

THE GATEWAY PROGRAM BY THE NUMBERS

The Gateway Program is the most urgent infrastructure priority in the nation. Gateway's first projects -- the Portal North Bridge and Hudson Tunnel Project -- replace a 107-year-old one-track-in, one-track-out system that threatens 10% of the nation's economy -- with a modern, reliable, resilient transportation system. The Portal North Bridge will replace the current, functionally obsolete swing bridge with a new, high-level fixed span. The Hudson Tunnel Project will construct a new two-track tunnel under the Hudson River and rehabilitate the existing century-old tunnel.

Early analysis on the **Hudson Tunnel Project** estimates that this project alone will create more than...

72,000
jobs & **\$19B**
in economic activity

Gateway Program/Immediate Needs

\$1.6
billion

Portal North Bridge
(in YOE dollars)

\$11.1
billion

New Hudson River Tunnel
(in YOE dollars)

\$1.6
billion

Rehab of Existing Tunnel
(in YOE dollars)

YOE dollars = Year of Expenditure dollars, which are estimates of project cost based on when the money will be spent.

The **Hudson Tunnel Project** cost estimate is the first estimate the project ever published.

As is typical for projects like this, as the design advances and more engineering and technical information is known, cost estimates will be refined and updated to reflect the most current plan, including updates to the project schedule which could have significant impacts on cost.

1910: Year of opening of the current tunnel - by the numbers.

0 - Commercial plane flights
22 Cents - Average hourly wage
\$687 - Average yearly wage
6% - Americans with HS diploma
8% - Americans with a telephone
2% - Americans with electric power
\$400 - Average cost of Model T
7 Cents - Average silent movie price
0 - NY Yankee World Championships

A **Benefit-Cost Analysis** found construction of all elements of the Gateway Program could generate nearly **\$4 worth of economic benefit for every \$1 spent.**

According to the report, the benefit-cost ratio of the Gateway Program is between 2.2 and 3.9, depending on certain assumptions about the time value of money.

- A benefit-cost ratio that exceeds 1.0 indicates that a project is a wise investment of public funds.
- Benefit-cost ratios in excess of 2.0 can be considered extremely robust.

Trans-Hudson commuting is vital to the national and regional economy.

- Accommodating 450 trains per day, the 10 miles between Newark, NJ & New York Penn Station is the busiest section of the Northeast Corridor, the most heavily used passenger rail line in North America.
- Failure to build puts 10% of America's Gross Domestic Product at risk.
- 200,000 passenger trips a day rely on Amtrak and NJ Transit trains that use the existing tunnel.
- The existing tunnel connects to routes in 20 states across the U.S.