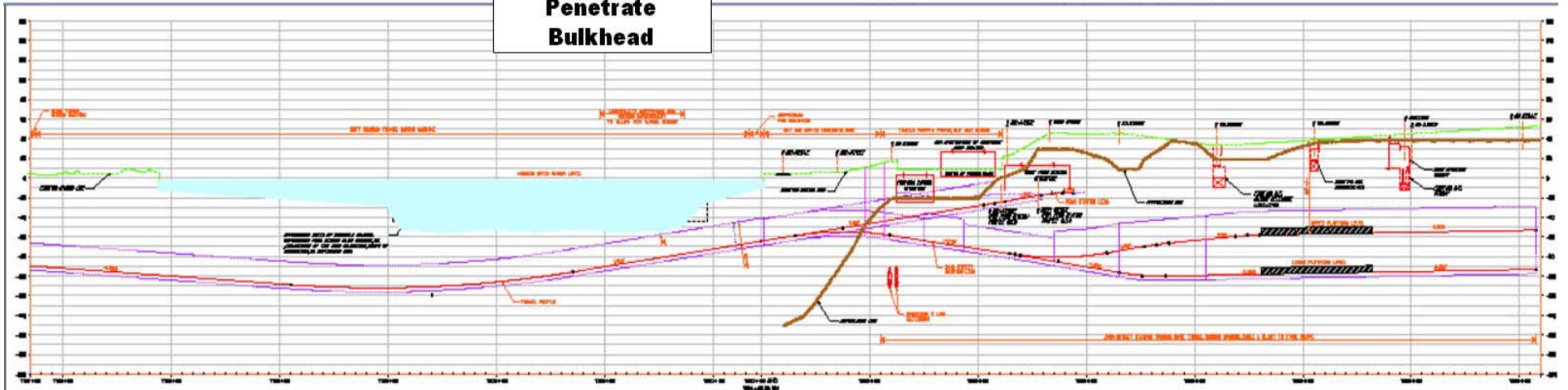
34th ST. Concept Rendering

The Trans-Hudson Express Tunnel

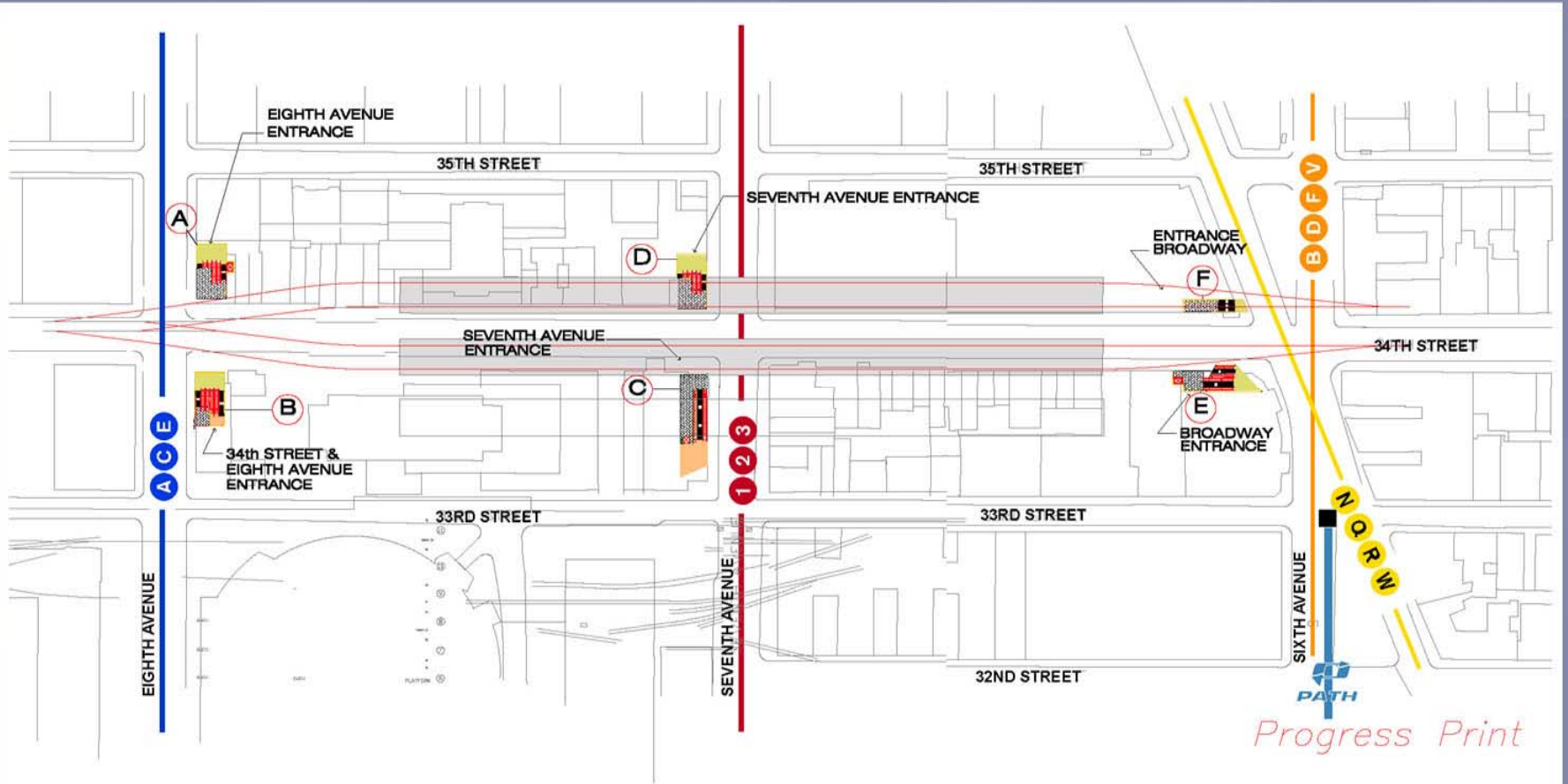


Cofferdam to receive TBM & Penetrate Bulkhead

PLAN (PREFERRED PROFILE DESIGN)



← 1840 Feet (560m) →



FOUR OVER FOUR CONCEPT



DRAFT ENVIRONMENTAL IMPACT STATEMENT

**34th STREET STATION
STREET LEVEL PLAN**

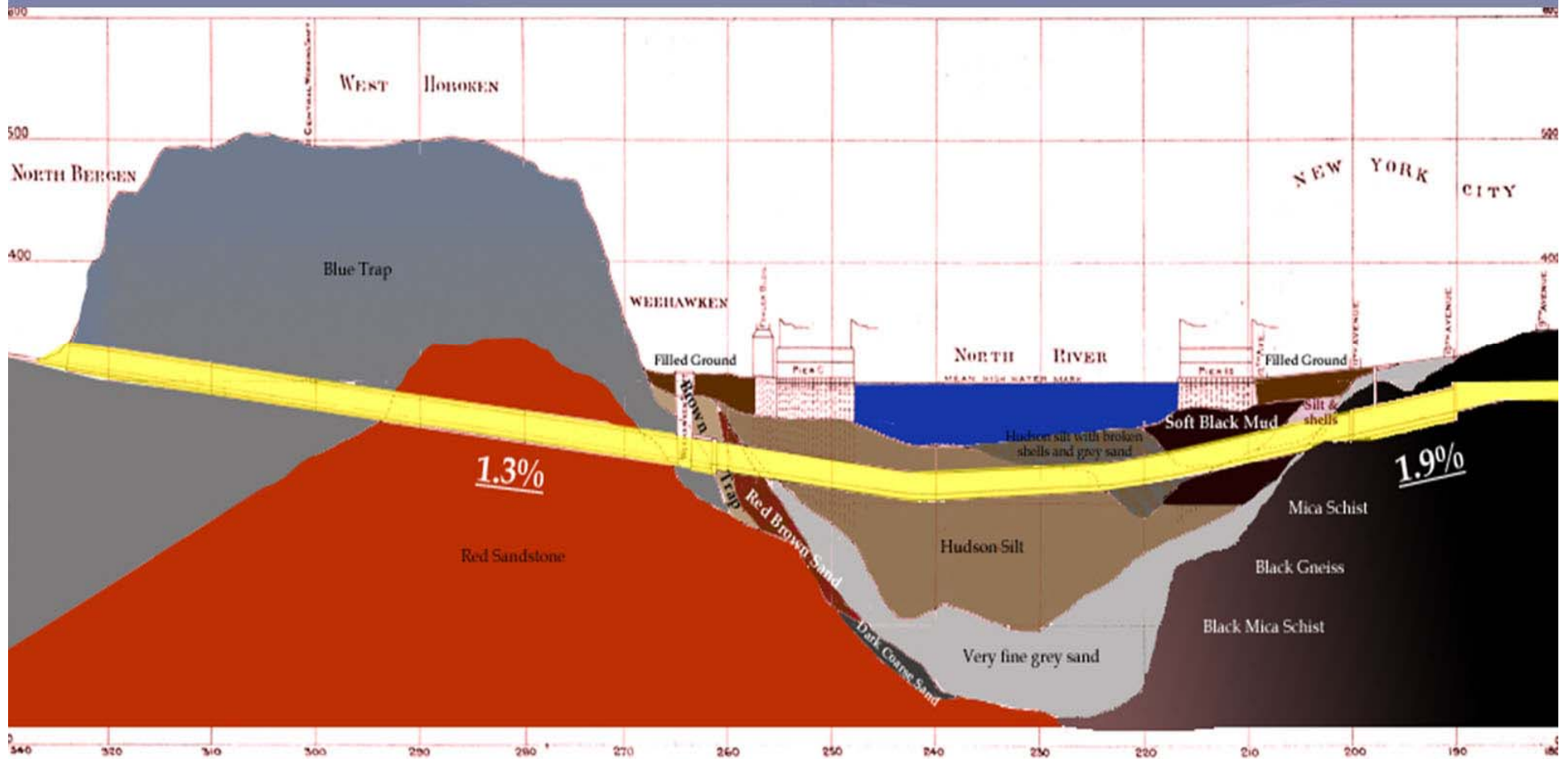
ACCESS TO THE REGION'S CORE

Transit Link Consultants DATE: MARCH 3, 2005
A Joint Venture of Parsons Brinckerhoff and SYSTRA Consulting FIGURE AR-01

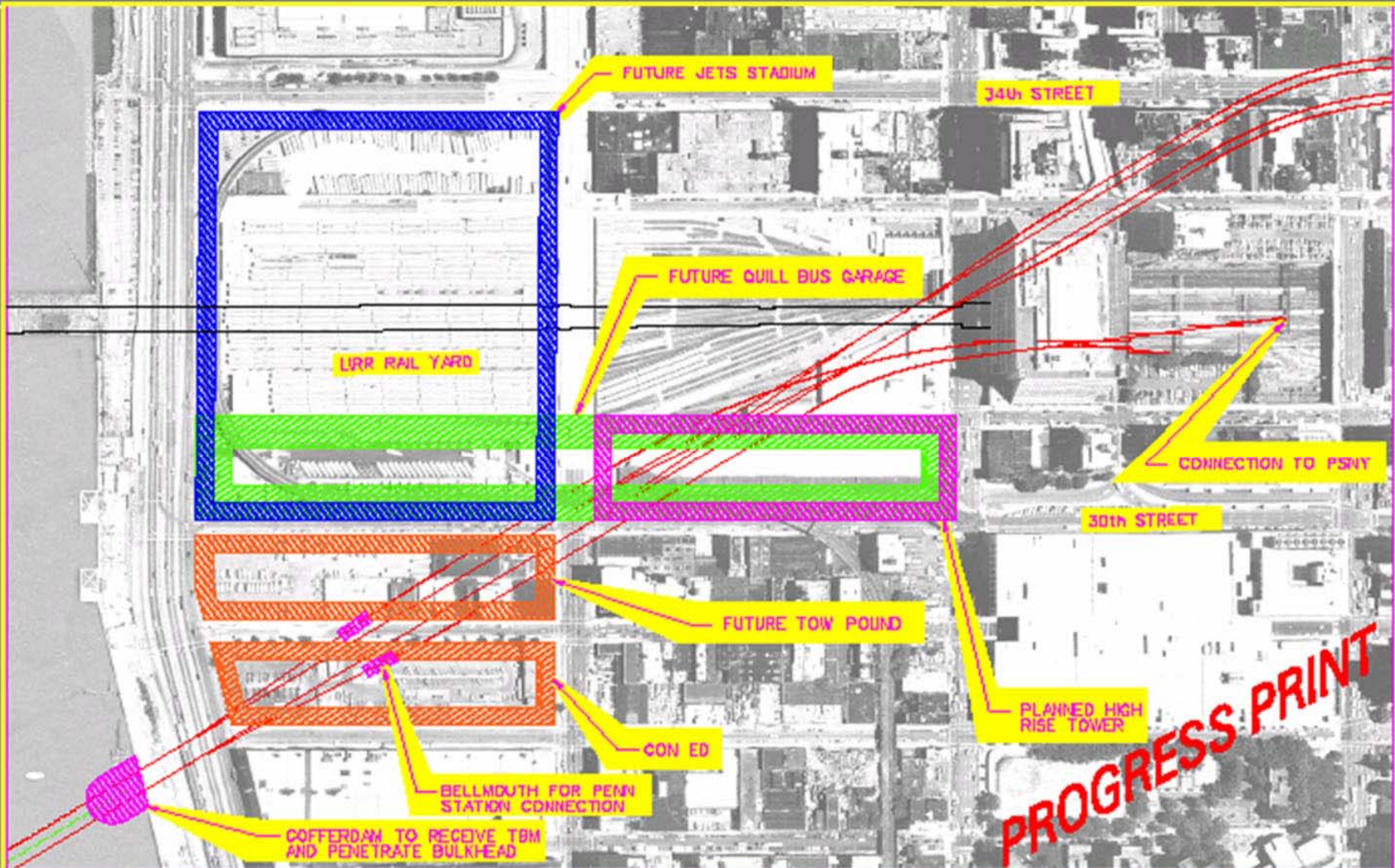
CJT	MG		
Checked by	Approved by	TLC PM	NIT PM



Hudson River Tunnel – Circa 1906



The Trans-Hudson Express Tunnel



The Trans-Hudson Express Tunnel



Project Momentum

- Initiate Preliminary Engineering
- Release DEIS
- Initiate FEIS
- Record of Decision- 2007
- Begin Construction- 2008
- Begin Operation- 2015

The Trans-Hudson Express Tunnel

Building Broad Support in New York and New Jersey

- Elected Officials
- Agencies
- Businesses
- Local Communities
- Labor Organizations
- Media

For more information:

www.accesstotheregionscore.com

The Trans-Hudson Express Tunnel