

## Critical Passenger Rail Infrastructure Investments Along the Northeast Corridor

Allows Millions of People to Travel While Connecting the U.S. Economy

The Northeast Corridor, or the NEC for short, is a major artery of travel and business in the U.S., carrying hundreds of thousands of people daily. New York and New Jersey are at the heart of the NEC, where people utilize Amtrak and NJ Transit to commute to and from New York Penn Station. The current NEC infrastructure is at a turning point, requiring new funding for a variety of rail projects, including two new Hudson River Tunnel tubes and rehabilitation of the existing 110-year old tunnel. Should the massive rail infrastructure effort not move forward, the entirety of NEC travel could come to a grinding halt.

### Northeast Corridor Connects

- **2,200** – The number of trains per day that traverse the region
- **800,000** – The number of daily riders on the NEC
- **260,000,000** – The annual number of passenger trips on the NEC
- **500,000,000** – The number of passengers projected to use the NEC each year by 2040
- **17%** - The percentage of the U.S. population that lives along the NEC
- **97** – The number of Fortune 500 companies headquartered along the NEC
- **20%** - The percentage of the U.S. GDP generated in the NEC
- **\$2.6 Trillion** – The total GDP generated annually by NEC-connected communities.

### NEC Infrastructure by The Numbers

- **\$11 billion** – New Hudson River tunnels
- **\$1.6 billion** – Rehab of current Hudson River tunnel
- **\$1.6 billion** – Portal North Bridge
  
- **\$5 billion** – Baltimore & Potomac Tunnel

### Commitments to Critical Infrastructure

- **\$2.158 billion** - Port Authority Gateway Development Corporation RRIF Loan
- **\$1.643 billion** - New Jersey Transit Gateway Development Corporation RRIF Loan
- **\$1.750 billion** - New York State Gateway Development Corporation RRIF Loan
- **\$35 million** - Port Authority Design Contribution (Cash)
- **\$5,585 billion** – Total commitment from local sources

## Timeline Under the Hudson

- **OCTOBER 2016** – PANYNJ Board authorizes debt service support for up to \$284 million in borrowing for Portal North Bridge by GDC, and up to \$18 million in associated fees.
- **NOVEMBER 2016** – GDC is incorporated as a New Jersey non-profit corporation.
- **JANUARY 2017** – GDC enters into an Emerging Projects Agreement with USDOT for technical cooperation on low-cost long-term federal loans.
- **FEBRUARY 2017** – Port Authority Board approves 2017-2026 Capital Plan that includes \$2.7 billion for the new Hudson River Tunnel Project.
- **JULY 2017** – Hudson Tunnel Project’s draft Environmental Impact Statement released.
- **OCTOBER 2017** – Early work begins in preparation for Portal Bridge construction.
- **MARCH 2018** – Federal government allocates \$650 million for Amtrak for NEC work in FY2018 bill.
- **FEBRUARY 2019** – Federal government allocates \$650 million for Amtrak for NEC work in FY2019 bill.
- **DECEMBER 2019** - Federal government approves \$700 million in FY2020 budget for Hudson River Tunnel replacement
- **2026** – Planned completion of the Hudson River tunnels project.

## Regional Plan Association's Numbers

On the impact of a four-year shutdown of the Hudson River tunnels:

- **10,000** more daily drivers
- **38,000** lost daily ridership on NJTransit
- **250,000** drivers who will see a longer rush hour commute, half of which will be 30 mins or longer.
- **65%** increase in airfare prices in flight from DC to NYC
- **\$7 billion** in lost Federal, state, and local taxes
- **\$16 billion** in total cost to the U.S economy
- **\$22 billion** in lost property value

For More Information, Please Visit [railpassengers.org/blueprint](https://railpassengers.org/blueprint)