



New Jersey Association of Railroad Passengers

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A Plea to Americans who ask "Why Should I Care about Hudson River Rail Tunnels Between NJ and NY?"

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We are the New Jersey Association of Railroad Passengers (**NJ-ARP**), an independent not-for-profit rail advocacy organization established in 1980. As New Jersey's leading rail passenger advocacy organization, we support a balanced public transportation system for our state and its neighbors along the Northeast Corridor. We are an all volunteer organization and have been in the forefront in advocating efficient intermodal transportation solutions for the entire area.

"Fine!", you say. "What does that have to do with us folks living across America?" Here's what! Amtrak's Northeast Corridor (NEC) rail line passes through New Jersey. It is connected to New York City by two 104 year old rail tunnels. Because of their frail state one or both of the tunnels could be closed without warning and if that happens there will be chaos on the Amtrak system that will result in a significant loss in the number of both intercity and long-distance passengers.

The construction of an additional trans-Hudson crossing will allow the existing tunnels to be taken out of service, and in the long run, allow for a large increase in Amtrak service when both sets are up and running. The existing tunnels currently are capable of carrying about 24 trains per hour in each direction. Unfortunately, both tunnels were swamped by Hurricane Sandy and extensively damaged by salt water. Shutting down just one tunnel would reduce capacity to 6 trains per hour (as trains moving both into and out of New York's Pennsylvania Station will have to operate on only a single track). That alone would ensure an economic Armageddon along the Northeast Corridor. If both tunnels had to shut, the economic consequences would snowball across this country. We should also mention that those tunnels lead to a two-track, 104 year old wooden structure known as Portal Bridge, spanning the Hackensack River in the Meadowlands. It has locking machinery dating back to pre WW II that is prone to sticking in the open position. That bridge is one lightning or barge strike away from destruction as well.

Here are the states that have DIRECT AMTRAK service using those tunnels:

- Massachusetts (NEC, Springfield)
- Vermont (Vermont)
- Rhode Island (NEC)
- Connecticut (NEC, Springfield, Vermont)
- New York (NEC, Silver Service, Palmetto, Cardinal, Crescent, Carolinian, Keystone, Pennsylvanian, Virginia Service, Vermont)
- New Jersey (NEC, Silver Service, Palmetto, Cardinal, Crescent, Carolinian, Keystone, Pennsylvanian, Virginia Service, Vermont)
- Pennsylvania (NEC, Silver Service, Palmetto, Cardinal, Crescent, Carolinian, Keystone, Pennsylvanian, Virginia Service, Vermont)
- Delaware (NEC, Silver Service, Palmetto, Cardinal, Crescent, Carolinian, Virginia Service, Vermont)
- Maryland (NEC, Silver Service, Palmetto, Cardinal, Crescent, Carolinian, Virginia Service, Vermont)
- DC (NEC, Silver Service, Palmetto, Cardinal, Crescent, Carolinian, Virginia Service, Vermont)
- Virginia (Silver Service, Palmetto, Cardinal, Crescent, Carolinian, Virginia Service)
- West Virginia (Cardinal)
- North Carolina (Silver Service, Palmetto, Carolinian, Crescent)
- South Carolina (Silver Service, Palmetto, Crescent)
- Georgia (Silver Service, Palmetto, Crescent)
- Florida (Silver Service)
- Alabama (Crescent)
- Mississippi (Crescent)
- Louisiana (Crescent)
- Ohio (Cardinal)
- Indiana (Cardinal)
- Illinois (Cardinal)

The states that have AMTRAK service with just ONE change of trains using those tunnels are:
EVERY state served by AMTRAK! (Only Alaska, Hawaii, South Dakota and Wyoming are NOT served by Amtrak)

The Northeast Corridor contributes \$50 billion annually to the U.S. economy. The loss of the NEC for only a single day would cost nearly \$100 million in transportation-related impacts and productivity losses. The NEC carries more passengers within the NEC region than all airlines combined! It also connects to the national freight rail network allowing Midwestern businesses and manufacturers to reach east coast ports and the global economy. Federal Transportation Secretary, Anthony Foxx recently said "It's perhaps one of the – if not the – most important project in the country right now that's not happening,"

How can you help? We urge you to contact your state's senators and congressional representatives to ask them to support and pass funding legislation for the implementation of construction of both the Hudson River Tunnels as shown in Amtrak's Gateway Project, and also immediate construction of Portal Bridge (which has been "shovel-ready" for over two years – awaiting funds.) There is no time left to waste, and there is no quick fix to replace two 104 year old underwater tunnels. The American economy is finally starting to come out of our terrible recession. We, the American people cannot afford this type of an economic blow.

THANK YOU!