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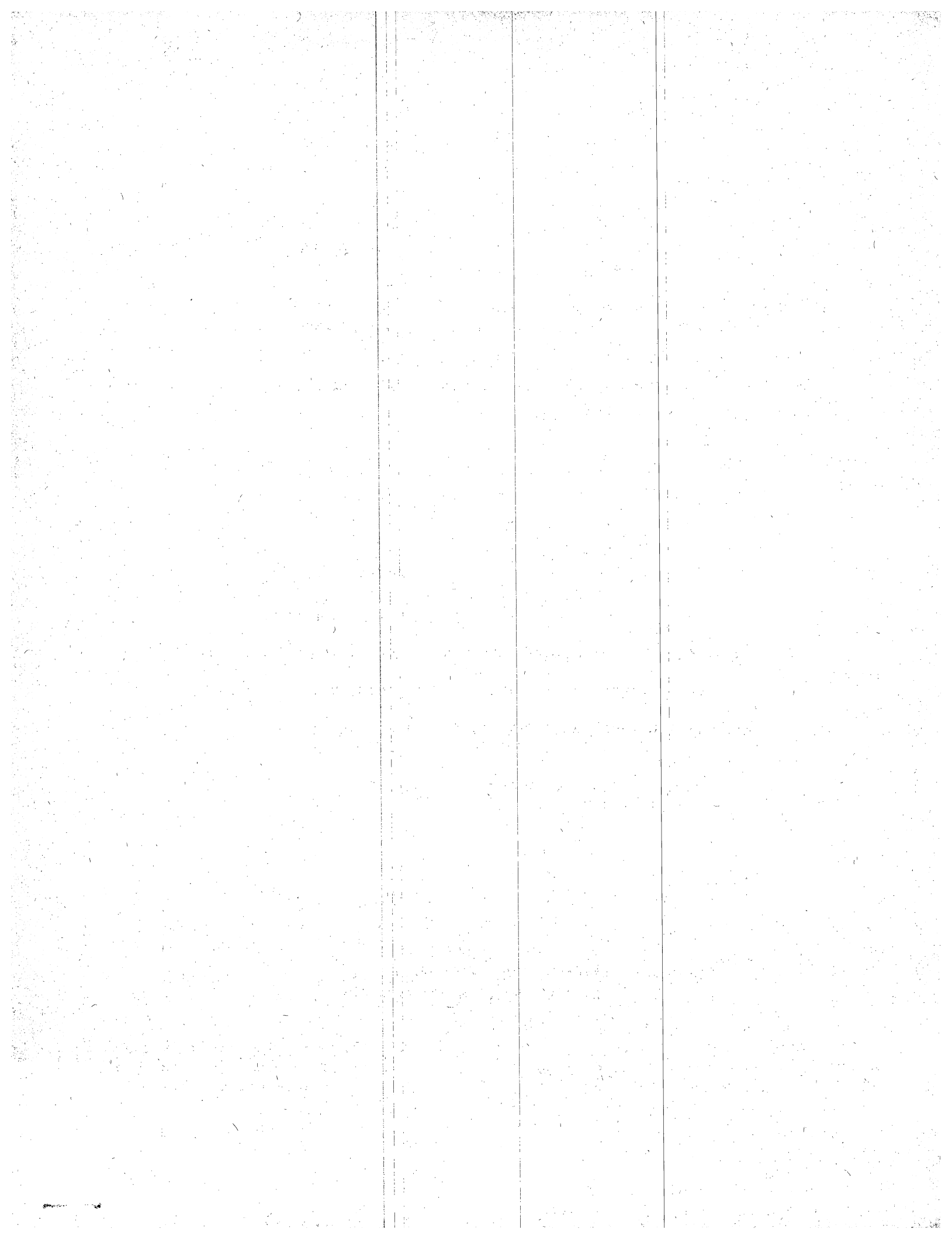
State of New Jersey
Department of Transportation
John C. Kohl, Commissioner

State of New York
Metropolitan Transportation Authority
William J. Ronan, Chairman

The Port of New York Authority
Matthias E. Lukens, Acting Executive Director

FOR IMMEDIATE RELEASE
April 18, 1972

Attached is a progress report of the Inter-Agency Task Force established by the States of New Jersey and New York in March 1970. This supplements the Task Force's Report issued in March 1971.



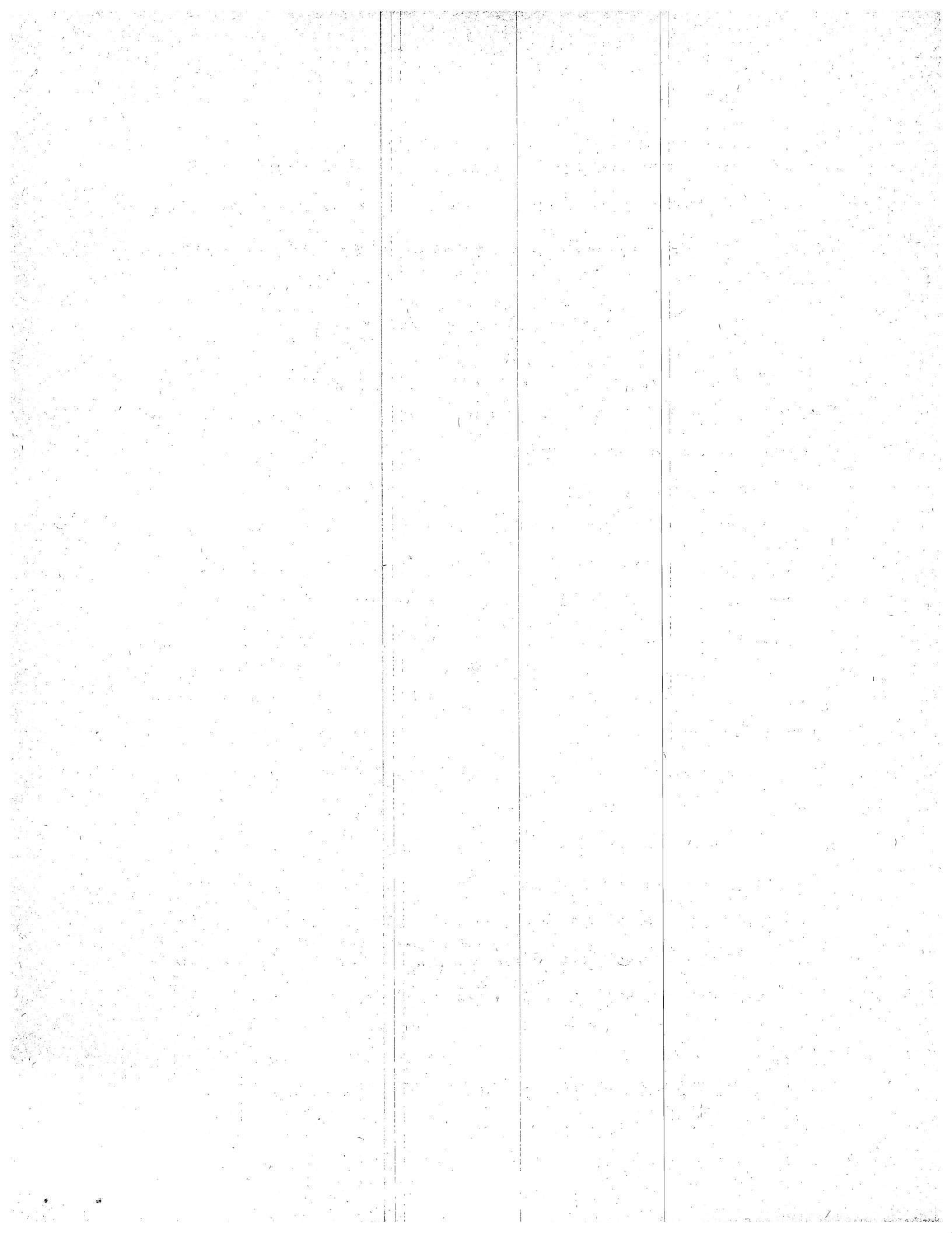
**PROGRESS REPORT OF THE
INTER-AGENCY TASK FORCE**

APRIL 1972

**THE NEW JERSEY DEPARTMENT OF TRANSPORTATION
John C. Kohl, Commissioner**

**THE METROPOLITAN TRANSPORTATION AUTHORITY
William J. Ronan, Chairman**

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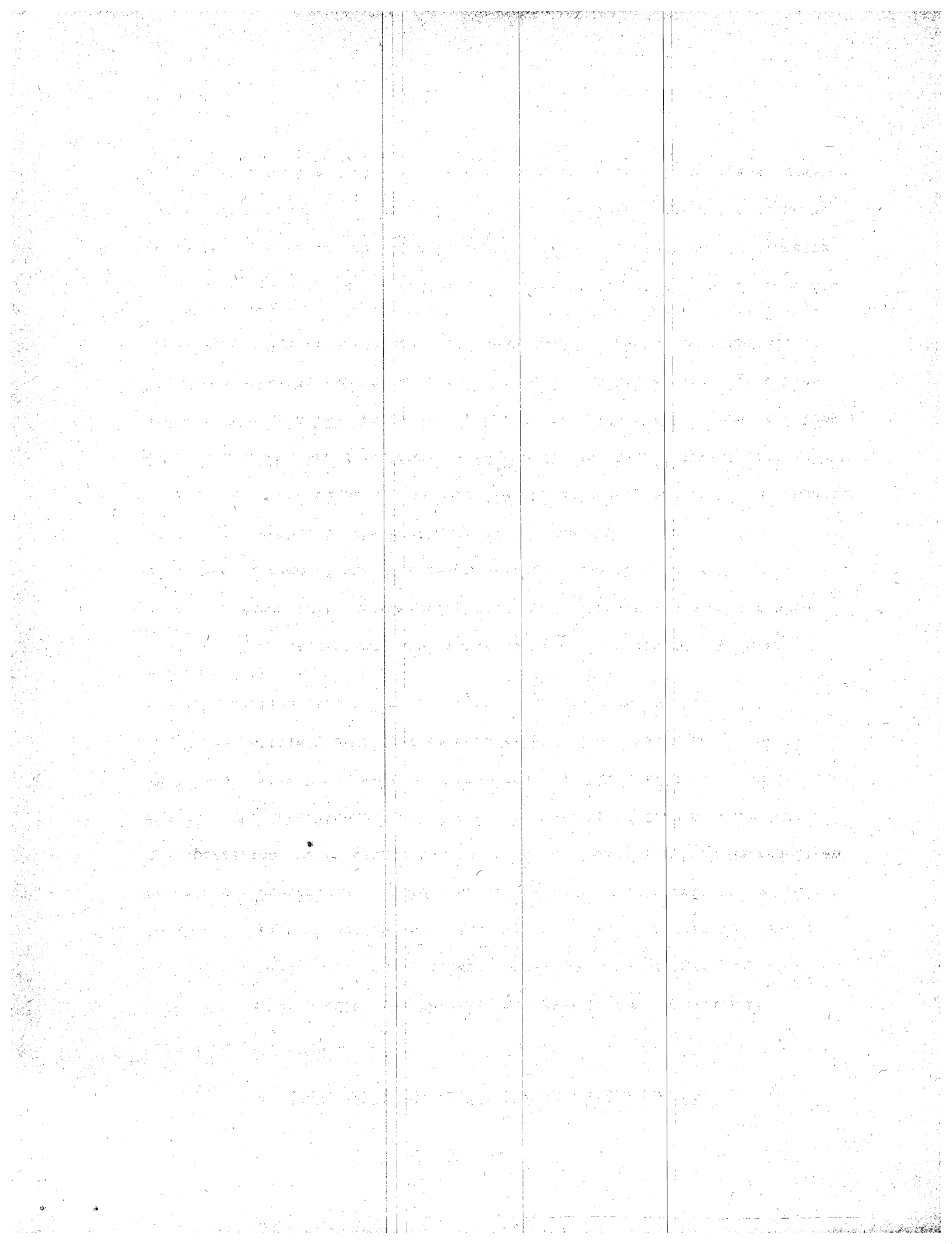


PROGRESS REPORT OF THE INTER-AGENCY TASK FORCE

In March 1970, the Inter-Agency Task Force was established by Governor William T. Cahill of New Jersey and Governor Nelson A. Rockefeller of New York to undertake a joint effort designed to identify and aid the cooperative development of specific improvements to the public transportation system within the Northern New Jersey-New York Metropolitan Region. The Inter-Agency Task Force is comprised of Commissioner John C. Kohl, New Jersey Department of Transportation; Dr. William J. Ronan, Chairman, Metropolitan Transportation Authority; and Mr. Matthias E. Lukens, Acting Executive Director of The Port of New York Authority.

The Inter-Agency Task Force completed and issued its first report in March 1971, recommending that two major studies be undertaken by a special team of staff representatives of the three agencies, with project leadership by the Port Authority. The first study involves a detailed examination of how to maximize the currently underutilized capacity of Penn Station, New York, and how to provide additional direct rail services to Manhattan by New Jersey commuter railroads. The second is a longer range study by the same team of the physical feasibility and engineering aspects of a new trans-Hudson rail tunnel and mid-Manhattan terminal.

This program of studies is also directly related to the specific requests of Governor Cahill in February 1971 that these investigations be carried forward by the Port Authority staff in close cooperation with the New Jersey Department of Transportation and the Metropolitan Transportation



Authority. This report reflects the progress on these studies during the past year.

Optimum Use of Penn Station, New York

The plan for expanding direct rail service between New Jersey and Penn Station, New York, calls for the provision of direct rail connections between several branch lines of the Erie Lackawanna and Penn Central Railroads in the New Jersey Meadows. This would enable some of the Erie Lackawanna trains to serve the mid-Manhattan area directly for commuters having mid-Manhattan as their origin or destination. In addition, provision would be made in the planning of expanded interstate through service for some trains of the Jersey Central Railroad to have a similar direct access to mid-Manhattan over existing Penn Central trackage between Newark and Penn Station, New York.

A major element in the planning is related to the capacity of the Penn Central tunnels under the Hudson River and Penn Station, New York, itself. The Task Force staff is currently in the process of reevaluating the peak hour train capacity through the Penn Central tunnels and into Penn Station and the relationship with train schedules to achieve maximum available capacity. It is recognized that physical improvements will be necessary at Penn Station in order to accommodate the additional passenger loads that would be developed by this through service. In that connection, the Task Force staff has developed specific recommendations for additional stairways and escalators to and from platform levels, improved circulation

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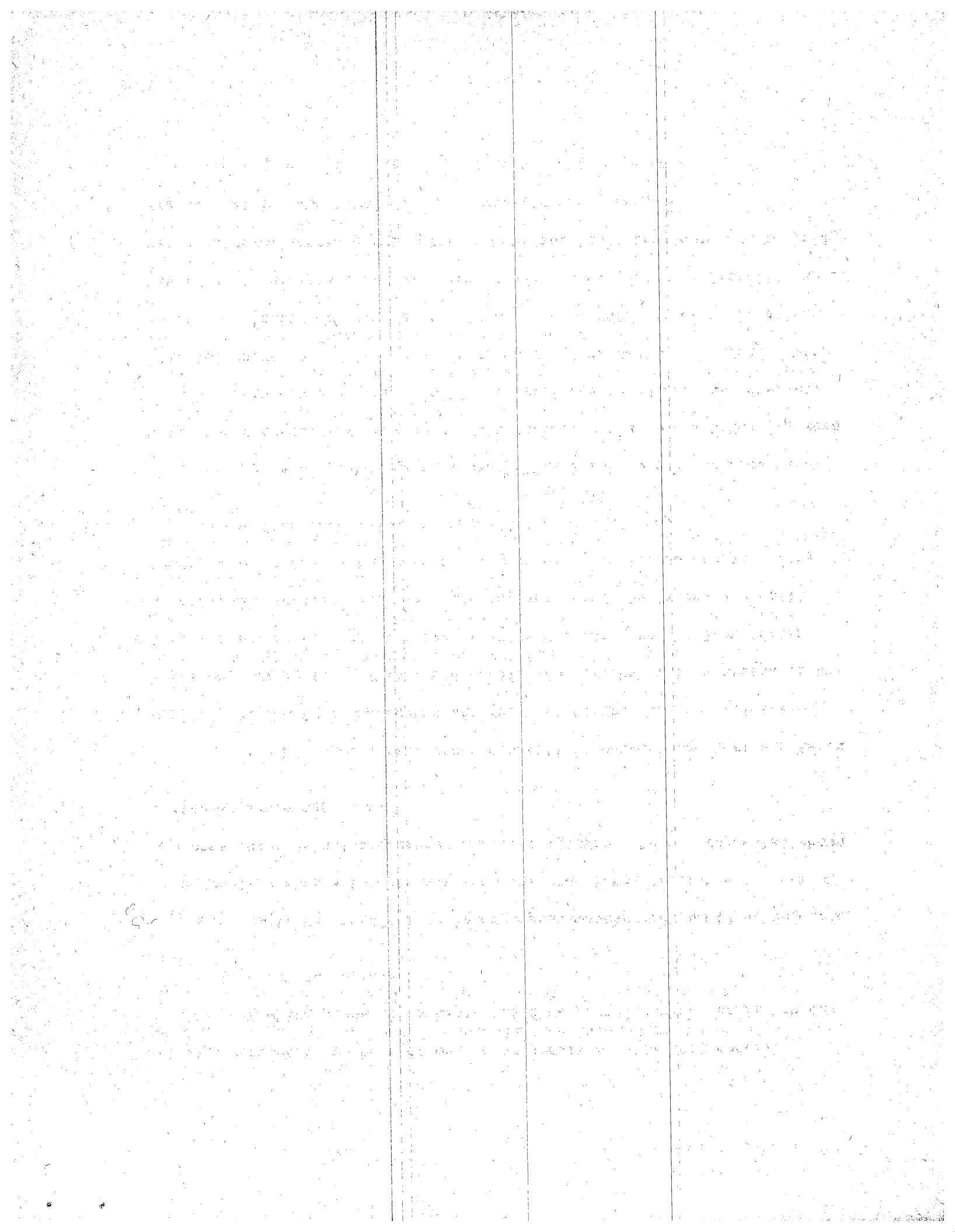
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through corridors in the station and proposals to eliminate several bottlenecks which presently inhibit the flow of pedestrian traffic through the station concourse levels.

As to the physical railroad improvements which would be required to accomplish such a through service, the Task Force staff has several projects under detailed engineering investigation. These proposals, shown on the attached map, include:

- 1) Proposed direct track connections between the Morris & Essex Division of the Erie Lackawanna and the Penn Central in the vicinity of Harrison, New Jersey. This would enable some trains of this branch of the Erie Lackawanna to connect directly at this point with the Penn Central Mainline for service into Penn Station, New York. Decisions are still required as to the system of electrification to achieve a compatibility between the Erie Lackawanna and Penn Central operations.

- 2) A proposed new railroad bridge across the Hackensack River which would eventually replace the old Portal Bridge. This bridge is more than 60 years old and because of its general obsolescence, has adversely affected operations from time to time on the Penn Central Railroad. With an expanded railroad service on this stretch of the Penn Central, as envisioned in this plan, and with increased rail passenger traffic via the Metroliner and Amtrak services through the Northeast Corridor, such a bridge replacement is considered to be a necessity.



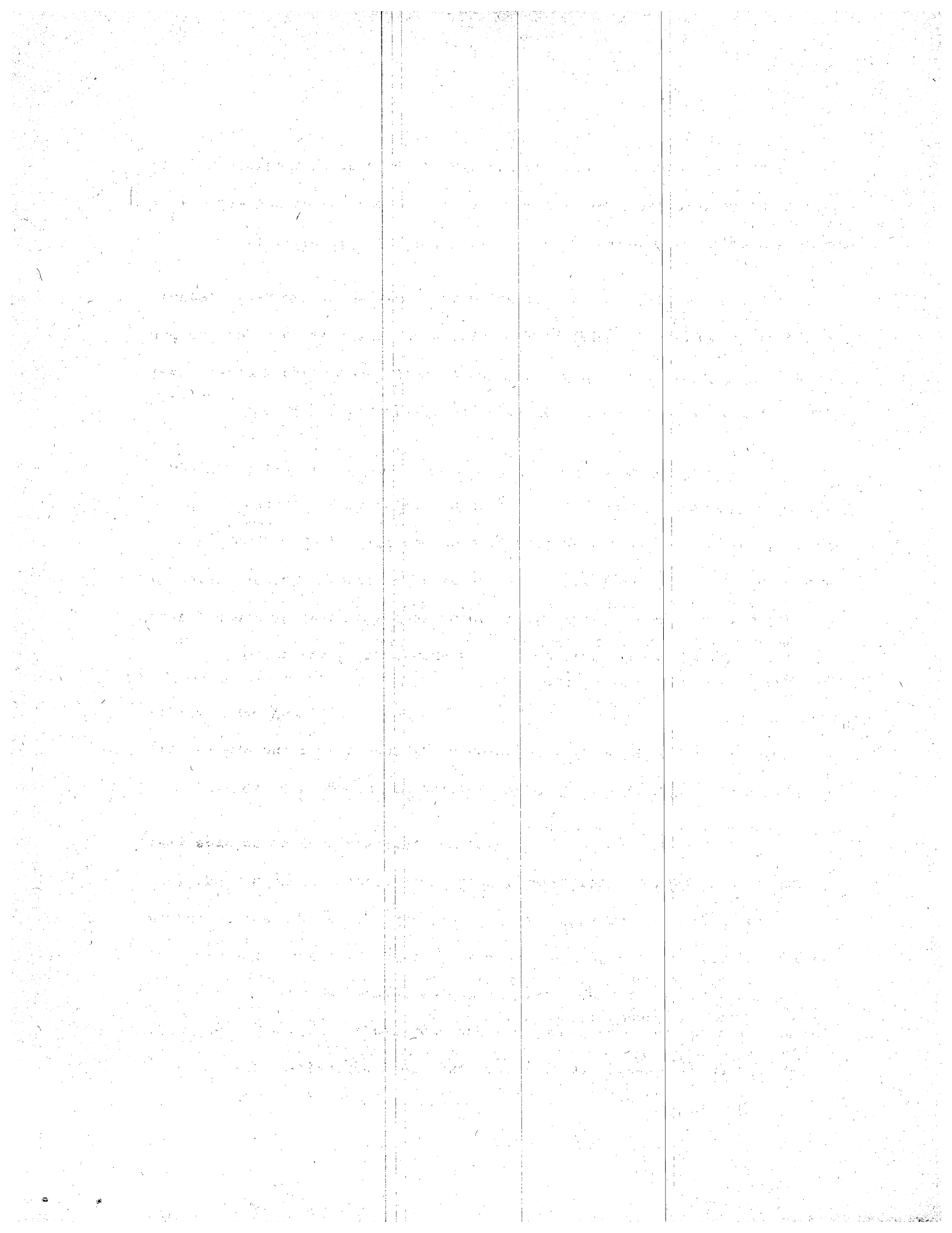
3) Proposed direct track connections between the Bergen and Mainlines of the Erie Lackawanna and the Penn Central at the point where they cross in the New Jersey Meadows. These connections would make it possible for gas turbine electric trains, currently in initial production stages by the MTA, to operate on the Erie Lackawanna lines serving Bergen, Rockland and Orange Counties and Stewart Airport, and to provide a direct rail service to Penn Station, New York.

4) A proposed new railroad yard in the Secaucus area to handle Erie Lackawanna trains that would operate in direct service into Penn Station, New York.

Other track improvements and expansions in the Meadows, currently under study by the Task Force staff, would probably be required to carry out this program of expanded direct rail service. In addition, electrification, upgrading and re-equipping of the Jersey Central Mainline would be required if this service were to have direct access to Penn Station, New York.

The Task Force staff has developed forecasts of traffic, undertaken various operational studies, determined the real estate requirements and developed preliminary engineering design for the components of this system. Cost estimates are being prepared.

It is anticipated that this work will be brought to a more definitive stage before the end of 1972 so that the Inter-Agency Task Force will be in a position to make determinations and submit recommendations to the



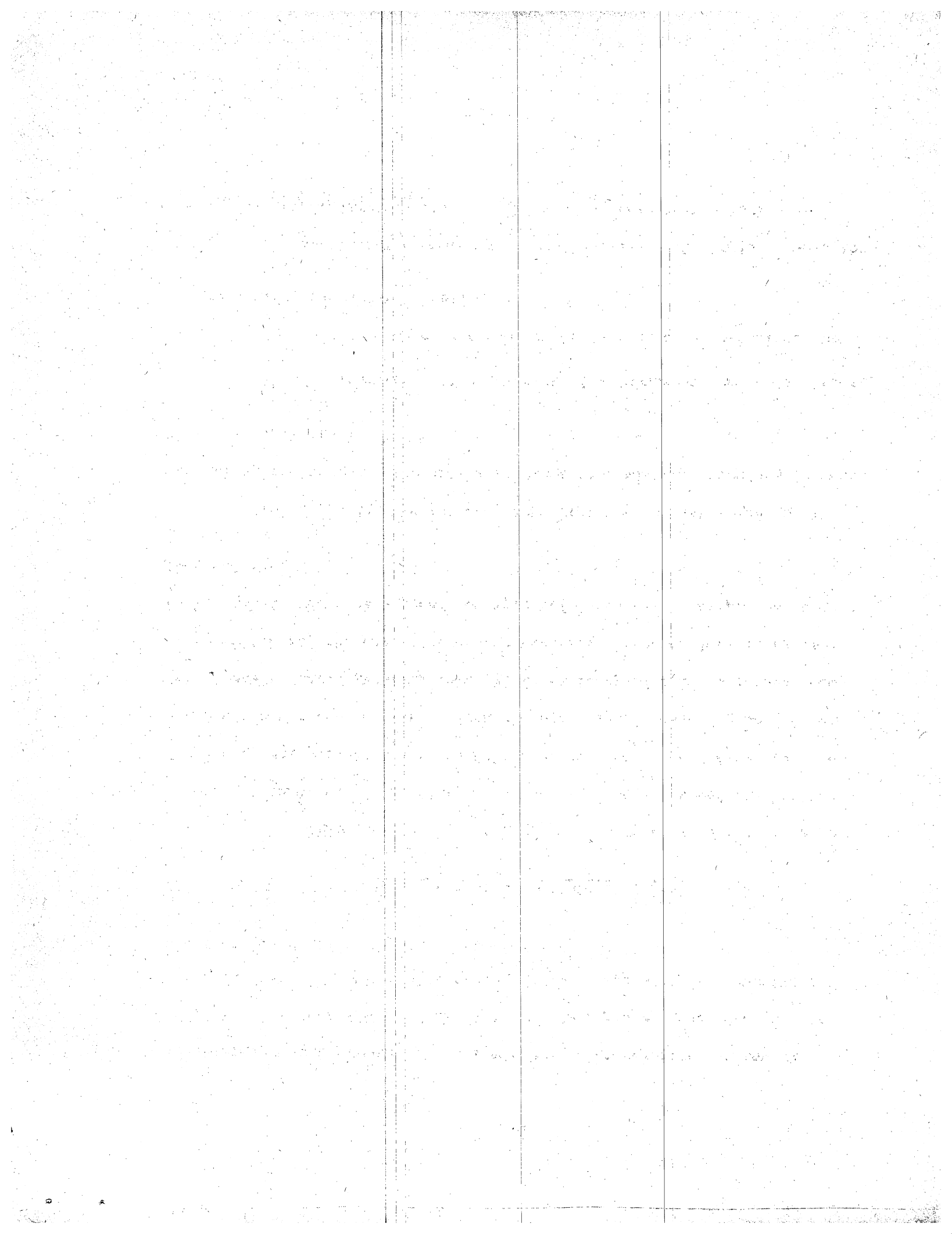
two States, the railroads and others who would be involved in any such program, on a future course of action on these plans. Included in such determinations will be the important matter of financial and operating feasibility.

Study of New Trans-Hudson Rail Tunnel

The second part of the Task Force staff work is a longer range investigation of the feasibility of a new rail tunnel extending from the New Jersey Meadowlands under the Palisades and under the Hudson River to a new mid-Manhattan terminal. Such a project would obviously be a large-scale undertaking. Assuming that the feasibility of the undertaking can be demonstrated, the magnitude of the construction task alone makes it clear that it would be a decade or more before such a major project could be completed.

In analyzing this subject, the Inter-Agency Task Force staff has considered various alternative services that might be provided in such a tunnel, including:

- 1) An extension of the New York City Subway System to New Jersey;
- 2) An extension of a proposed 48th Street crosstown people mover to New Jersey; and alternatively,
- 3) New Jersey commuter railroad services with provision also for new rapid transit services to extend from New Jersey to New York.



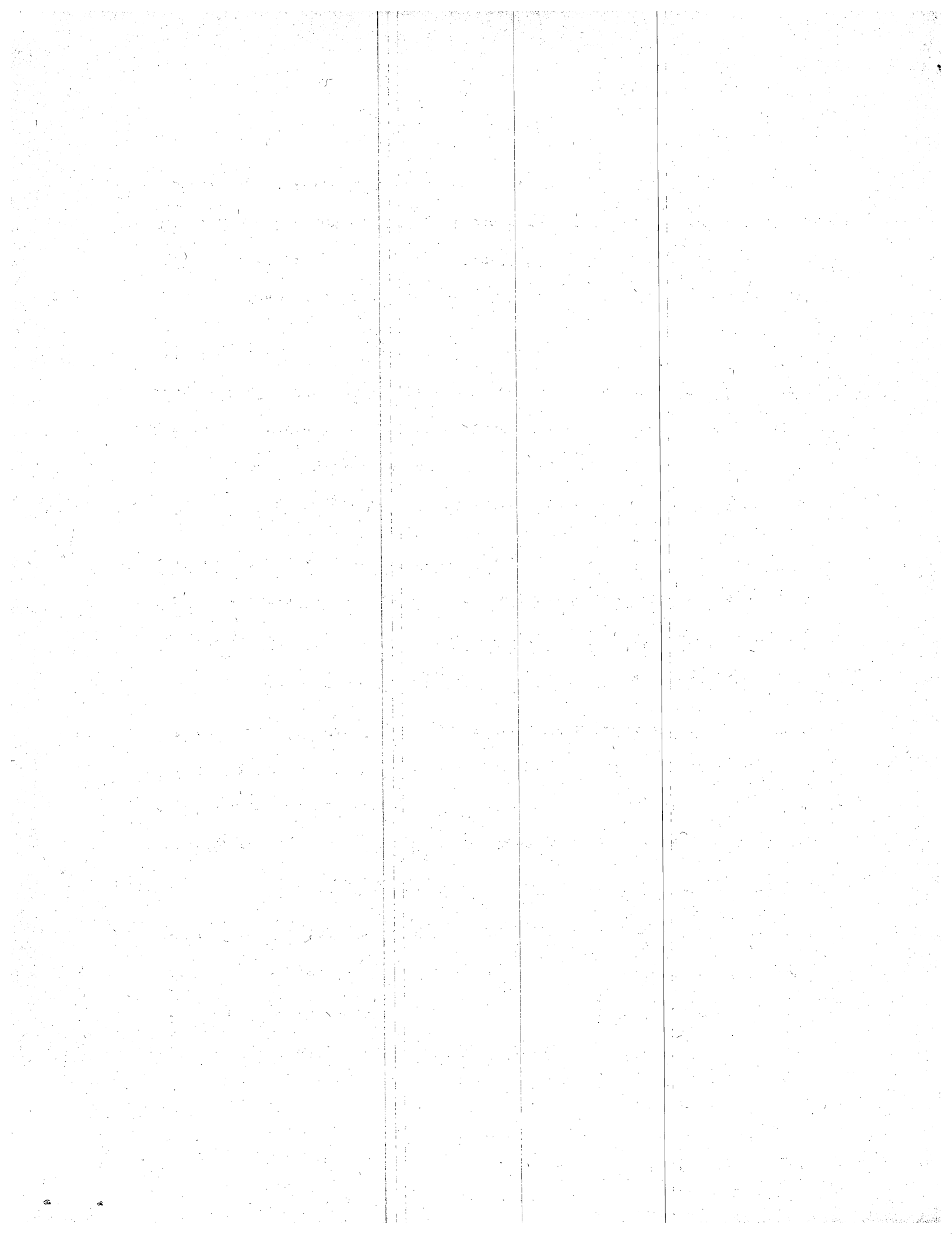
The Inter-Agency Task Force agrees with the staff's conclusion that the third alternative would be the most feasible and would most nearly meet the objectives of the Task Force in providing the maximum amount of direct interstate rail service.

Having made this preliminary determination, the Task Force staff considered several alternatives for Manhattan terminal and distribution requirements. Tentatively, it has been concluded in this planning investigation that a Manhattan terminal might be generally located in the area between 48th and 50th Streets and Ninth Avenue and Broadway, in Manhattan.

Among other considerations, such a terminal location would provide for excellent distribution to various subway lines of the New York City Transit Authority and permit access to the proposed 48th Street crosstown distribution link, currently under study by the Transit Authority.

These preliminary feasibility studies of a Manhattan terminal have also been reviewed and coordinated with the plans and programs of the New York City Planning Commission, the Office of Midtown Planning and Development, and discussed with representatives of community planning boards in the affected area.

Insofar as the studies of the tunnel itself are concerned, the Task Force staff has considered several alternative alignments to provide the linkages between several railroad services in New Jersey and the mid-Manhattan terminal. Various proposals being developed by the New Jersey



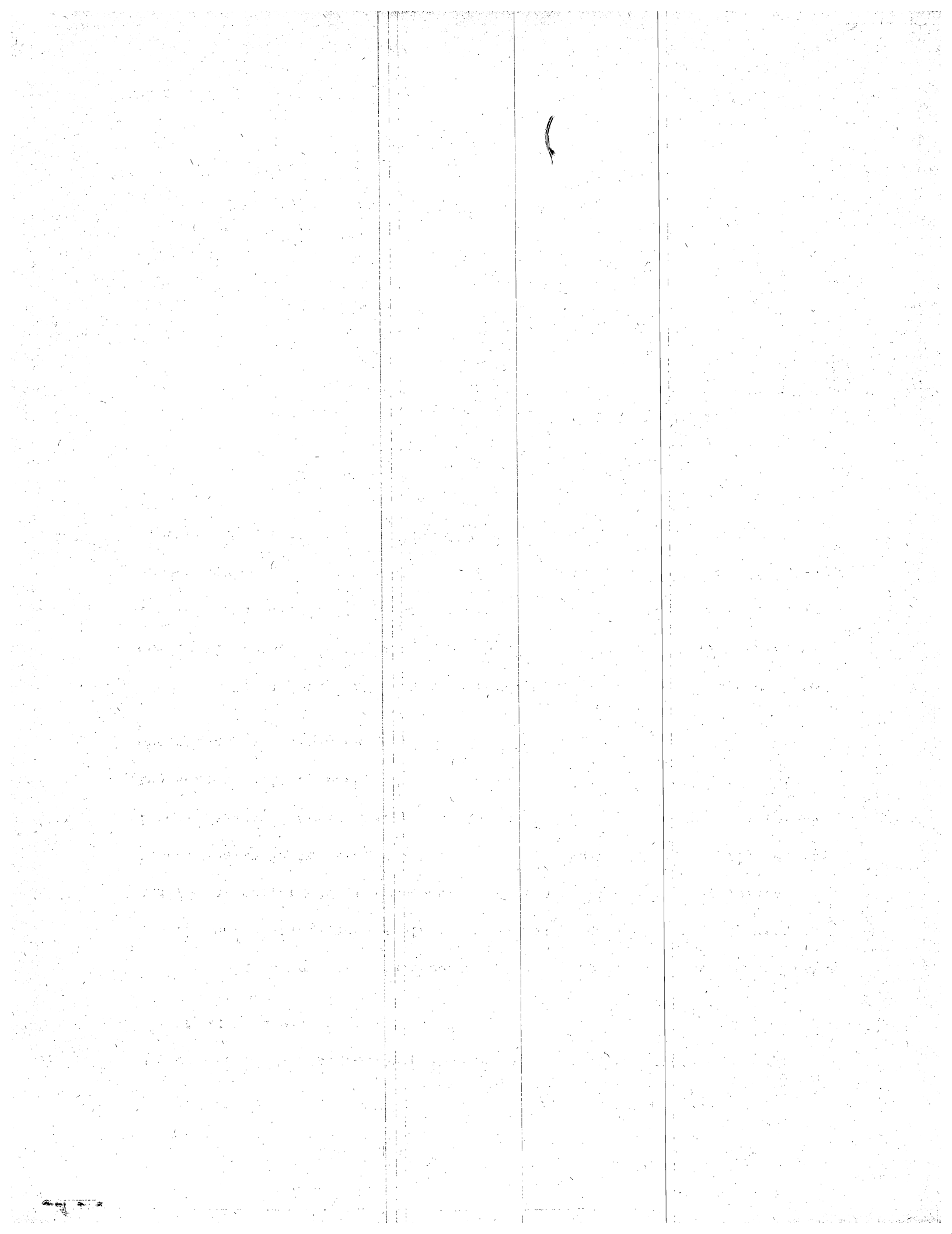
Department of Transportation are being carefully considered in the tunnel alignment studies.

On the engineering aspects, a series of test borings to determine the characteristics of subsurface conditions as well as other engineering design investigations have been or are being carried out. A possible tunnel design is in preparation and will be reviewed by technically qualified experts. Cost estimates and studies of the real estate requirements for such a facility both are in preparation. Finally, various possible operating plans are under study.

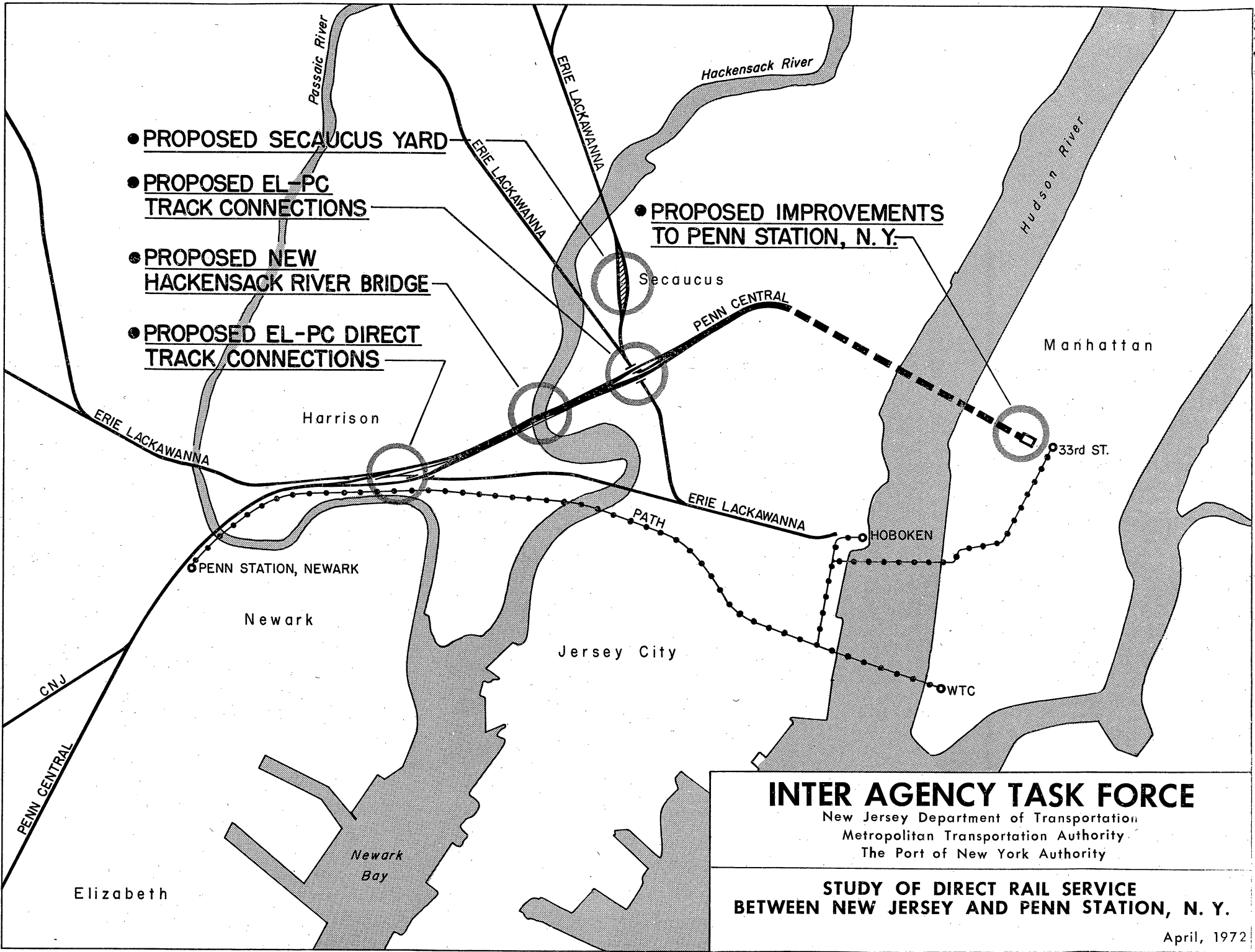
It is anticipated that definitive results of this study will be completed by the end of 1972. The specific traffic, operating, engineering and financial details, when completed, will serve as a basis for determination by the Inter-Agency Task Force of the overall feasibility of the proposal for a new Hudson River rail tunnel and terminal in mid-Manhattan.

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April 1972



- PROPOSED SECAUCUS YARD
- PROPOSED EL-PC TRACK CONNECTIONS
- PROPOSED NEW HACKENSACK RIVER BRIDGE
- PROPOSED EL-PC DIRECT TRACK CONNECTIONS
- PROPOSED IMPROVEMENTS TO PENN STATION, N. Y.



INTER AGENCY TASK FORCE

New Jersey Department of Transportation
 Metropolitan Transportation Authority
 The Port of New York Authority

STUDY OF DIRECT RAIL SERVICE BETWEEN NEW JERSEY AND PENN STATION, N. Y.

April, 1972

