



Gateway Program Overview

For the Empire Station Complex Community Advisory Committee Working Group

Petra Todorovich Messick
Director of Planning, Gateway Program
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The future rides with us

The Northeast Corridor: An Economic Engine With 800,000 Daily Riders

2



Commuter Operations

- Mass Bay Transportation Authority (MBTA)
- Shore Line East
- Metro-North Railroad
- Long Island Rail Road
- New Jersey Transit
- Southeastern PA Transportation Authority (SEPTA)
- MARC
- Virginia Railway Express



7M

Number of jobs located within 5 miles of a NEC station



\$50B

Annual contribution to the US economy by workers riding NEC



\$100M

Cost to the US of a single day of loss of NEC

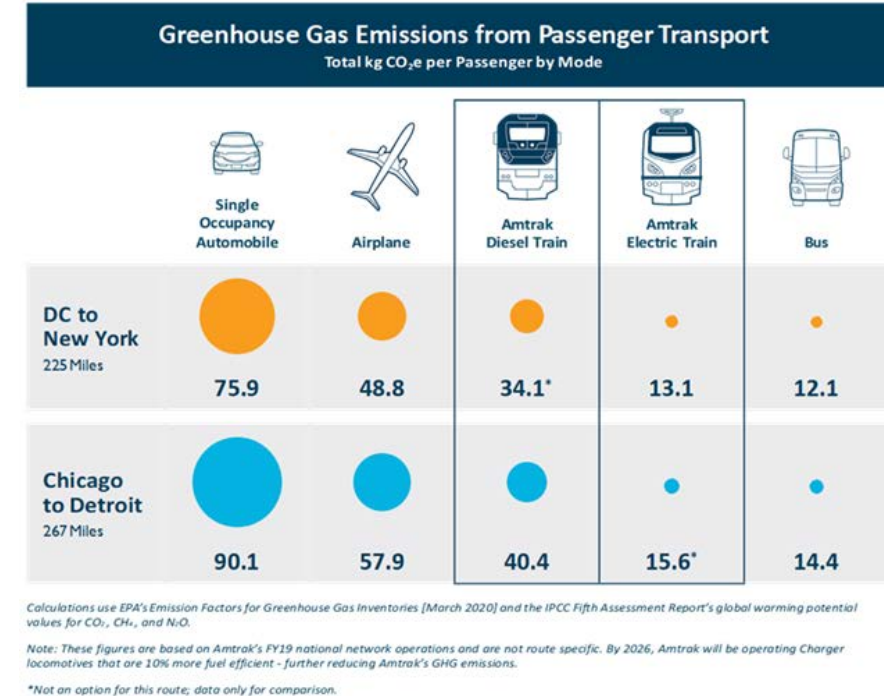
Source: The Northeast Corridor Commission



Passenger Rail Share Must Increase to Meet President's Climate Goals

Intercity passenger rail carries major environmental and sustainability benefits compared to other modes of travel.

- **Reduced greenhouse gas emissions** — Amtrak service is 47% more energy efficient than travel by car, and about 36% more efficient than domestic air travel.
- **Reduction in other forms of air pollution** — 20% reduced emissions from 2010 levels and 40% reduction by 2030.
- **Opportunities for further progress** — Carbon-free Northeast Corridor and future electrification among sustainability initiatives
- **New, more modern equipment** — New Acela roughly 40% more energy efficient due to new technology + aerodynamics; NextGen locomotives reduce emissions and fuel consumption on non-electrified national network

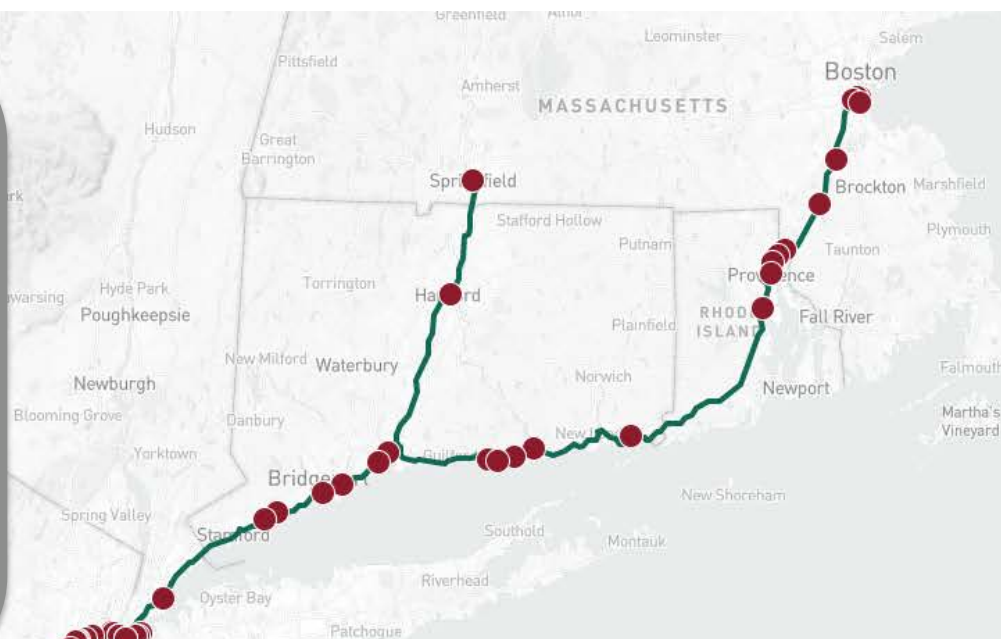


Amtrak's Vision for Network Growth

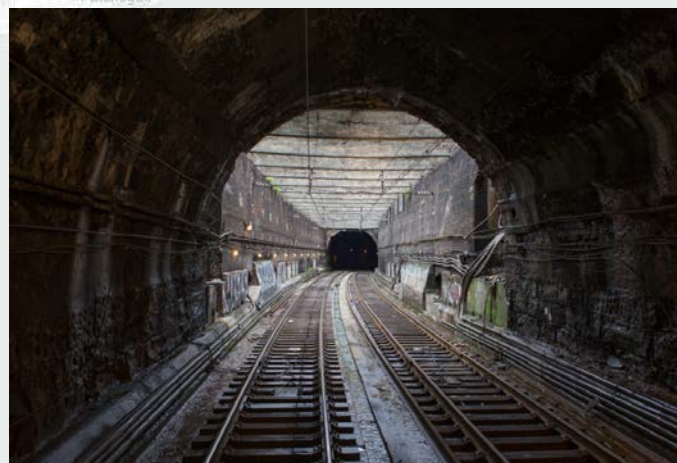


NEC Infrastructure: Key Assets Aging, In Need of Replacement

- Gateway Program
- East River Tunnels
- Connecticut Bridges
- B&P Tunnel
- Susquehanna River Bridge
- Major Station Developments: WAS, NYP, PHL, BAL
- Curve, Catenary & Signal modifications for faster trips
- Other climate, sustainability and resiliency projects



Connecticut River Bridge



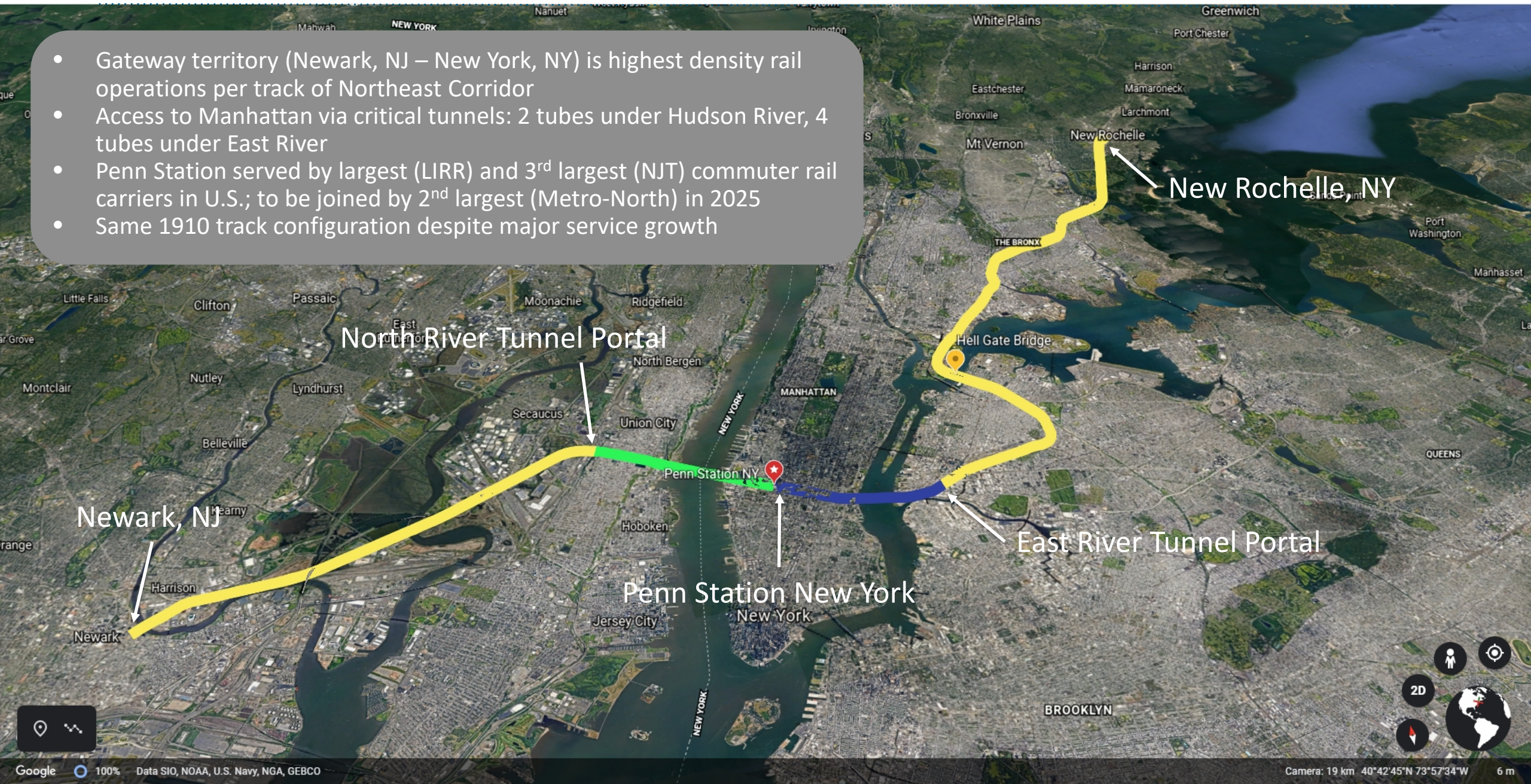
B&P Tunnel



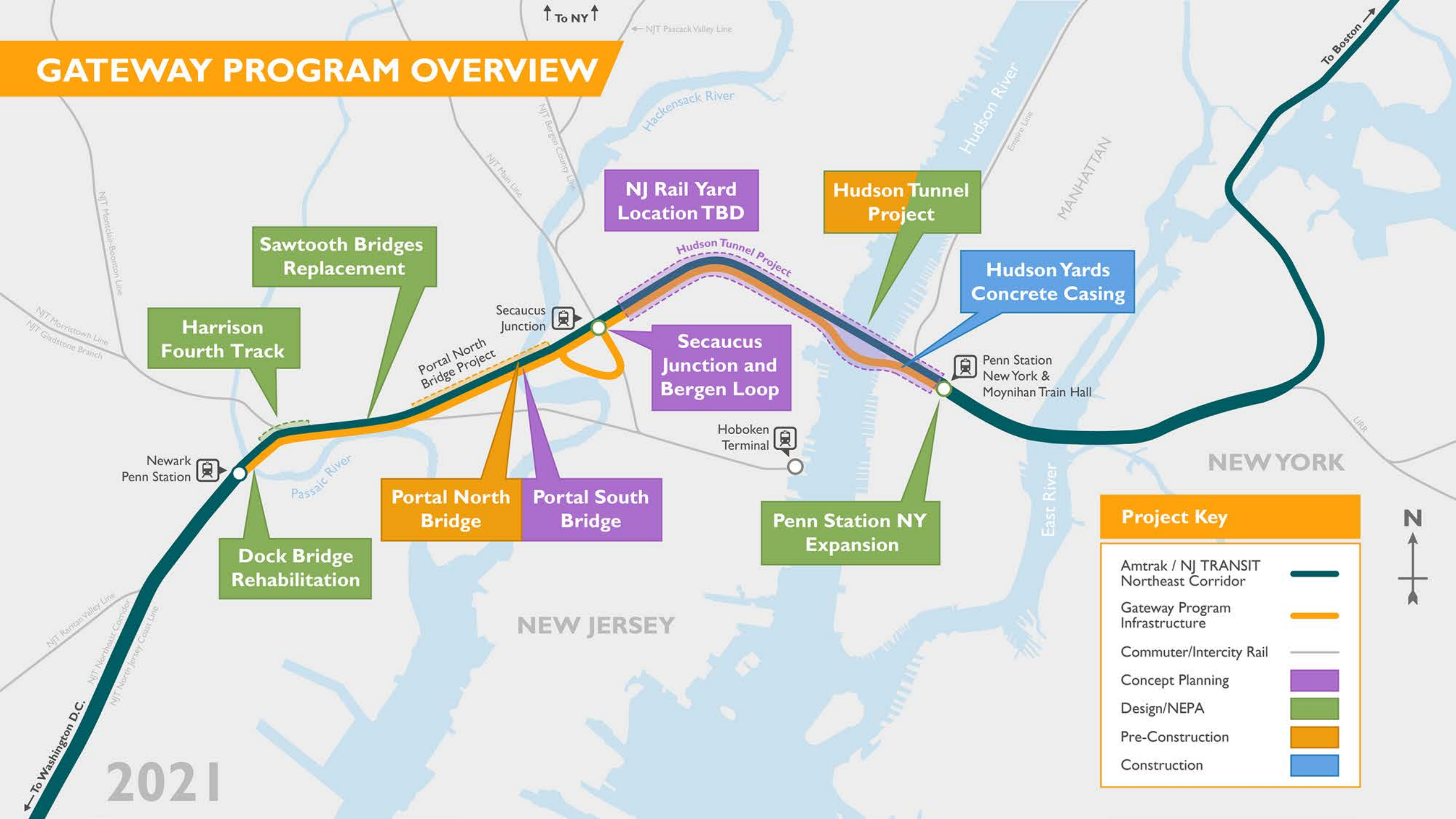
Hudson Tunnel Project

New York: The Heart of the Northeast Corridor

- Gateway territory (Newark, NJ – New York, NY) is highest density rail operations per track of Northeast Corridor
- Access to Manhattan via critical tunnels: 2 tubes under Hudson River, 4 tubes under East River
- Penn Station served by largest (LIRR) and 3rd largest (NJT) commuter rail carriers in U.S.; to be joined by 2nd largest (Metro-North) in 2025
- Same 1910 track configuration despite major service growth



GATEWAY PROGRAM OVERVIEW



2021

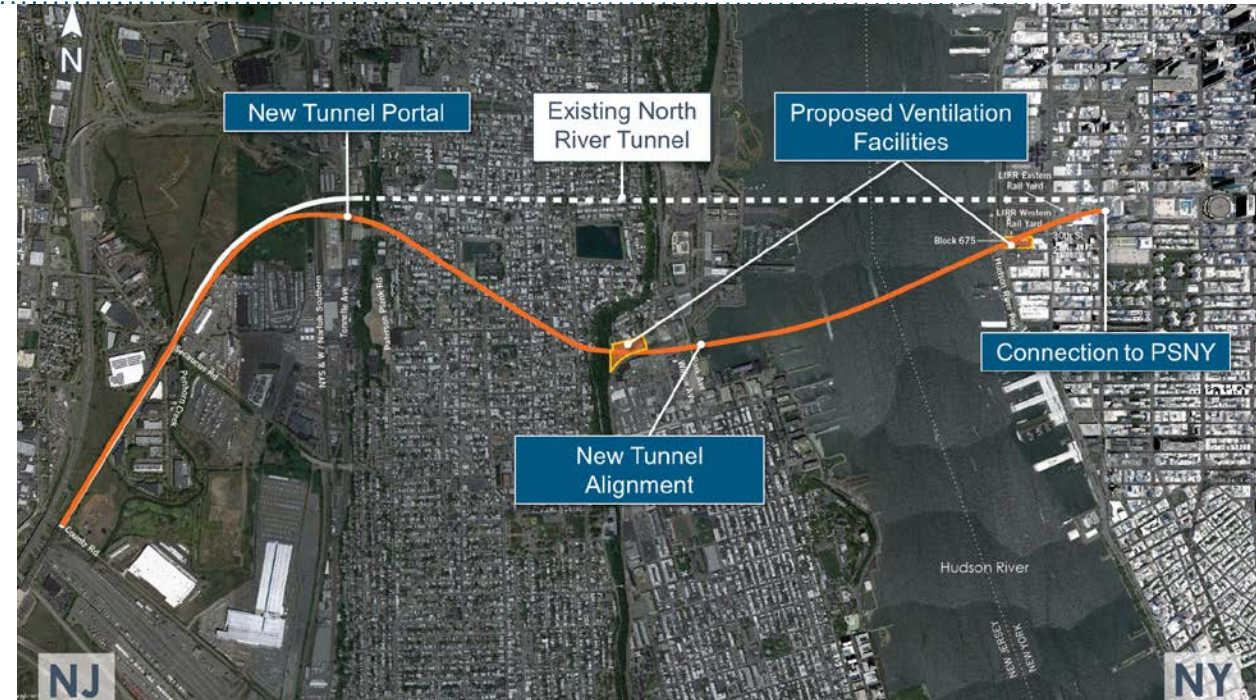
Portal North Bridge Project: Partnership in Action



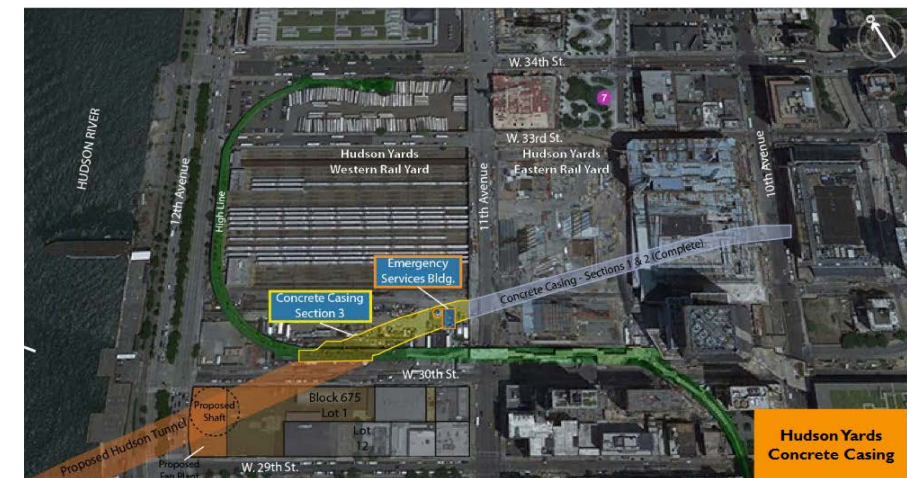
- First-of-its-kind joint intercity-transit project
- \$766.5 million Full Funding Grant Agreement signed in January 2021 between FTA & NJ TRANSIT
- \$1.8 billion project cost
- NJ TRANSIT-led procurement underway for major construction
- Anticipate start of construction winter 2021/2022



Hudson Tunnel Project: A New Tunnel + Rehab of Existing



- Permitting Dashboard updated to reflect Joint FRA & FTA EIS/ROD anticipated May 28, 2021
- Project partners include Amtrak, NJ TRANSIT, Port Authority of New York/New Jersey, Gateway Development Commission
- ~\$11.6B project cost (new tunnel + NRT rehab) to be updated
- Funding: \$1.3B Amtrak + \$2.7B PANYNJ + NY/NJ via RRIF
- Early Work Underway on Hudson Yards Concrete Casing Sec. 3



Hudson Tunnel Project: Next Steps

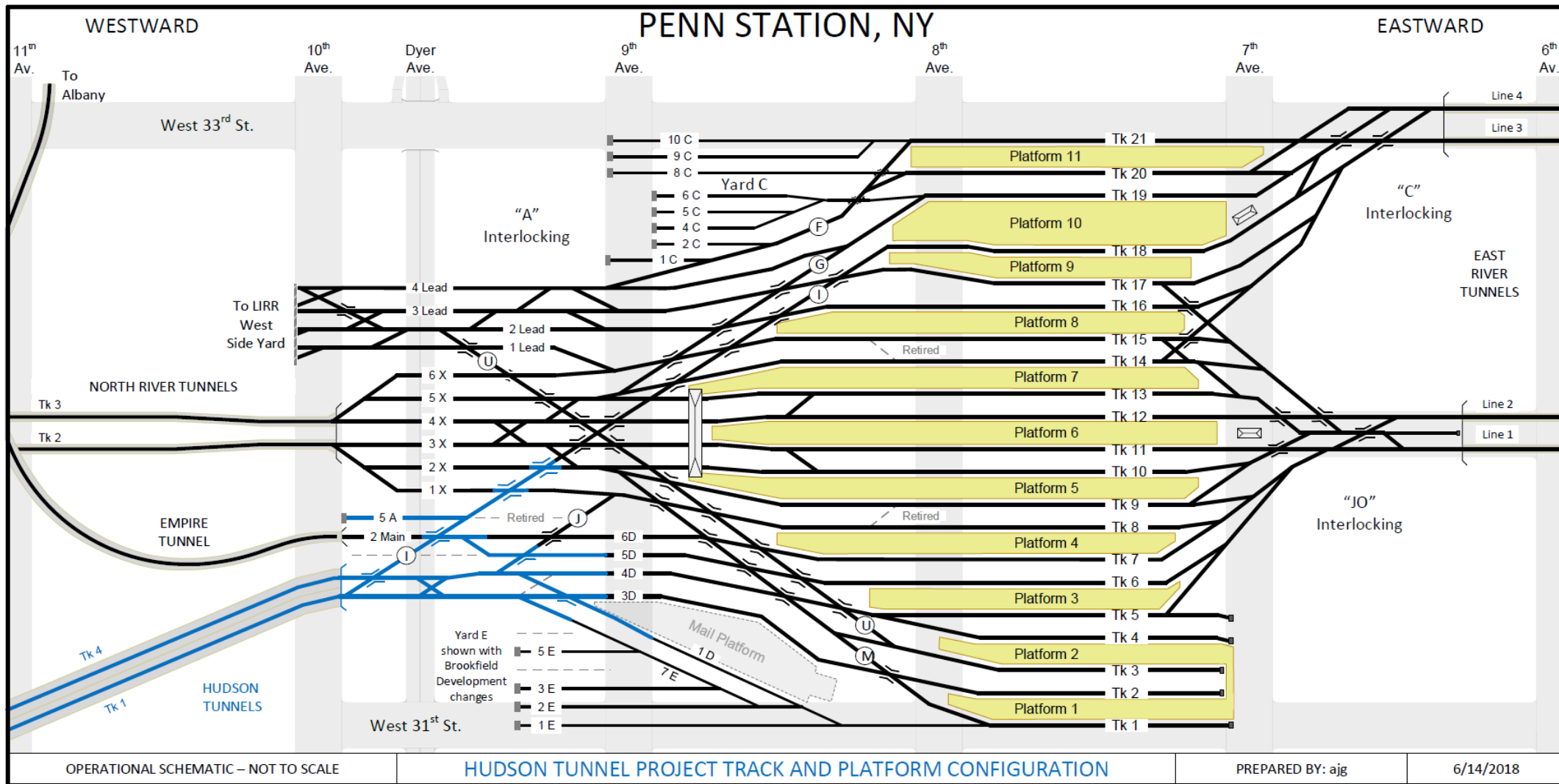
- Complete EIS, receive ROD
- Acquire property in New York and New Jersey
- Continue Hudson Yards Concrete Casing Section 3 Early Work (LIRR Emergency Services Building relocation)
- Advance Hudson Yards Concrete Casing Section 3
- Work with partners to stand up bi-State Gateway Development Commission



Section 3
Utility Relocation (Early Work)
Underway

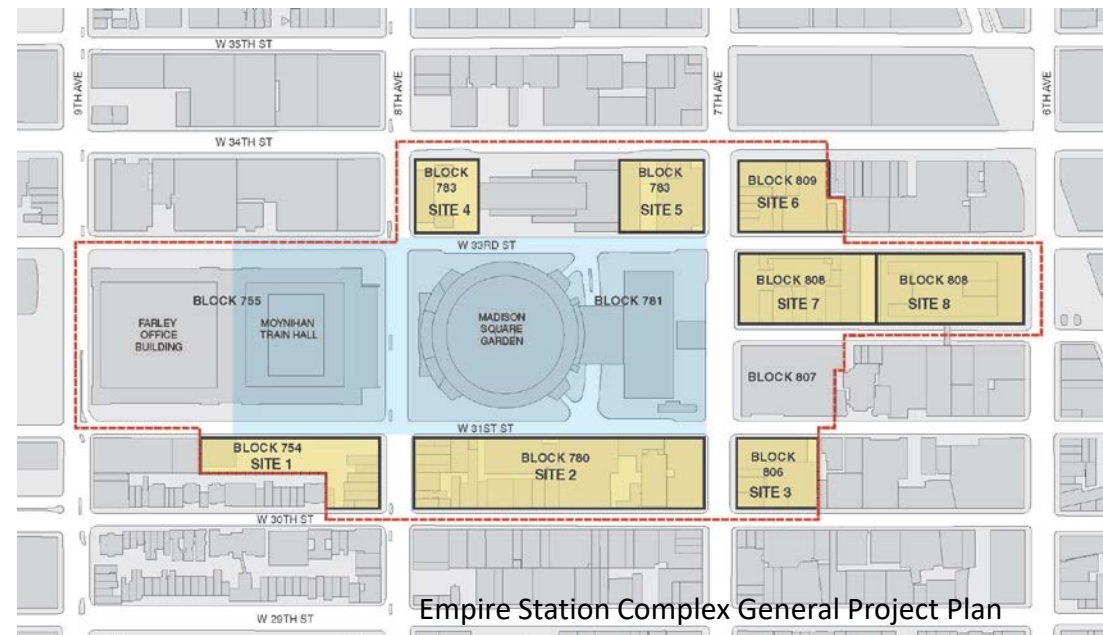
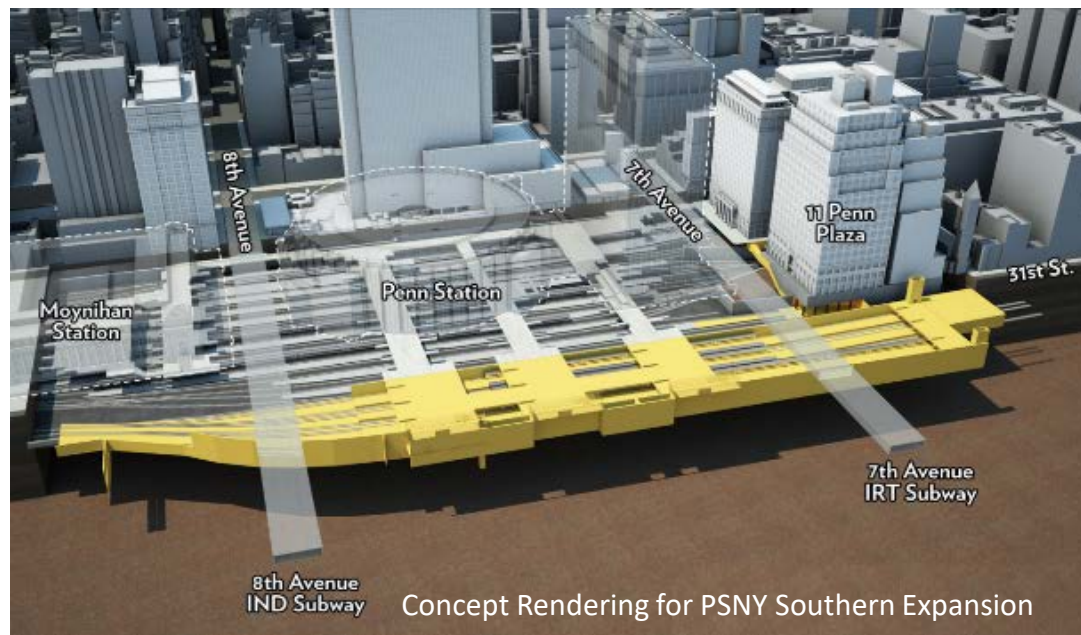
Sections 1 & 2
Construction Complete
\$235m – Sandy Relief Funds

Hudson Tunnel Project Track and Platform Configuration



Tracks in blue are new tracks to be built as part of the Hudson Tunnel Project to connect to Penn Station

PSNY Expansion: New Tracks and Platforms



- Expansion of Penn Station tracks and platforms to connect to new Hudson River Tunnel
- Key Gateway project necessary to realize doubling of trans-Hudson rail service into Manhattan
- Project core partners include NJ TRANSIT, MTA, and Amtrak
- Amtrak in procurement of architecture/engineering contract for design of station to begin August 2021
- MTA to act as lead local agency for Penn Expansion EIS to begin following Hudson Tunnel Project Record of Decision
- Portion of NYS Empire Station Complex GPP includes properties under which new tracks will be built

Master Planning For Penn Station New York



Amtrak's Priorities for PSNY

- Improved circulation & passenger flow
- Unified complex w integrated services
- Strong connections to Moynihan, expanded Penn and neighborhood
- Accommodate all railroad operations including Metro-North
- Increase light, air, passenger amenities
- Financial stewardship, cost, ROI

Gateway Projects in New Jersey



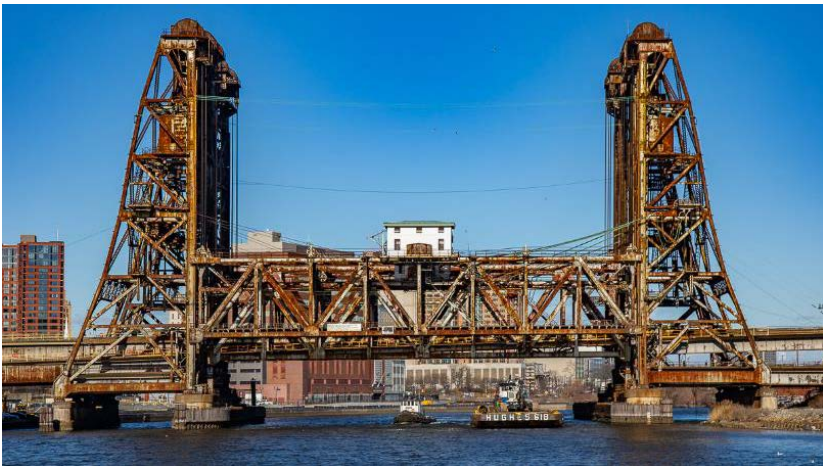
Sawtooth Bridges Replacement Project: Replace deteriorating two-track structures with structures carrying four Northeast Corridor tracks, delivering new capacity.

Project phase: Design.



Harrison Fourth Track: Relocate PATH track and signaling equipment further north to accommodate a fourth Northeast Corridor track. Project creates interim pocket track with operational benefits.

Project phase: Design.



Dock Bridge Rehabilitation Project: Convert moveable bridge to fixed bridge, repair steel, concrete piers, replace fenders, and repaint bridge. Reduces delays on PATH, NJ TRANSIT and Amtrak associated with bridge openings. Restores state of good repair.

Project phase: Design.

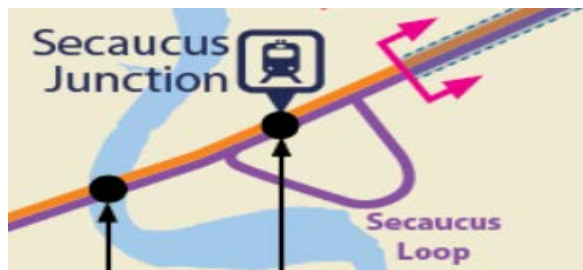
Gateway Projects in New Jersey (...continued)



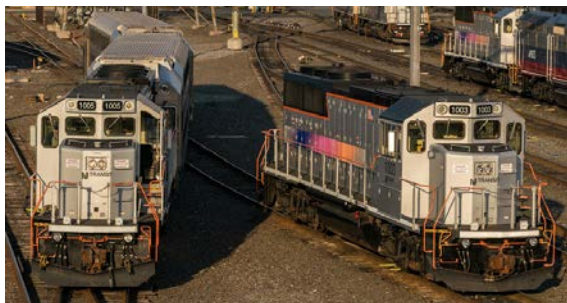
Portal South Bridge: Construction of a second, two-track bridge over the Hackensack River to support Gateway Program service growth. Project phase: Planning.



Secaucus Junction Improvements: Expansion and reconfiguration of tracks at Secaucus Junction station to support Gateway Program service growth. Project phase: Planning.



Secaucus/Bergen Loop: Construction of loop tracks to provide direct service (“a one-seat ride”) for NJ TRANSIT and Metro-North customers on the Main & Bergen, Port Jervis, and Pascack Valley lines to Penn Station New York. Project phase: Planning.



Gateway Storage Yard: New NJ TRANSIT storage yard required for Gateway Program service growth. Location options under evaluation. Project phase: Planning.

Building Capacity for Sustainable Growth and a Better Passenger Experience



Thank you!