

ARC - PE

General Information:

Description: This project involves preliminary engineering for the Access to the Region's Core (ARC) project. The ARC project involves increasing the capacity of train service to New York to accommodate future demand, to offer added one-seat ride service and to expand the rail system to underserved areas. Major elements of ARC includes a new two-track Hudson River rail tunnel, expanded passenger facilities in the New York and other related infrastructure changes that support full utilization of the new tunnel's capacity.

Background: The Northeast Corridor is a four-track railroad between Trenton and Newark that narrows to two tracks between Newark and New York, creating a bottleneck for NJ TRANSIT's New York services. THE Tunnel will provide additional capacity for these services, new services, and redundancy in trans-Hudson River rail operations. Scope: This project involves preliminary engineering for the ARC project. The ARC project involves increasing the capacity of train service to New York to accommodate future demand, to offer added one-seat ride service and to expand the rail system to underserved areas.

The project will create a four-track right-of-way between Secaucus Junction and New York City. Two tracks will connect to the existing Hudson River tunnels and two tracks will connect to the proposed tunnels, descending and turning southward under The Palisades through North Bergen, Union City and Hoboken. Track connections are planned to provide full flexibility between the existing tunnels and the new tunnels, to facilitate emergency operations and periodic tunnel closures for maintenance.

The project will introduce one-seat ride service to New York City on the North Jersey Coast Line from Bay Head, Montclair-Boonton Line west of Montclair, Main Bergen County, Pascack Valley and Raritan Valley Lines. A new multi-level station is proposed under 34th Street in Manhattan, with connections to the Broadway Sixth, Seventh and Eighth Avenue subway stations and PATH station. The station will connect with PSNY via underground pedestrian concourses.

Benefit: THE Tunnel project will open new opportunities for direct and increased rail service from the existing commuter rail system to Midtown Manhattan and build upon recent transit investments in New Jersey, including Secaucus Junction, Midtown Direct and the Montclair Connection. The project will further provide capacity to support other rail expansion projects in development. Impacts: Increased ridership on the railroad will overburden the current system and make travel much more difficult. Without the new tunnels and station, no additional New York Mid-town trains can be accommodated on the existing infrastructure in peak hours.

Milestone:

Milestone Description	Completion
12 - Advertise Primary Contract Preliminary Engineering	12/1/2005
13 - Board Approval Primary Contract Preliminary Engineering	8/1/2006
14 - NTP Primary (Contract or In-House) Preliminary Engineering	9/1/2006
18 - 50 Complete Preliminary Engineering	6/1/2007
19 - Project Complete Preliminary Engineering	3/1/2008
20 - Closeout Complete Preliminary Engineering	4/1/2008

Issues:

Anticipate FTA approval to enter final design January 2008.

Transit Activities:

THE Partnership mobilized project's management staff and initiated mobilization of project support staff. Conducted project kick-off meeting. Established inter document control system. Develop draft project schedule, Project Management Plan, Configuration Management Plan, and Quality Management Plan. Awarded Hudson River / Manhattan geotechnical exploration program. Initiated cost validation effort. Continue to hold Weekly Progress and other management & technical meetings. THE Partnership mobilized staff. Relocated NJ TRANSIT's Project Management Staff to project office at Two Gateway Center. Finalized baseline project schedule. Completed draft Quality Management Plan. Continued to identify property impacts. Continued review of DEIS right-of-way database. Continue utility data collection. Initiated site exploration test borings and field exploration program in Manhattan and Hudson River. Initiated the identification of permits required for construction. Continued to develop the track alignments, profiles and sections. Continued to evaluate vertical and horizontal track alignments. Developed conceptual dimensioning of 34th Street cavern design. Coordinated layout of fan plant design at Con Edison site with Hudson River and Manhattan TBM access shafts. Initiated station space planning concepts and pedestrian flow analyses. Continued to develop and assess locations and sizes of supply and return air ducts in station. Reviewed NFPA 130 requirements and design criteria and coordinated with tunnel ventilation group. Completed initial Computational Fluid Dynamics simulations for the ventilation system. Developed white paper to present the issues associated with implementing an independent traction power system for the Northeast Corridor, tunnel and 34th Street station. Conducted workshops to review Kearny Yard alternative layouts. Initiated development of Interface Management Plan. Awarded geotechnical and environmental explorations contract for NJ work. Drafted white paper to feed the fan plants with dual electrical feeds. Continued to hold Weekly Progress and other management & technical meetings. Completed review of Technical Proposals, conducted oral presentation, and negotiated cost proposal for the Project Control and Construction Management Services (PCCM) contract. Provide Subsurface Conditions Survey and Risk Mitigation Plan to FTA. Interviewed for positions for Director of Construction and QA/QC.

ARC - PSNY Early Action Items Track 1-4 Pltfrm Ext

General Information:

Description: This project includes the construction of the following elements designed to improve commuter access and train operation within Penn Station New York. Work phases are:

- 1) Eastward Extension of Platforms 1 and 2.
- 2) Westward Extension of Platforms 1 and 2 and Reconfiguration of "U" and "M" Ladders.
- 3) West End Concourse Extension and Stairways to platforms 1 and 2.
- 4) Hilton Corridor Connection over Platform 3.

Train operations within the station will be improved by increasing the platform length in order to accommodate 2 additional coaches on tracks 1-4. This will there greatly improve operations flexibility throughout the station by providing platform loading for a locomotive and 10 coaches.

Background: This project is part of the early action items associated with Access to the Region's Core (ARC). The Penn Station Capacity Enhancements include within this project will improve operational flexibility and passenger egress. Scope: The scope of this project is to advance the referenced work elements to the 3 design level.

Benefit: The benefits of this project are improved operational flexibility within Penn Station New York as full- length trains (one locomotive and 10 coaches) will be able to serve platforms 1 and 2.

Additional passenger egress will also be provided by the stairway access at the west end of platforms 1 and 2 exiting to the proposed West End Concourse.

Milestone:

Milestone Description	Completion
1 - Concept Planning Complete	3/1/2006
3 - Board Approval Design Contract	4/1/2006
4 - NTP Design (Contract or In-House)	4/1/2006
5 - Design 30 Complete	3/1/2007
6 - Environmental Complete	4/1/2007
7 - Design 100 Complete	12/1/2007
11 - NTP Early Action (Contract or In-House) Long Lead Material	12/1/2007
12 - Advertise Primary Contract	6/1/2008
13 - Board Approval Primary Contract	10/1/2008
14 - NTP Primary (Contract or In-House)	12/1/2008
18 - 50 Complete	12/1/2010
19 - Project Complete	12/1/2012
20 - Closeout Complete	6/1/2013

Issues:

The access agreement from Amtrak (environmental and subsurface testing) needs to be obtained in order to advance environmental and geotechnical borings within Amtrak property limits.

Transit Activities:

Advanced 30% design and continued with the development of the Categorical Exclusion Document (CE).

Study and Dev - ARC DEIS

General Information:

Description: This project involves the Draft Environmental Impact Statement (DEIS) for the Access to the Region's Core (ARC) project. The ARC project involves increasing the capacity of train service to New York to accommodate future demand, to offer added one-seat ride service and to expand the rail system to underserved areas. Major elements of ARC includes a new two-track Hudson River rail tunnel, expanded passenger facilities in the New York and other related infrastructure changes that support full utilization of the new tunnel's capacity.

The Port Authority of New York and New Jersey is our planning partner in this study, which continues the work conducted during the previous and separate FTA required Major Investment Study (MIS).

Background: This project continues the work of the Access to the Region's Core (ARC) Major Investment Study (MIS). It continues some conceptual planning and refinements to alternatives and moves the work effort into and through the DEIS stage. The predecessor study was co-sponsored by NJ TRANSIT, the MTA, and the PANY&NJ. This project phase is being carried out jointly by NJ TRANSIT and the PANY&NJ. Scope: Preparation of a Draft Environmental Impact Statement in accordance with federal guidelines. Alternatives: Major elements of the long-term improvement will be a "Secaucus Loop" track connection and a new trans-Hudson rail tunnel. Alternatives concern infrastructure improvements east of the Hudson River that allow for the full train capacity of the new tunnel to be utilized. Impacts: Passenger demand for peak period travel to/from Manhattan will exceed available service capacity within the next decade without the type and magnitude of capacity expansion being considered here. The economic well-being of the region would suffer accordingly.

Milestone:

Milestone Description	Completion
12 - Advertise Primary Contract Receive proposals	5/1/2003
13 - Board Approval Primary Contract Attain authorization	6/1/2003
14 - NTP Primary (Contract or In-House) Initiate consultant work	9/1/2003
18 - 50 Complete Provide draft DEIS report to FTA	9/1/2005
19 - Project Complete Final DEIS report and R.O.D.	4/1/2007
20 - Closeout Complete Project closeout	6/1/2007

Issues:

The DEIS was submitted to FTA on September 16, 2005 for review and comment prior to public release. Comments were received and discussed and a revised DEIS was submitted to FTA on March 31. The New Starts application was submitted on October 21, 2005 to enable permission for NJ TRANSIT to initiate PE. That application is being reviewed by FTA. NJTPA approved the LPA on September 12, 2005 and inclusion of the project in fiscally constrained LRP. NYMTC included ARC in their fiscally constrained LRP in March 2006. FTA approved NJ TRANSIT's PE submitted in August 2006. NJ TRANSIT issued an NTP in August 2006 for PE. FTA provided additional comments on the DEIS in September 2006. NJ TRANSIT provided the completed DEIS for final thumb through at the end of 2006. Anticipate public hearings early next year.

Transit Activities:

A revised DEIS was submitted to FTA in October 2006. NJT reviewed it with FTA, made additional revisions and resubmitted the DEIS in late December. FTA is now reviewing the latest version. The hope is that this will be the last version and it will be released to the public very soon.

