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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.

***The Trans-Hudson Express Tunnel***



## 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 33<sup>rd</sup> 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

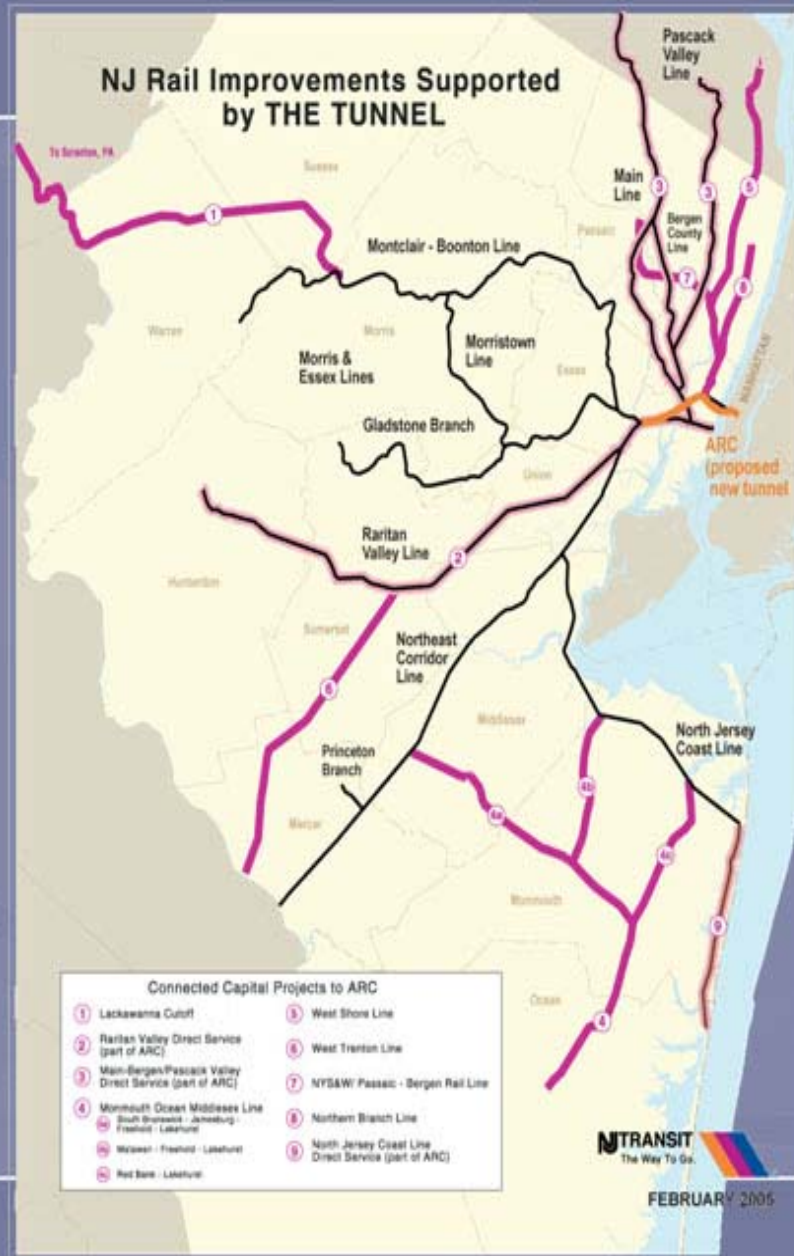
***The Trans-Hudson Express Tunnel***



# 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**



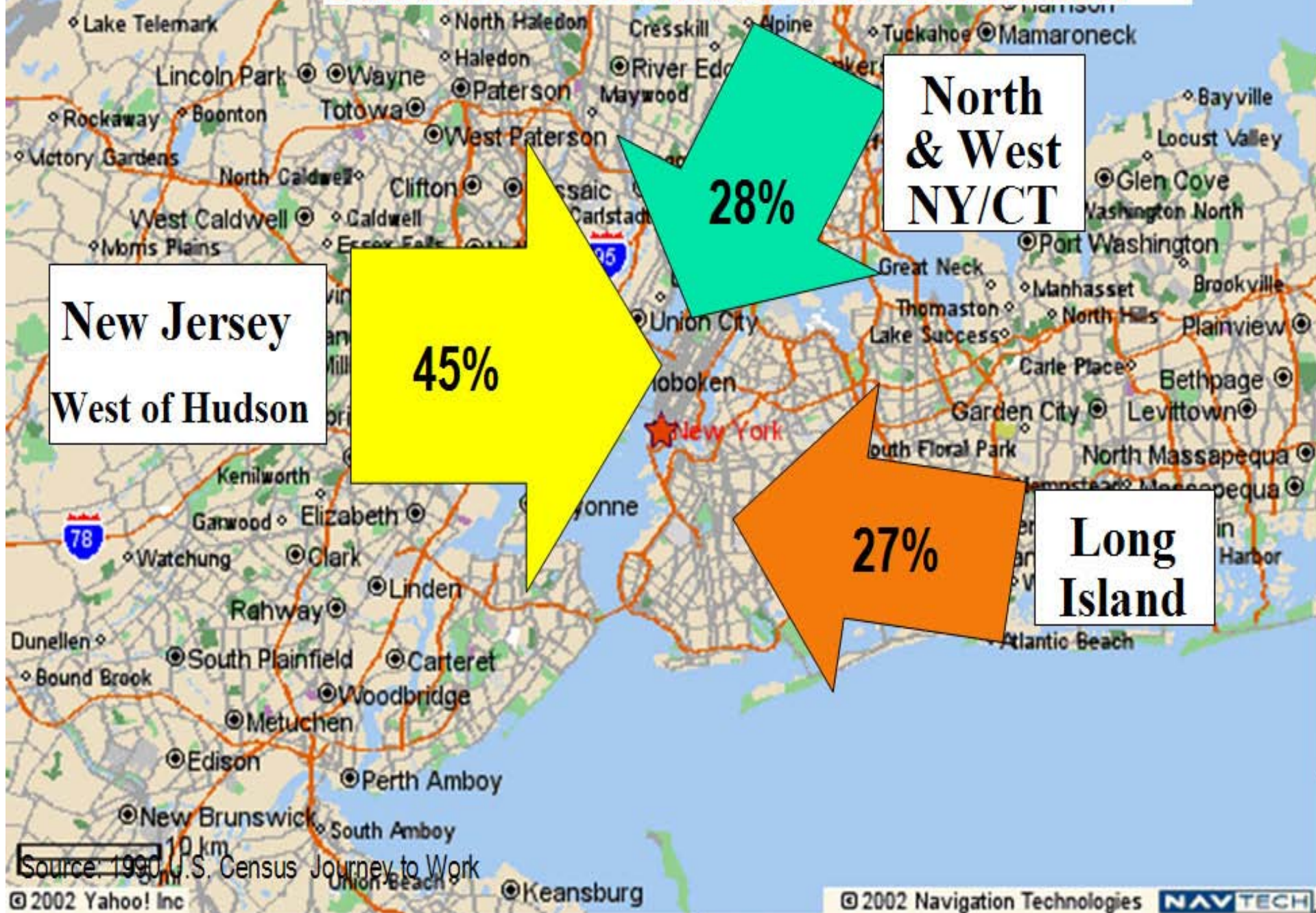
**81,000+**

**\*6-10AM**

***The Trans-Hudson Express Tunnel***

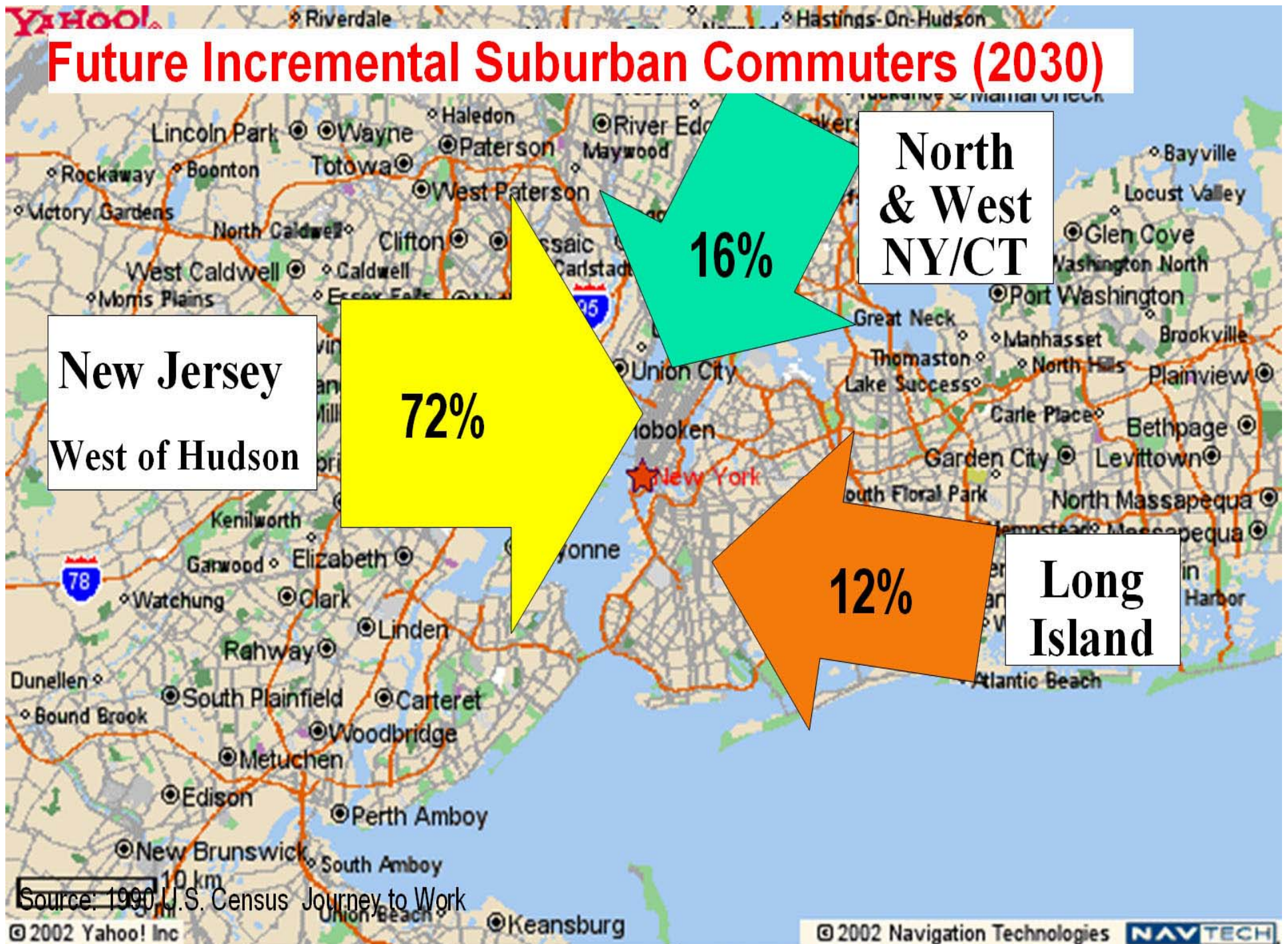


# Suburban Commuters to Manhattan





# Future Incremental Suburban Commuters (2030)





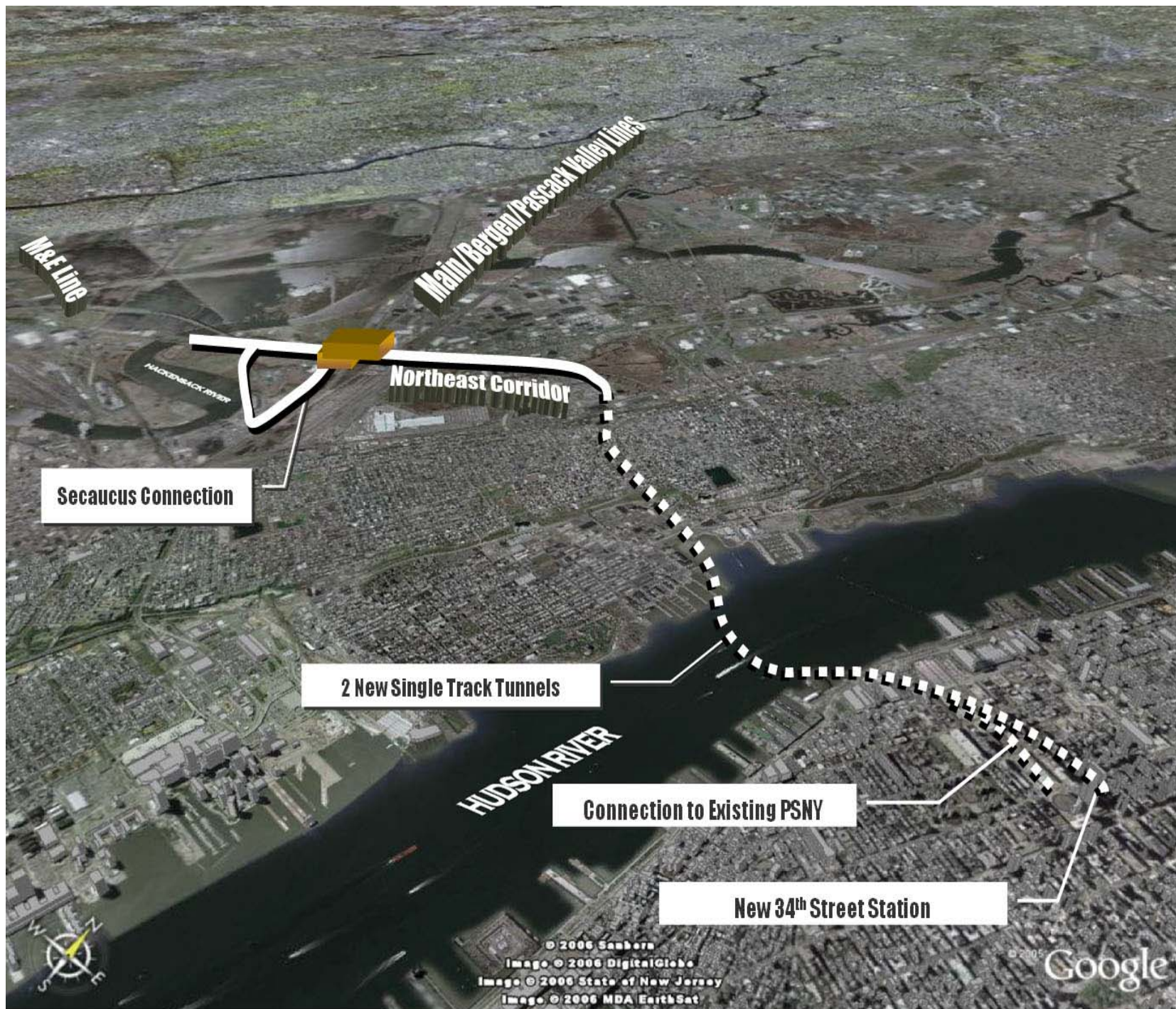
## **ARC Will:**

- 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 Trans-Hudson Express Tunnel***



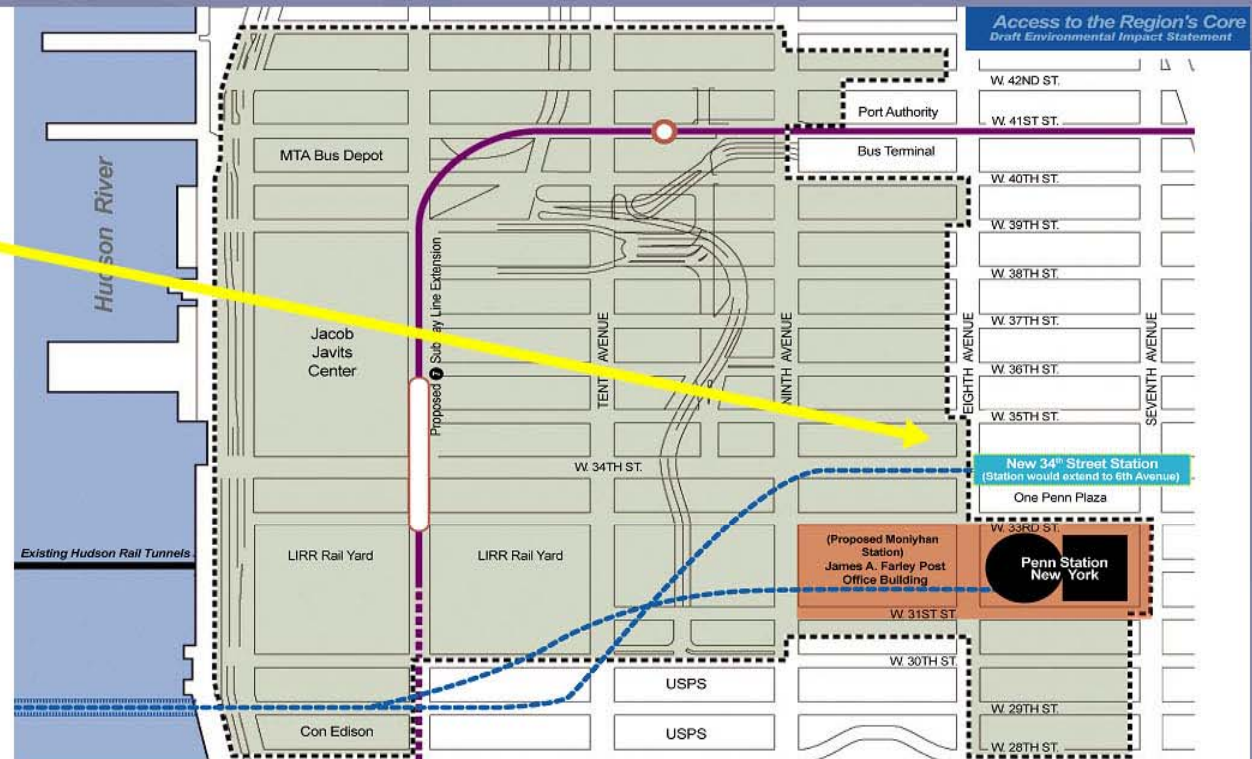
# THE Tunnel



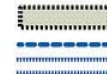




# Proposed New Station under 34<sup>th</sup> Street in Midtown Manhattan & New Tunnel



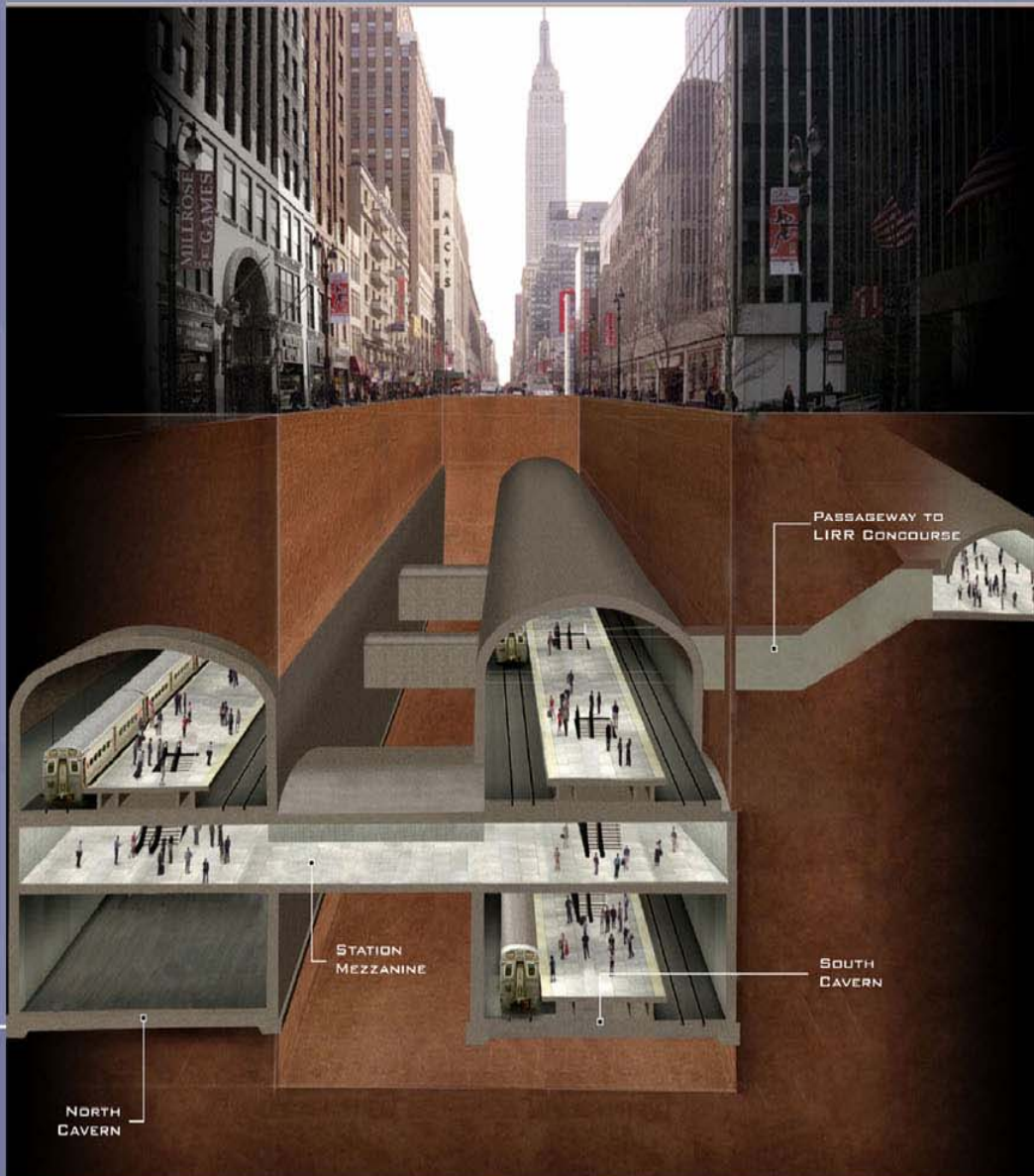
Hudson Yards Development Area  
DEIS Build Alternative P2 - 34<sup>th</sup> Street Station  
Proposed New Hudson Rail Tunnel



## West Midtown Development

*The Trans-Hudson Express Tunnel*





# 34<sup>th</sup> ST. Concept Rendering

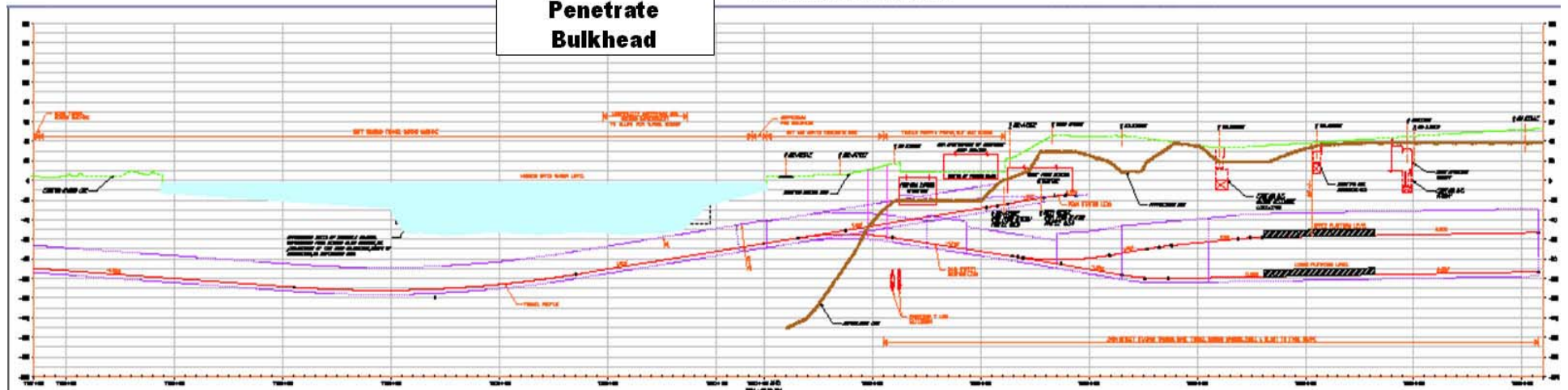
*The Trans-Hudson Express Tunnel*



**Limit of ground improvement & cover fill**

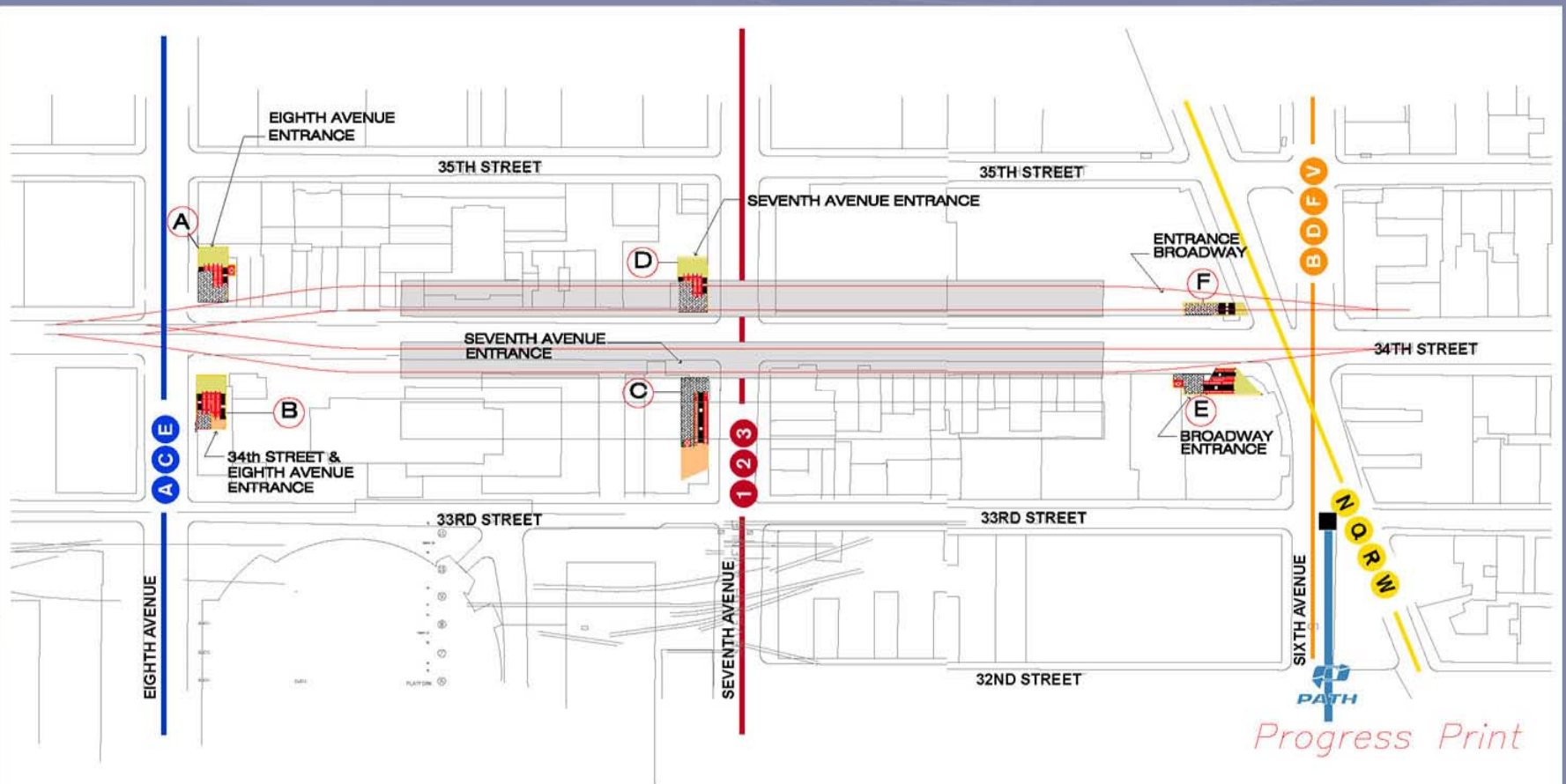
## Cofferdam to receive TBM & Penetrate Bulkhead

PLAN (PREFERRED PROFILE DESIGN)





1840 Feet (560m)



Progress Print

FOUR OVER FOUR CONCEPT



DRAFT ENVIRONMENTAL IMPACT STATEMENT

**34th STREET STATION  
STREET LEVEL PLAN**

**ACCESS TO THE REGION'S CORE**

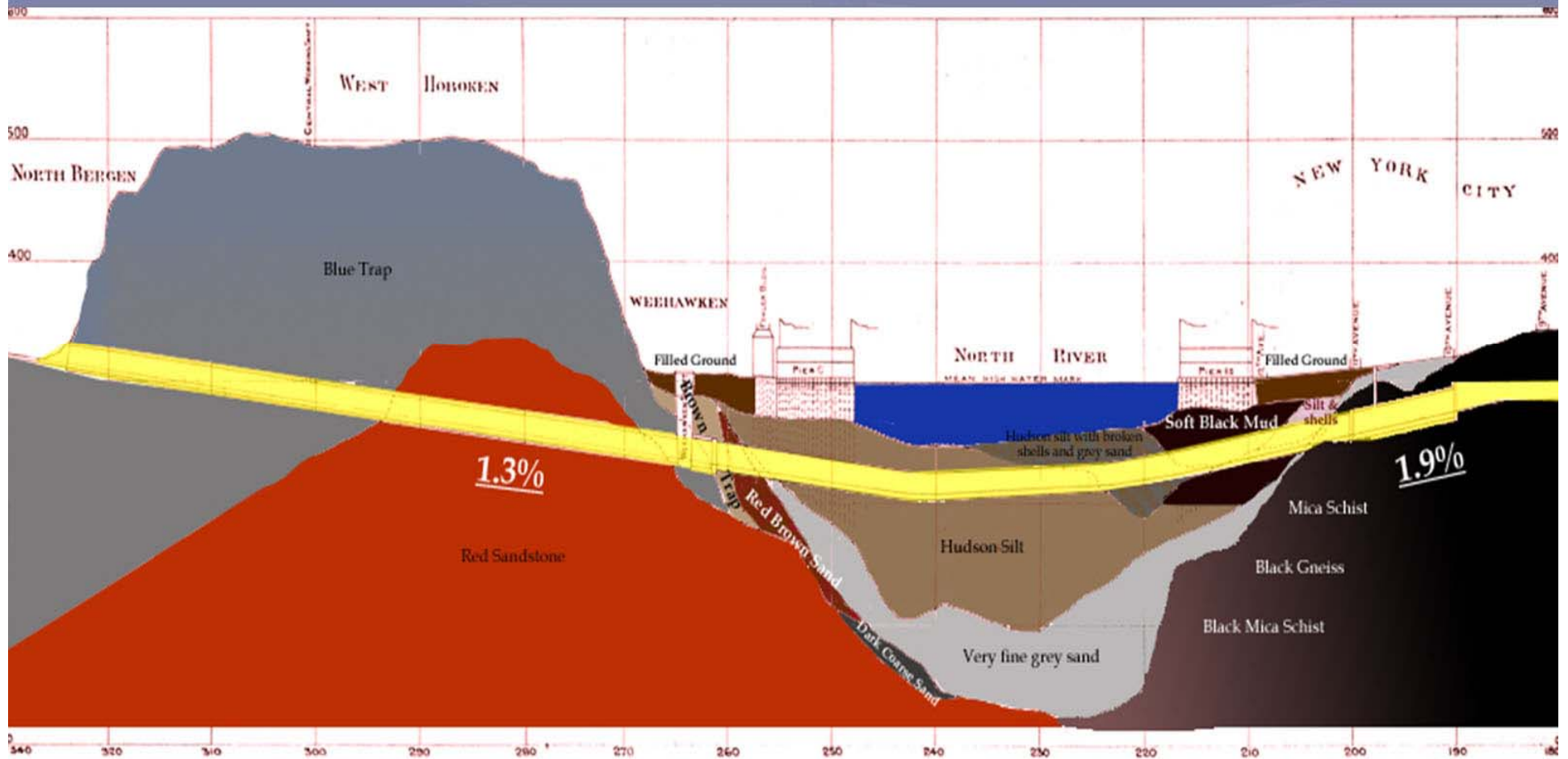
**Transit Link Consultants**  
A Joint Venture of Parsons Brinckerhoff and SYSTRA Consulting

DATE: MARCH 3, 2005  
FIGURE: AR-01

CJT	MO		
Checked by	Approved by	TLC PM	NJT 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

***The Trans-Hudson Express Tunnel***

**For more information:**

**[www.accesstotheregionscore.com](http://www.accesstotheregionscore.com)**

***The Trans-Hudson Express Tunnel***