THE GATEWAY PROGRAM MYTH BUSTER
HUDSON TUNNEL PROJECT

INTRO:
The Hudson Tunnel Project provides a safe, reliable, resilient and redundant new two-track tunnel for passengers making 200,000 daily trips, allowing critical rehabilitation of the existing century-old tunnel. The Project will employ rail technology, innovative financing and delivery approaches to ensure it is built as quickly and cost-effectively as possible.

MYTH:
Construction of a single, new, one-track tunnel, as opposed to the proposed new two-track tunnel, would reduce construction cost and accomplish the same result.

FACTS

Building a single new tube is not practical because it would not comply with critical fire and life safety requirements.

- A single, one-track tube beneath the river would not provide safe exits for passengers in the case of an emergency.
- A two-track tunnel, as proposed for the new Hudson River Tunnel, provides cross passages every 750 feet for the length of the new tunnel, connecting the two separate tubes. With only one tube, there would be no other means to exit in an emergency.

A single, one-track tube may only save a fraction on construction costs and would put the region back at square one.

- Both tubes of the new Hudson River Tunnel will be constructed simultaneously, allowing the project to be completed efficiently and cost-effectively.
- There is no design or Environmental Impact Statement for boring just one tube. The project would have to "start over" to develop designs and engineering documents and to obtain approvals, adding years of delays and untold costs.

Building a single, one-track tube would not meet the project's purpose and need – to maintain rail traffic under the Hudson River while the existing tubes of the century-old tunnel are rehabilitated to strengthen resiliency & reliable service on the Northeast Corridor.

- Building a single, one-track tube does not provide sufficient capacity to maintain the existing rail schedule while the two tubes of the existing tunnel are rehabilitated.

Building a single new tube would foreclose the opportunity to ever use the new tunnel for meaningful additional capacity into an expanded Penn Station New York.

- A single, one-track tube can achieve only a fraction of the capacity provided by a two-track system because of the time required to allow trains to reverse out of the station through the single-track tube.
- Total new train operations will be capped by capacity limitations for returning trains, making for a poor investment of billions in public resources.

Building only one new tube does not conform to modern safety standards and would not relieve the unacceptable delays, lack of reliability, and risk of drastic service reduction we currently face.

Bottom Line: The risk of failure is growing as the 107 year old tunnel ages and deteriorates further. The situation is barely acceptable now; it won't get better by adding uncertainty and foreclosing the opportunity for meaningful new capacity in the future.

The new Hudson River Tunnel consists of two, single-track tubes, interconnected with cross passages for emergency egress.