

# Raritan Valley Line (RVL)

June 18, 2025

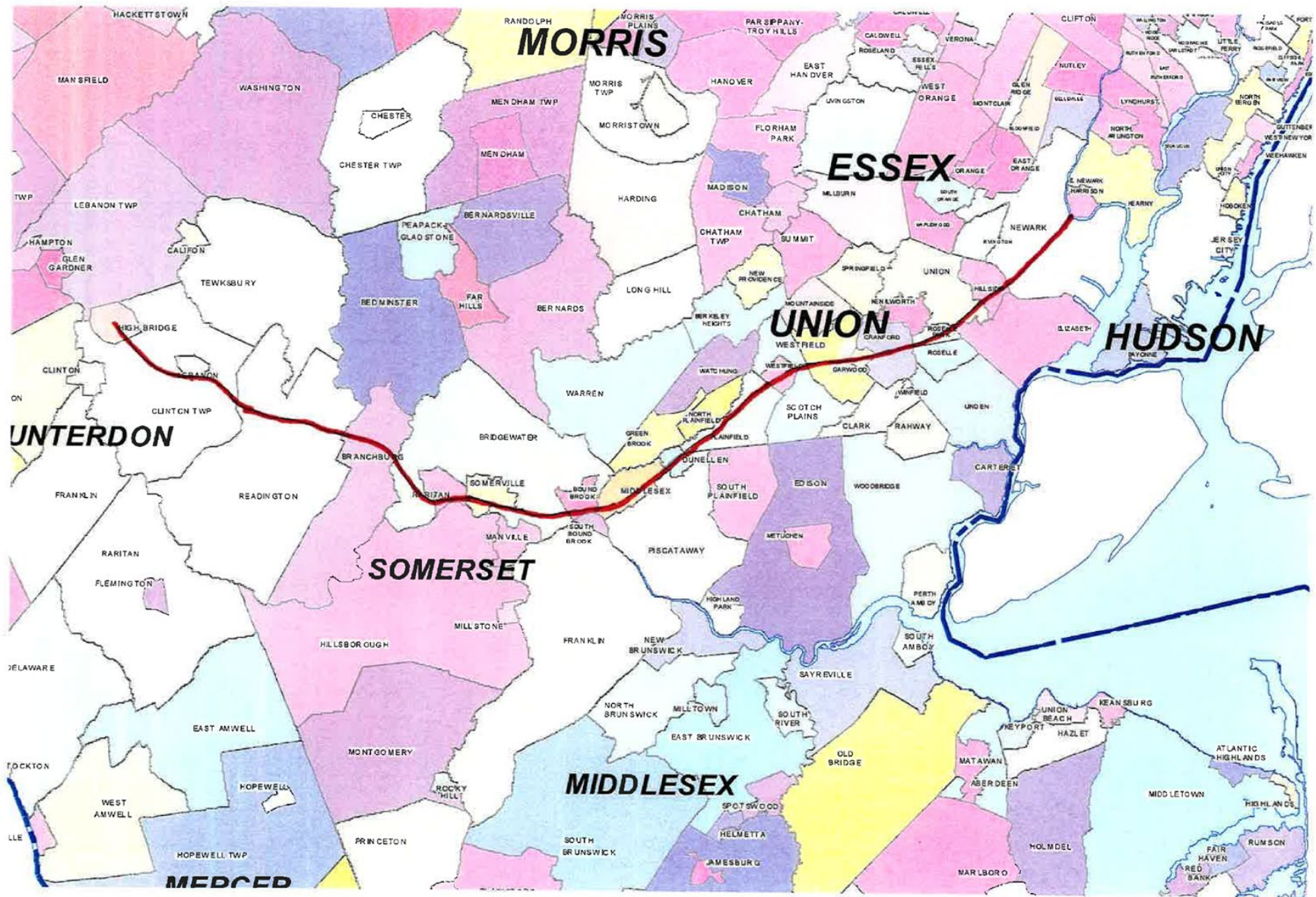


# RVL Mayors' Alliance Overview

- The RVL Mayors' Alliance, formed in 2019, is comprised of a bipartisan group of 32 mayors representing towns along the RVL corridor:

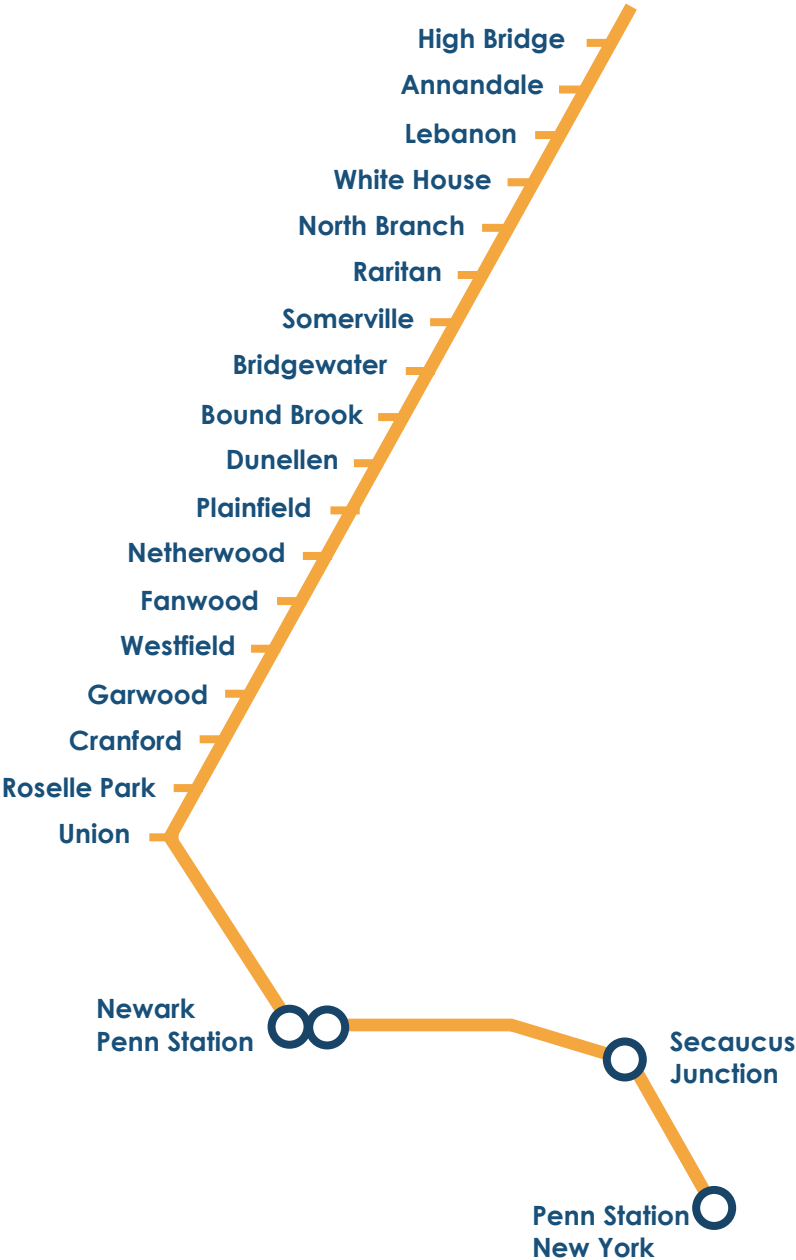
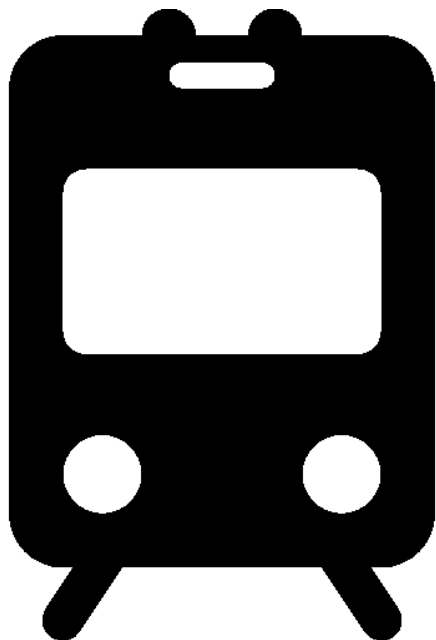
– Bound Brook	–Garwood	–Middlesex Boro	–Roselle Park	
– Branchburg	–Green Brook		–N. Plainfield	–
– Scotch Plains				
– Bridgewater	–High Bridge		–Piscataway	–
– Somerville				
– Clinton Township	–Hillsborough		–Plainfield	–S. Bound
– Brook				
– Clinton		–Kenilworth		–Raritan Boro
– Union				
– Cranford		–Lebanon Boro	–Raritan Twnshp	–Warren
– Dunellen		–Lebanon Twnshp	–Readington	–
– Watchung				
– Fanwood		–Manville		–Roselle
– Westfield				
- RVLMA was initially formed as a Mayors' advocacy group for peak one seat ride service to supplement ongoing RVRC efforts
- Advocacy has expanded to include improvements to the overall commuting experience, including station improvements, same platform transfer, and funding and completion of Gateway
- NJ Transit has been a collaborative and trusted partner, and the RPA is now a leading voice for Gateway





# Raritan Valley

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## Dual Powered Locomotives Made RVL One-Seat Ride Possible

- Dual locomotives were manufactured in anticipation of ARC tunnel completion
- ARC project was cancelled in 2013; NJT allocated dual locomotives based upon ridership at that time
- End result was one-seat ride service for many lines, except RVL peak service
- Off peak allocation offers no relief for RVL commuters who must transfer & change platforms in Newark, adding 30 min on avg to commute



# Gateway Brings Potential For Peak Direct Service, But It's Not Guaranteed

## Tonight's Agenda:

- RPA update on Gateway Program: economic benefits & RVL service impact
- NJT update: service enhancements, Hunter Flyover
- NJTPA overview: available resources to improve station areas for last mile connection & TOD



# The Gateway Program

Kate Slevin, Joshua Berman  
June 2025

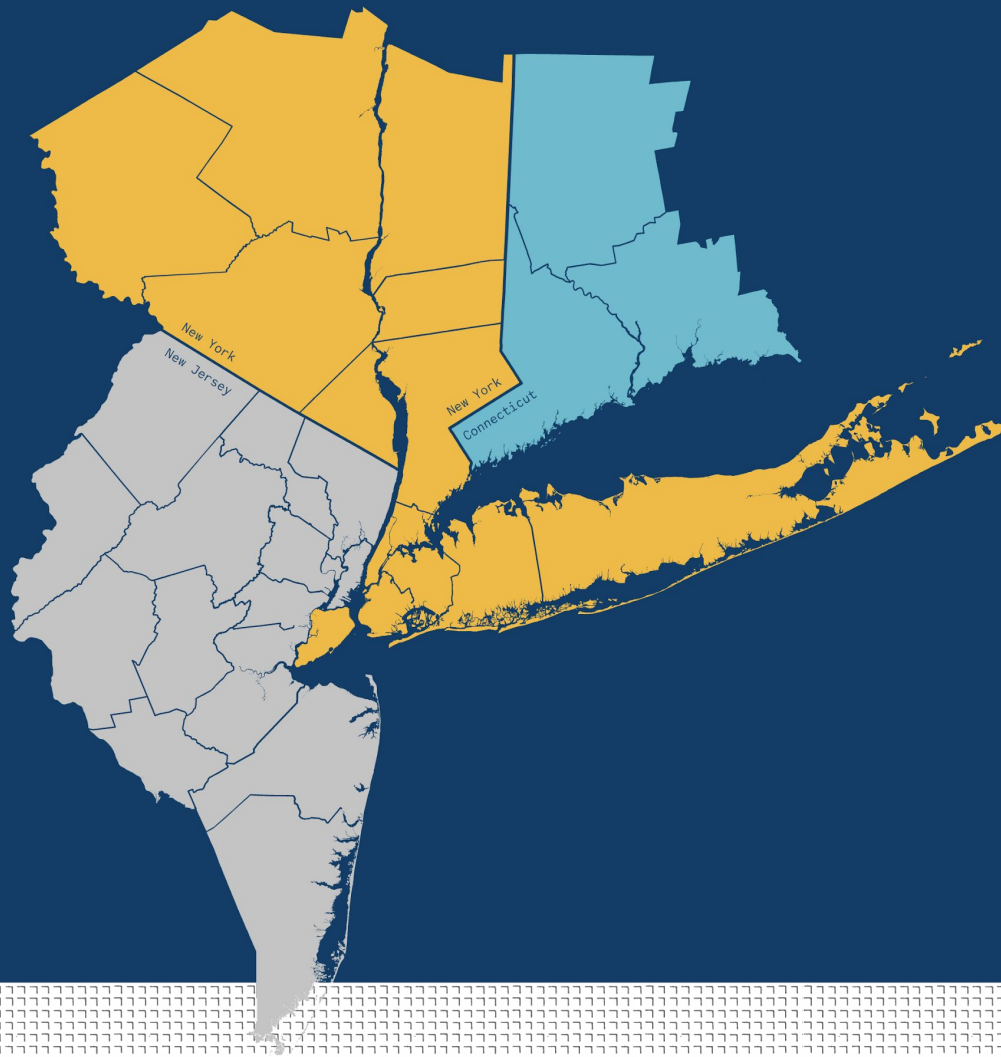


**RPA is a  
non-profit  
research,  
planning,  
and advocacy  
organization.**

We are dedicated to  
improving the  
NY-NJ-CT metropolitan  
region's economic  
health, environmental  
sustainability, and  
quality of life.



# Our region



## REGION AT A GLANCE

3

States

31

Counties

782

Municipalities

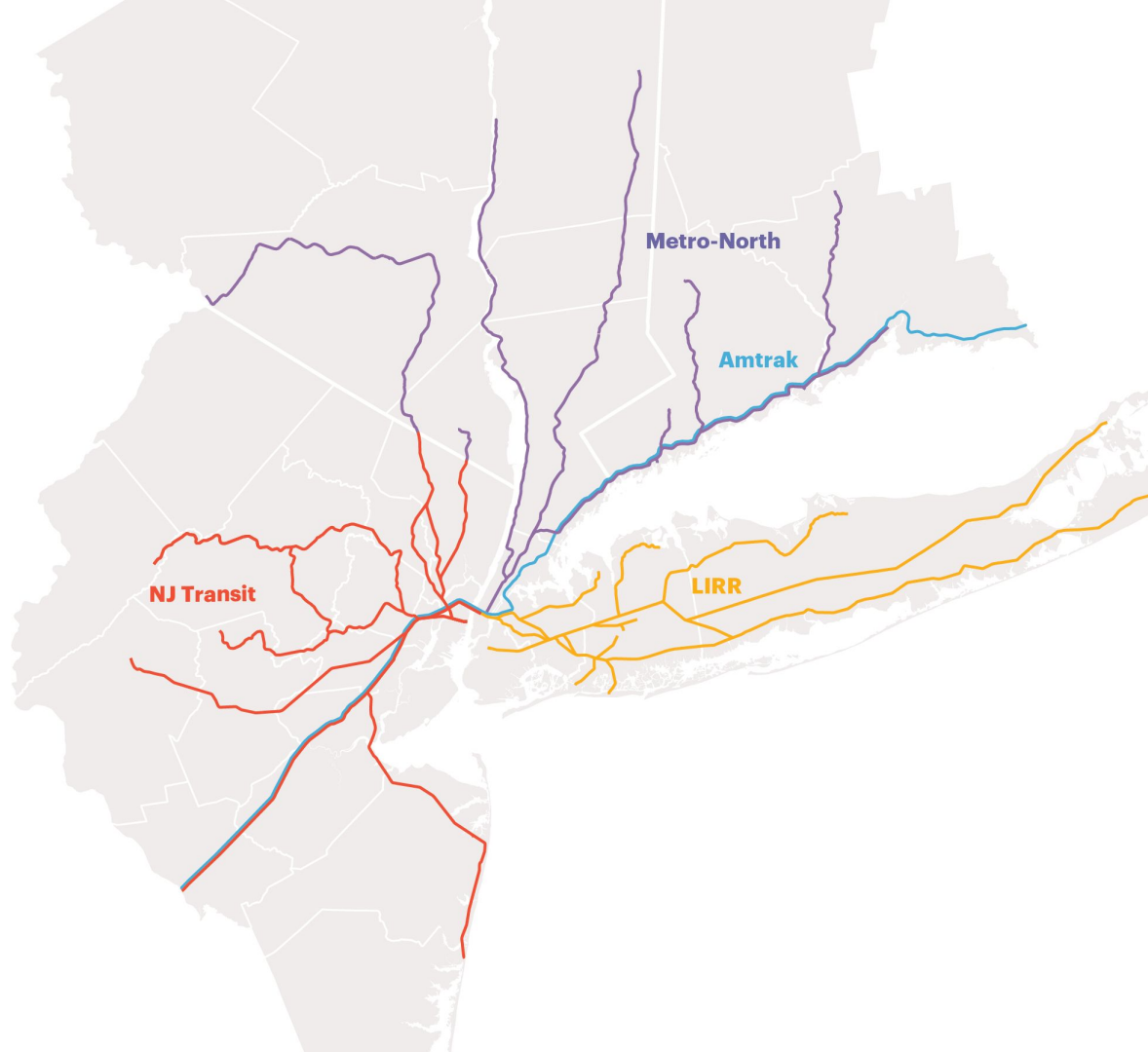
23 million

Residents

13 thousand

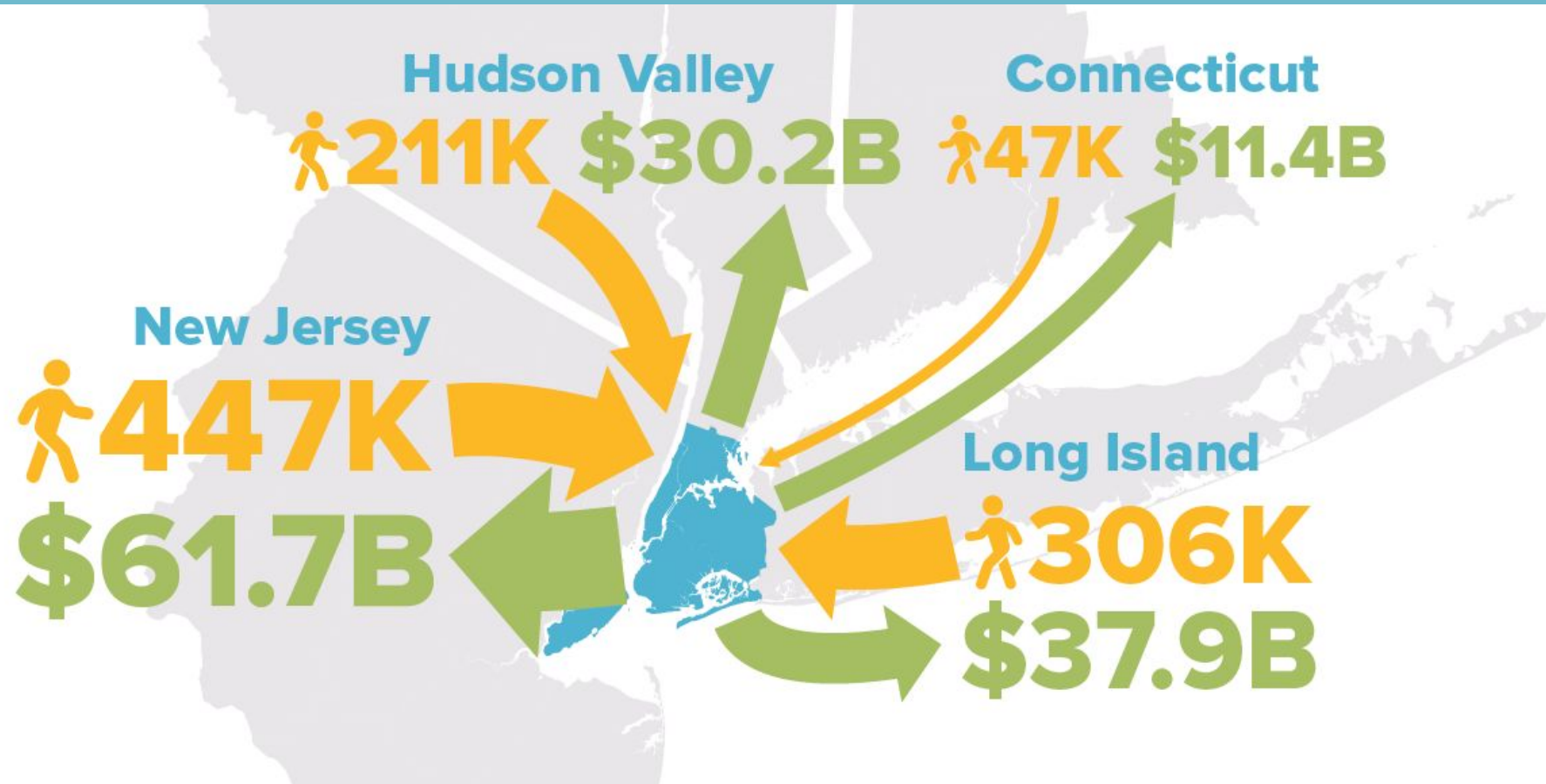
Square Miles

The region's  
transit network,  
one of the world's  
most extensive,  
makes it all work

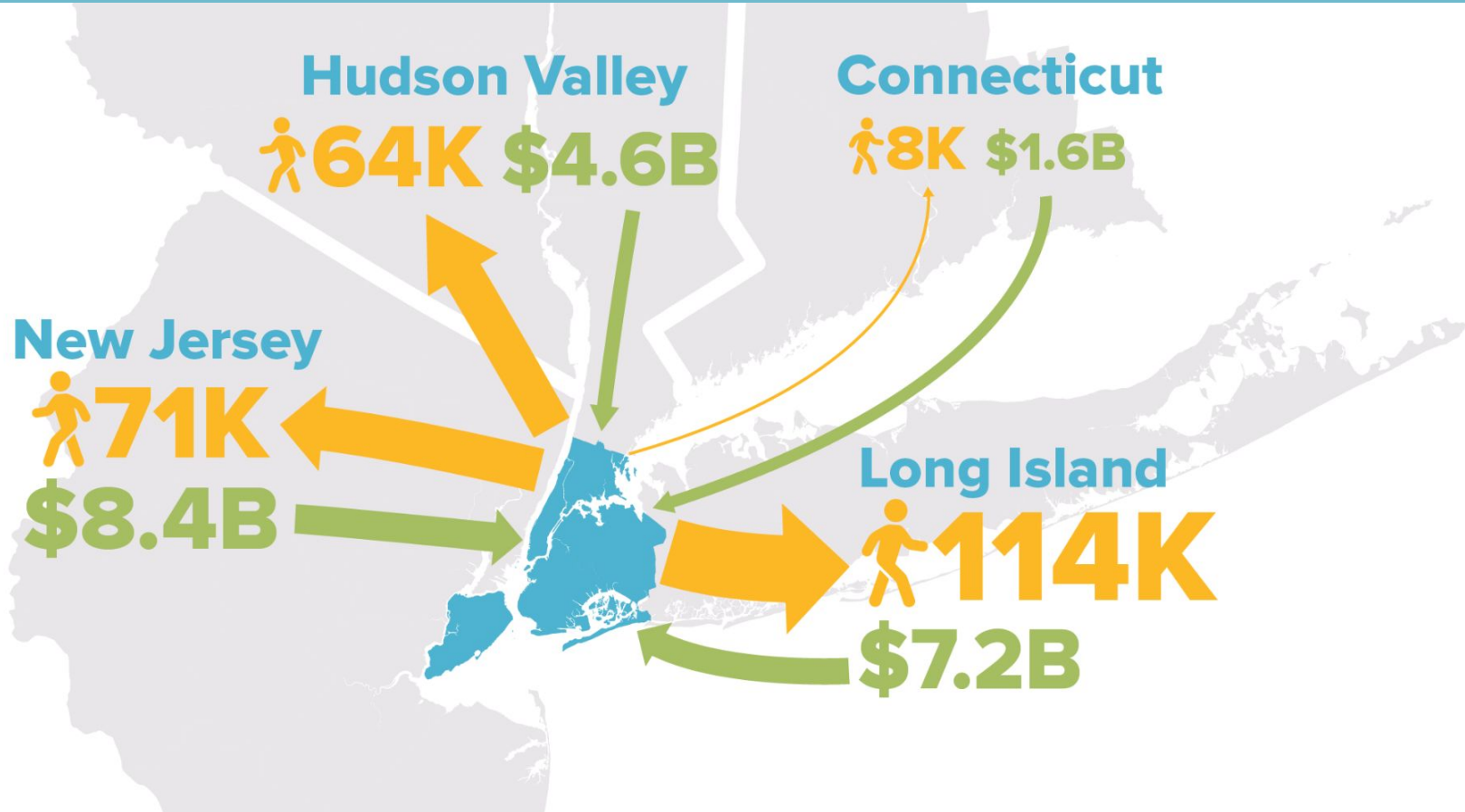




In 2022, 1 million commuters earning \$141 billion flowed between New York City and other parts of the region



# Reverse commuters from NYC filled 7% of jobs in other parts of the region and earned 7% of NYC wages



# Build Gateway Now



Regional Plan Association

ALM Consulting Group

Amalgamated Transit Union (ATU)

Association for a Better New York (ABNY)

Brookfield Properties

Central Jersey Transportation Forum

Commerce and Industry Association of New Jersey

Duane Morris LLP

ELEC825

Environmental Defense Fund (EDF)

Environment NJ

General Contractors Association (GCA)

Housing Community Development Network of NJ

HNTB

JPC Group, INC.

Lotus Equity Group

Menlo Realty Ventures

MP Engineers and Architects

NAIOP New Jersey

Natural Resources Defense Council (NRDC)

New Jersey Chamber of Commerce

New Jersey Future

New Jersey League of Conservation Voters

New Jersey Policy Perspective

New York Building Congress

New York League of Conservation Voters

Newark Alliance

NEWARK Community Economic Development Corporation

Newark Regional Business Partnership

PACO Technologies, Inc.

Partnership for NYC

Princeton University

Raritan Valley Line Mayors Alliance

Raritan Valley Rail Coalition

Real Estate Board of New York

Riders Alliance

Right Track for Long Island Coalition

Siemens

Somerset County Business Partnership

Straphangers Campaign

Tantum Real Estate

The Durst Organization

The Related Companies

Tri-State Transportation Campaign

Two Trees

Utility & Transportation Contractors Association NJ

Vornado Realty Trust

Yale University

WSP



## GATEWAY PROGRAM OVERVIEW



# Gateway Program Phases

## Phase 1- Hudson Tunnel Project and Portal North Bridge

Focuses on reliability and resiliency of our rail network

- Ensures reliable service by addressing the root causes of delays
- Generates \$19.6 billion in economic benefits
- Creates 95,000 jobs over the construction period

## Phase 2- Bridge/Track Upgrades and Penn Expansion

Focuses on expanding rail network to dramatically increase service

- Doubles train service between NY and NJ
- One-seat ride for all NJ TRANSIT lines
- Increases Amtrak service
- Reduces road congestion

# Economic Benefits of Gateway

(Phase 1 + Phase 2)

24,400  
Jobs  
(Avg  
Per  
Year)



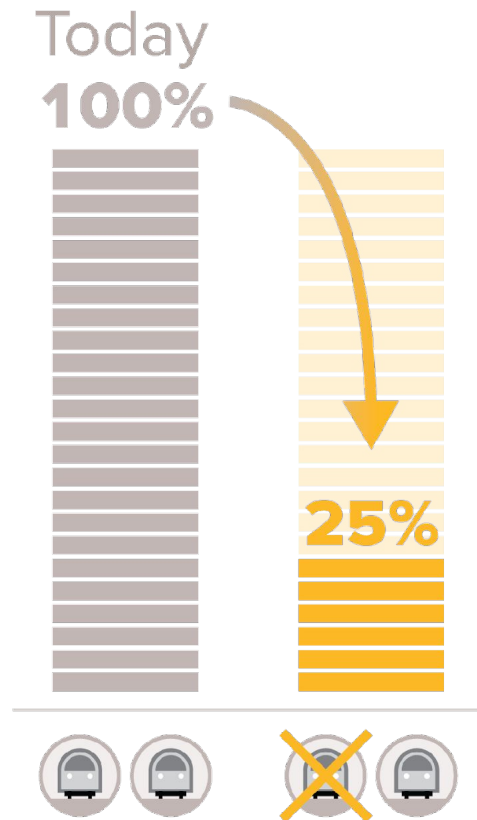
\$445  
Billion



# Gateway Phase 1



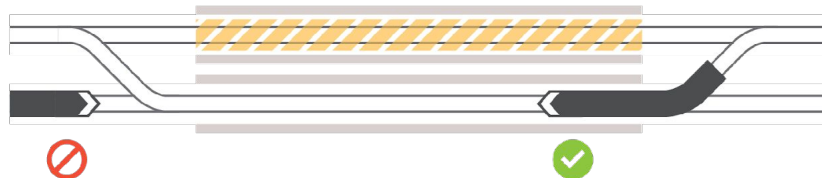
# Losing One Track Reduces Capacity by Up to 75%



With **two tunnels**, peak hour capacity is **24 trains**



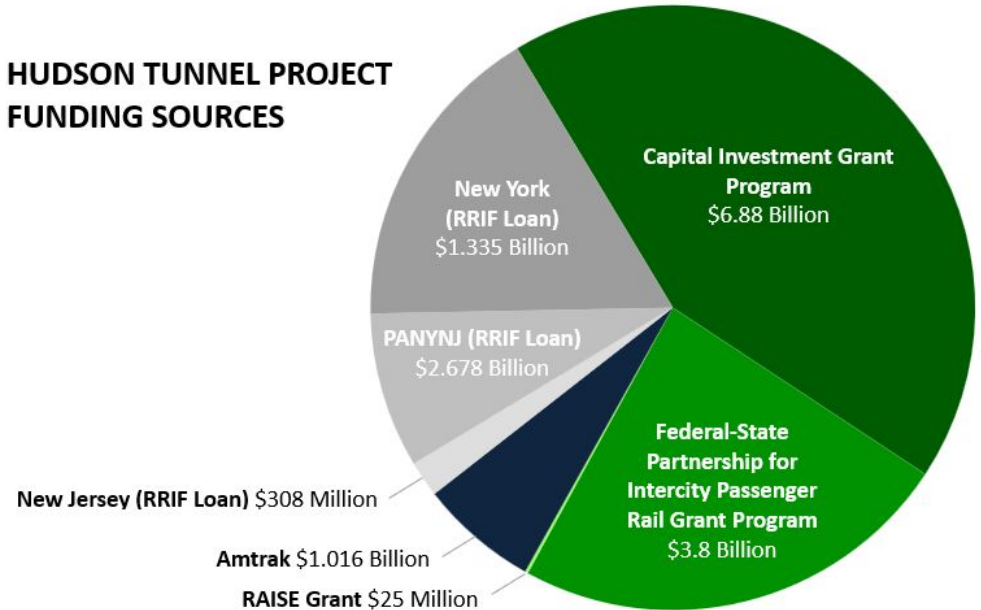
With **one tunnel**, peak hour capacity is **6 trains, or 25%**



# The Hudson Tunnel Project is Fully Funded

- GDC has secured the full \$16 billion needed to complete the HTP
- Roughly \$8 billion is currently obligated to advance construction
- Reimbursements for project costs are being disbursed as expected

HUDSON TUNNEL PROJECT  
FUNDING SOURCES



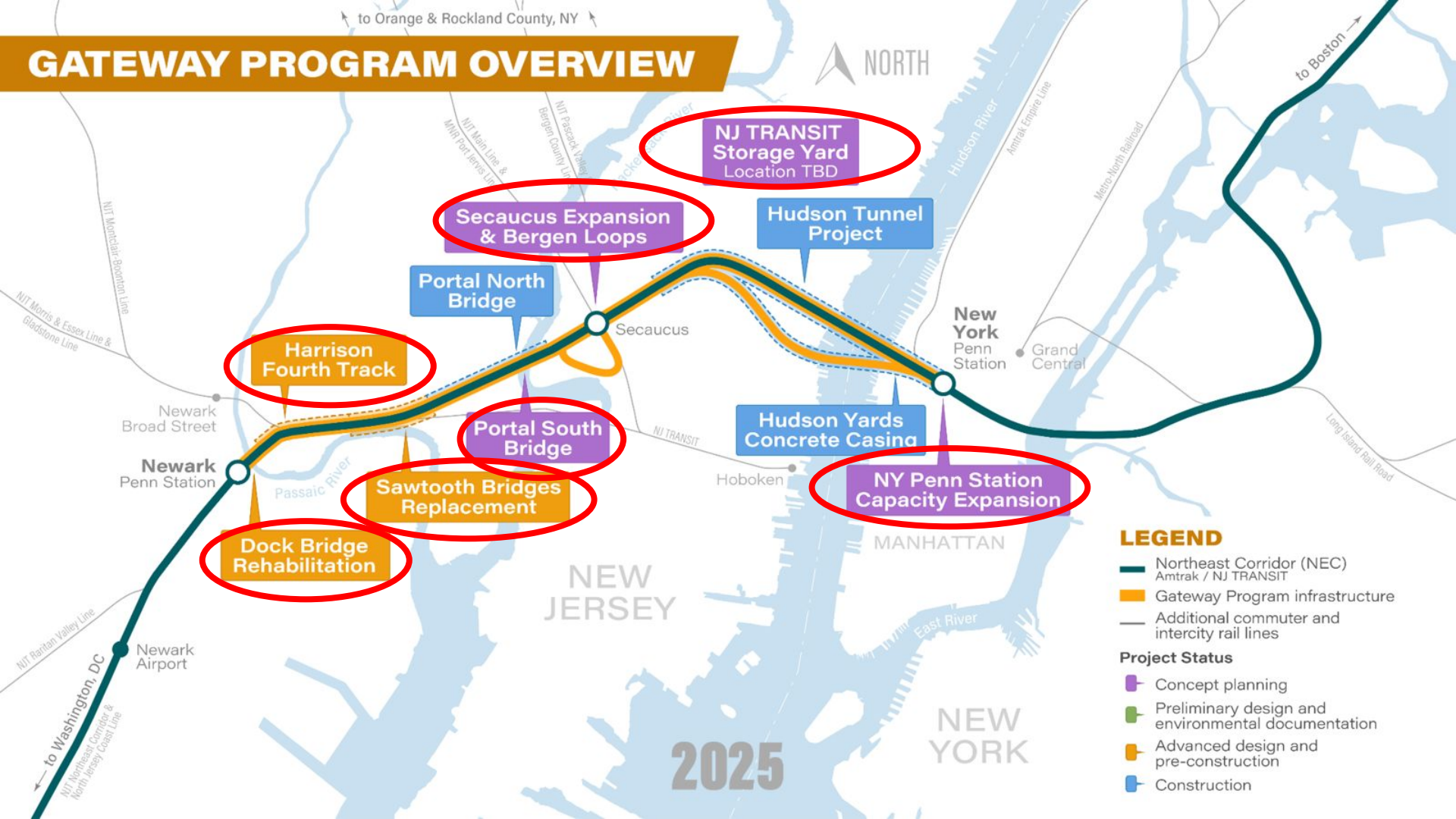
# Gateway Phase 2

# GATEWAY PROGRAM OVERVIEW





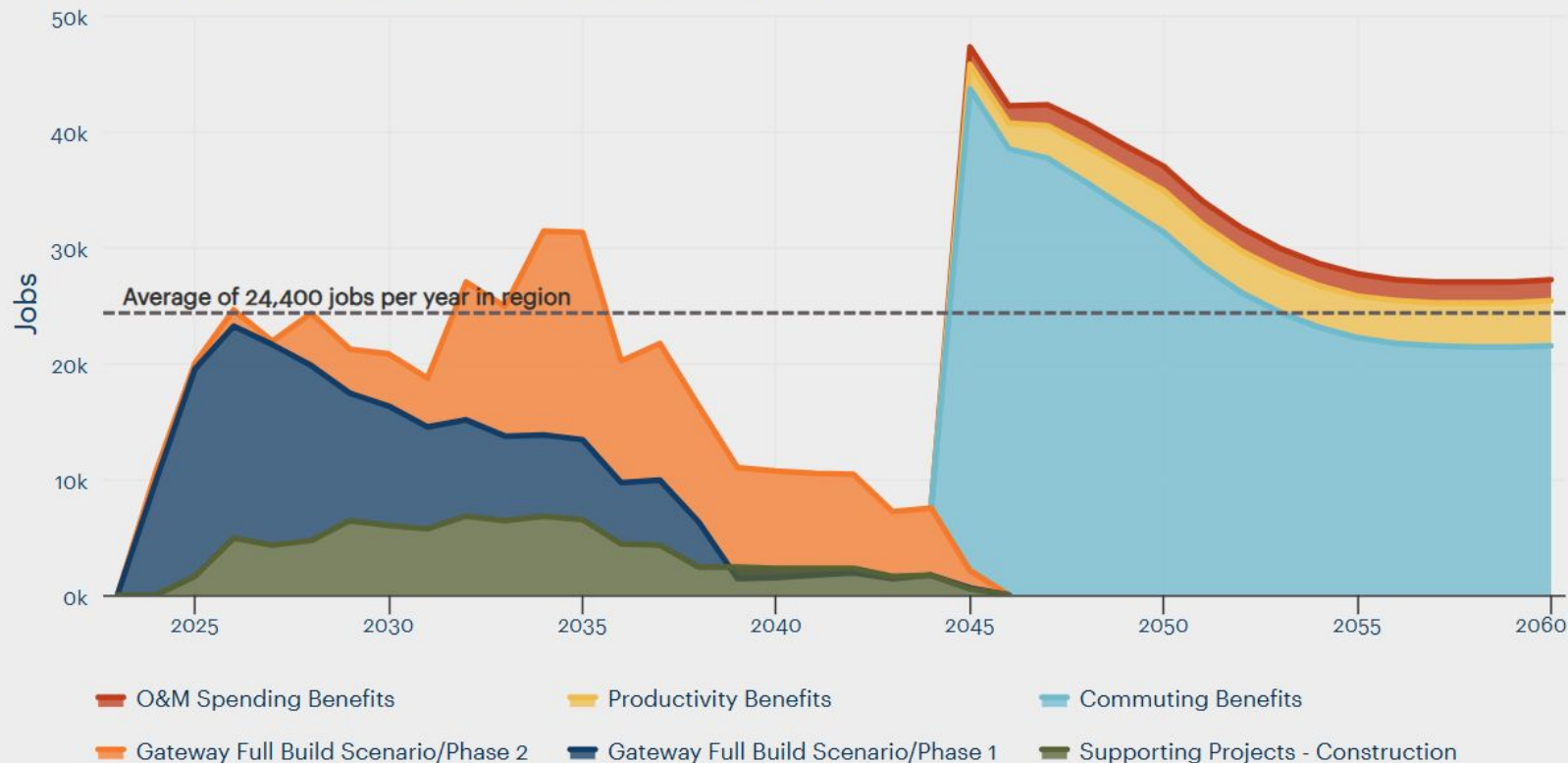
# GATEWAY PROGRAM OVERVIEW



# Economic Benefits

## Regional Jobs Generated by the Gateway Program

2045: Full Gateway Program (including all 11 projects) complete, doubling capacity

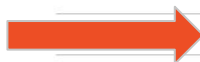


# Raritan Valley Line Benefits

## Draft/Illustrative Trans-Hudson Peak Period Service Plan

(Trains Per Hour, TPH) Enabled by Gateway Program (Weekday Peak Direction)

Operator	Line / Service	Existing Service	Gateway Full Build
<b>Amtrak</b>	Acela	1	2
	Northeast Regional	2	2
	Keystone	1	1
	State-Supported Routes	0	1
	Long Distance Routes	0	0
	Total Change by Operator	4	6
<b>NJ TRANSIT</b>	Northeast Corridor (NEC)	9	12
	North Jersey Coast Line (NJCL)	4	6
	Morris & Essex Line (M&E)	4	6
	Gladstone Line (GLD)	1	1
	Montclair-Boonton Line (MoBo)	2	4
	Raritan Valley Line (RVL)	0	4
	Main Line (ML)	0	3
	Bergen County Line (BCL)	0	2
	Port Jervis Line (PJL) (MTA-supported)	0	2
	Pascack Valley Line (PVL) (MTA-supported)	0	2
	Total Change by Operator	20	42
<b>Total</b>	<b>Trans-Hudson: Weekday Peak direction</b>	<b>24</b>	<b>48</b>



# Gateway Phase II Project Cost Estimates\*

Project Name	Estimated Cost
Sawtooth Bridges Replacement	\$2.1 B
Dock Bridge Rehabilitation	\$235 M
New York Penn Station Expansion	TBD
Harrison Fourth Track	TBD
Portal South Bridge	\$2.5 B
Secaucus Junction Capacity Expansion & Loop Tracks	\$2.6 B
Gateway Storage Yard	\$2.3 B

\*Projects listed have not secured full funding



# Construction Progress

# Tonnelle Avenue Bridge & Utility Relocation

**Anticipated Completion: Q4 2025 | Jobs Created: 420**

The Tonnelle Ave. Project will create the access point for the new tunnel tracks and the tunnel boring machines that will build the New Jersey section of the new tunnel.



The project involves building a new roadway bridge above the future tunnel's tracks. It will also provide construction access to the staging sites on both sides of the highway.



# Palisades Tunnel Project

**Anticipated Completion: Q4 2027 | Jobs Created: 5,500**

The Palisades Tunnel Project will construct the first mile of twin-tunnels on the New Jersey side of the Hudson River.



Construction of the portal where the tunnel boring machines will launch is in progress.



# Hudson Yards Concrete Casing – Section 3 (HYCC-3)

Anticipated Completion: Q4 2026 | Jobs Created: 4,820

The HYCC-3 Project is building the final link that will connect the new tunnel to New York Penn Station. The project reached the halfway point in May.





# Hudson River Ground Stabilization (HRGS)

**Anticipated Completion: Q3 2027 | Jobs Created: 2,270**



The HRGS Project is mixing concrete into the soil beneath the Hudson River to reinforce the riverbed in preparation for tunnel boring.



# Creating Jobs and Growing the Economy

## Overall HTP Construction Benefits



**95,000** jobs created during construction of the Hudson Tunnel Project



**\$19.6 billion** total economic output generated by construction

## Active Construction Benefits



**\$4.5 billion** total economic output from active construction projects



**20,200 jobs** and **\$1.7 billion in labor income** generated by active construction



Every \$10 spent on direct labor supports **\$17 in wages and benefits** across the country



**94% of capital spending** sourced within the United States

# Thank you



For more information visit [www.buildgateway.org](http://www.buildgateway.org)

Follow us @build\_gateway

Email [jberman@rpa.org](mailto:jberman@rpa.org) to join the coalition!

# Hunter Flyover

The Hunter Flyover is a supporting project for the Gateway Program.

It is constructing an elevated viaduct to allow for NJ TRANSIT Newark-bound Raritan Valley Line to cross over and above the Northeast Corridor Tracks



# PROJECT SHEET HUNTER FLYOVER

## Description

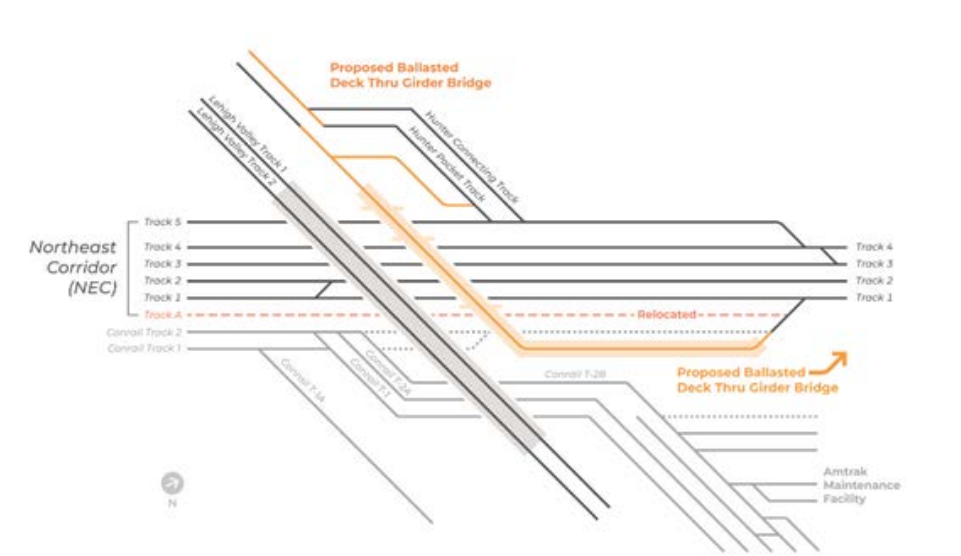
The Raritan Valley Line (RVL) extends from its western terminus in High Bridge eastward and joins the Conrail-owned Lehigh Line at Aldene, NJ (near Cranford). Then continues on Conrail's Lehigh Line into Newark, where it enters the Amtrak-owned Northeast Corridor (NEC) approximately two miles west of Newark Penn Station. At a location known as Hunter Interlocking, eastbound trains on the RVL connect to the NEC on Track 4 (outbound) and must either cross over all the existing NEC tracks at grade to reach inbound Track 1, or travel against the normal flow of rail traffic along Track 4 to reach Newark Penn Station. These complex movements create conflicts along the main stretch of the NEC between Newark Penn Station and Newark Airport Station, typically resulting in delays for the RVL trains as they wait for an open slot to enter the corridor.

The proposed Hunter Flyover project would mitigate these issues by constructing a structure over the NEC that will carry the RVL eastbound trains onto inbound Track 1, thereby eliminating the necessity to cross the NEC main tracks at grade. Elimination of crossover movements would substantially mitigate delays on both the RVL and NEC and increase train on-time performance. In addition, this operational improvement would support future growth of RVL service.

## EXISTING: RVL Merge with NEC



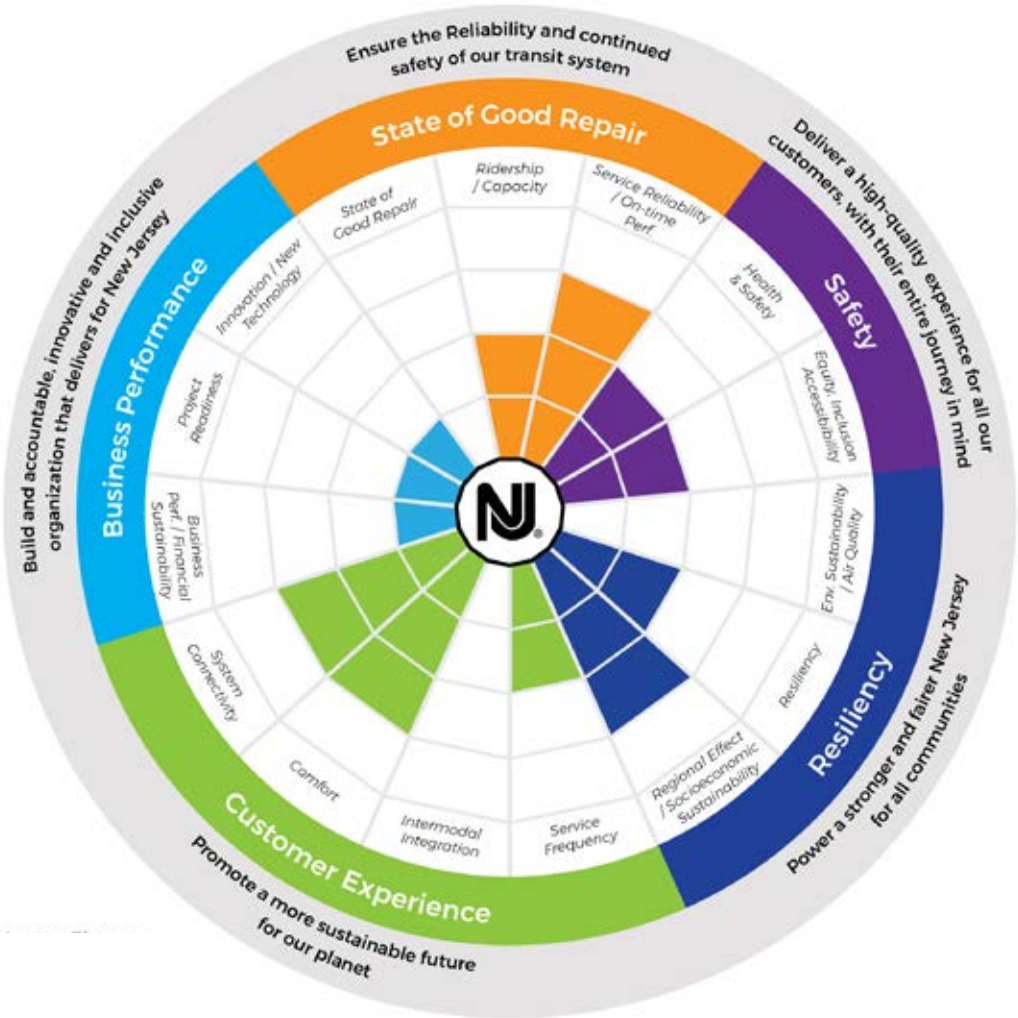
## PROPOSED: Hunter Flyover



## ESTIMATED PROJECT COSTS (2022 DOLLARS):

**\*\$302 Million**

*\* Cost includes Track A work*



## Value to Customers

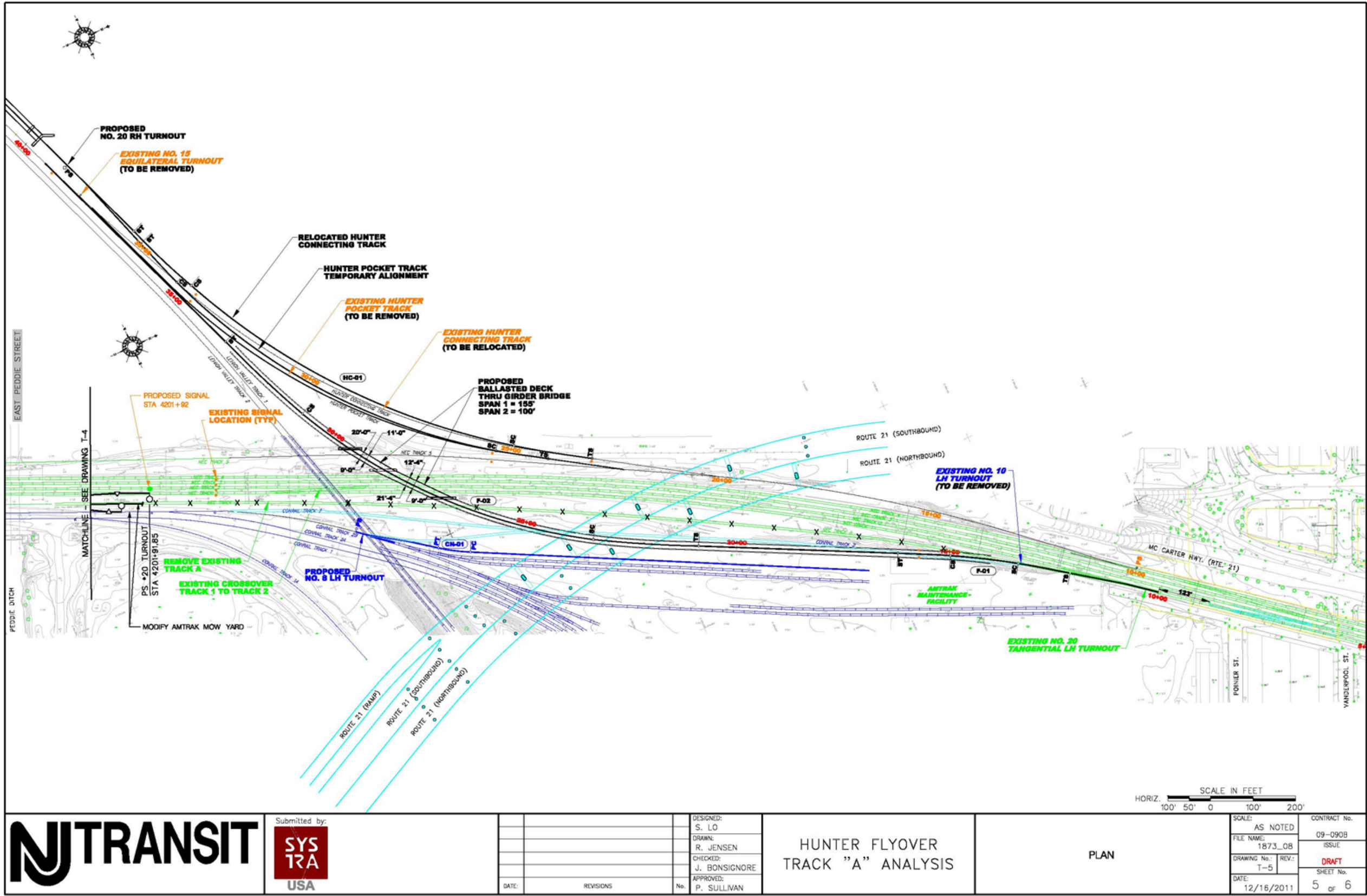
- › Reduces train delays
- › Enables more reliable service and increased on-time performance

## Value to State

- › Minimizes revenue loss from service disruptions
- › Provides for future revenue growth by supporting future growth of RVL



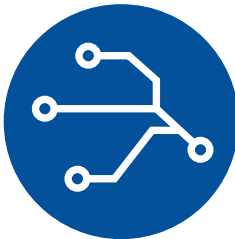
PROJECT SHEET HUNTER FLYOVER



ESTIMATED TOTAL  
PROJECT COSTS

**\*\$302M**

*\*COST INCLUDES TRACK A  
WORK*



**Regional Effect/Socioeconomic Sustainability**

The new flyover would mitigate delays on the Raritan Valley Line and NEC and is a vital link in restoring direct NYC service from the Raritan Valley Line



**Health/Safety**

The new flyover would eliminate movements across the NEC tracks to improve worker safety

**STRATEGIC GOALS MET**



*Deliver a high-quality experience for all our customers, with their entire journey in mind*



*Ensure the reliability and continued safety of our transit system*



**Service Reliability - On-Time Performance**

The new flyover would mitigate delays



**Comfort**

The new flyover could provide one seat rides into New York City

Elimination of these movements would **substantially mitigate delays and increase train on-time performance.**

# NJTPA Municipal Programs: Creating Vibrant Places

**Raritan Valley Line Mayors Alliance**

**Blythe Eaman**, Director, Environmental and  
Sustainability Planning

June 18, 2025



# NJTPA Region

Bergen

Essex

Hudson

Hunterdon

Jersey City

Middlesex

Monmouth

Morris

Newark

Ocean

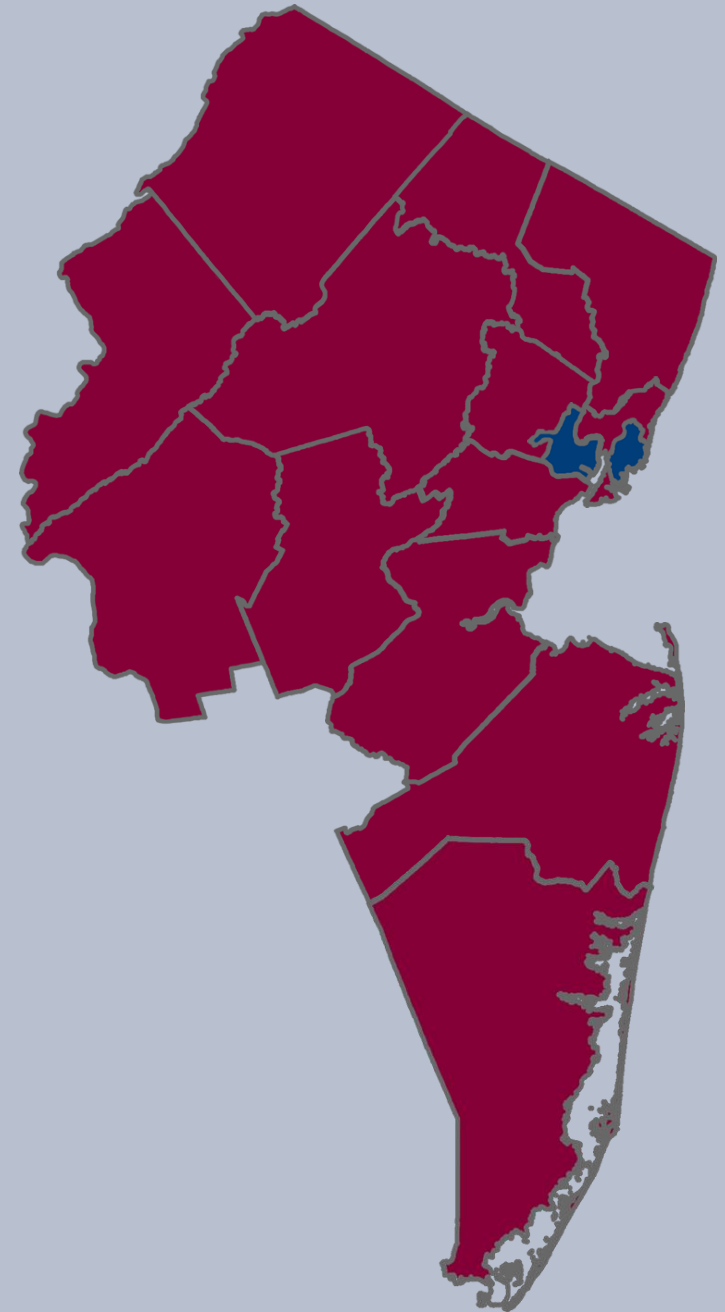
Passaic

Somerset

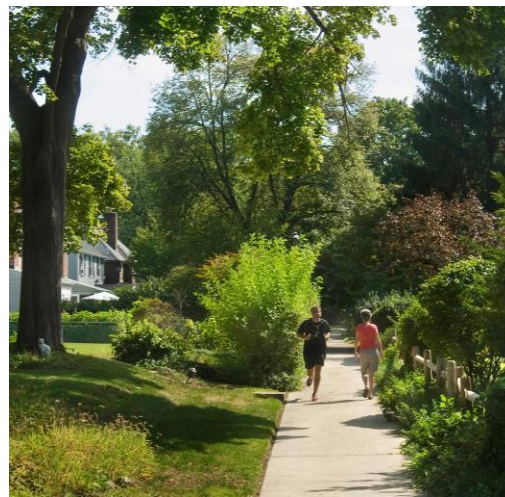
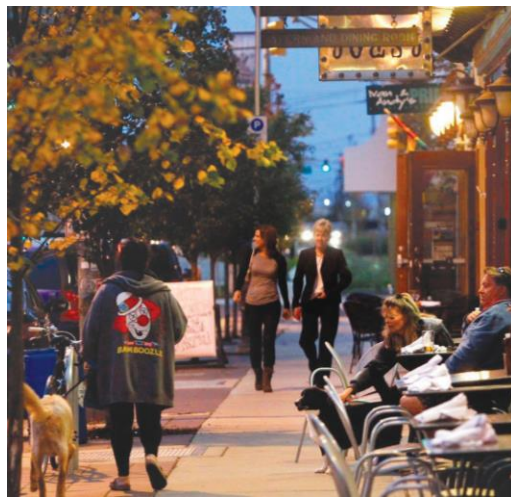
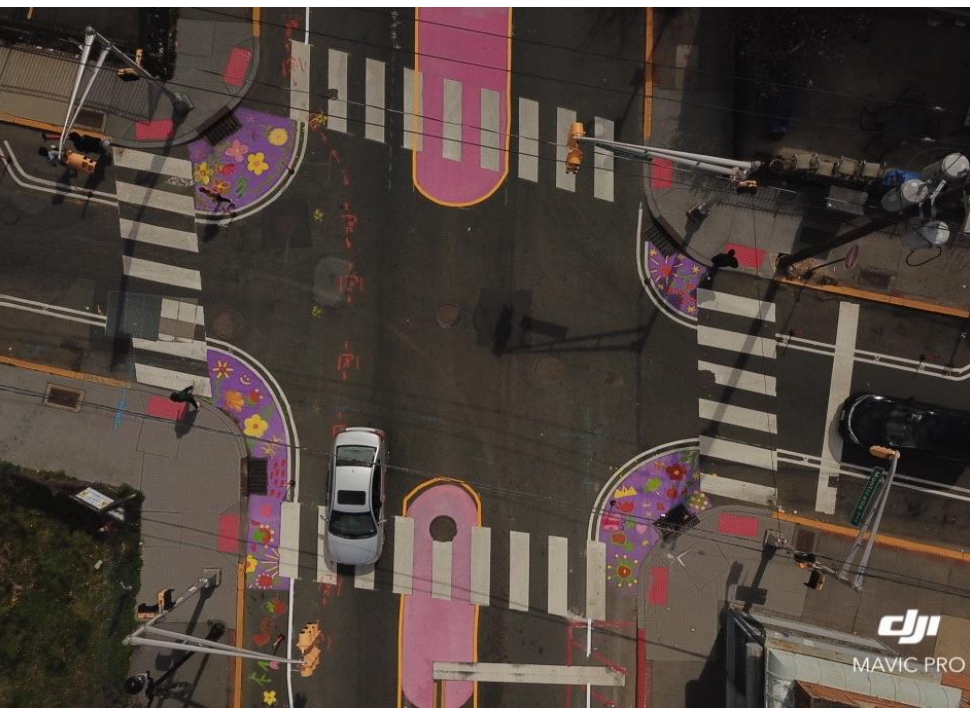
Sussex

Union

Warren









# COMPLETE STREETS TECHNICAL ASSISTANCE

Technical assistance to municipalities to advance a Complete Streets initiative.

Provides knowledge, skills and resources to explore and develop Complete Streets-related solutions.

One-year studies. The next solicitation occurs later this year – Fall 2025

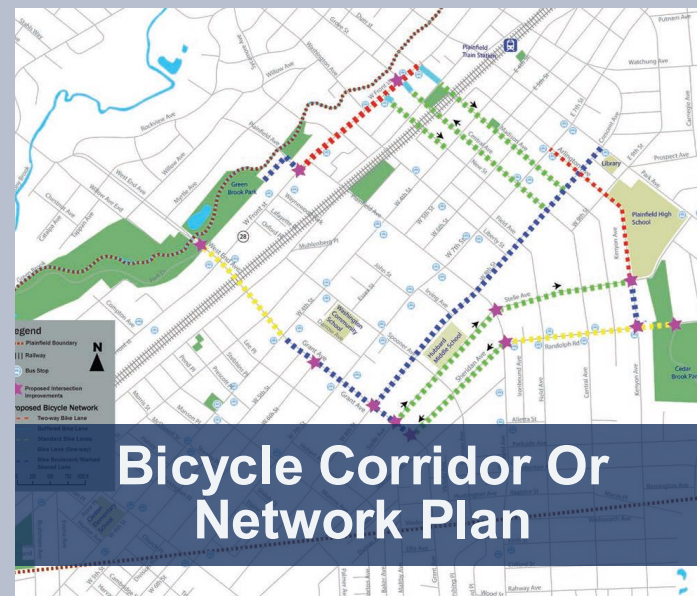
24 studies completed to-date

**RUTGERS**

Edward J. Bloustein School  
of Planning and Public Policy



## PROJECT ACTIVITIES



# PLANNING FOR EMERGING CENTERS

Supports municipalities seeking to coordinate their planning efforts related to transportation and land use.

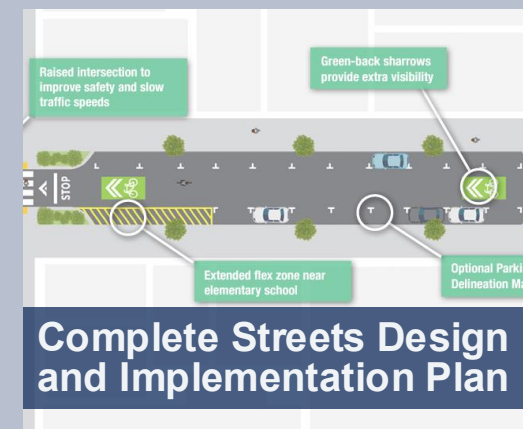
Technical assistance to create more sustainable, transit-supportive, walkable communities.

18-month studies. Solicitation occurs every three years and is currently open.

Planning studies may include transportation-integrated land use plans, multimodal circulation elements, resilience plans, etc.

Contact: [pbilton@njtpa.org](mailto:pbilton@njtpa.org)

## PAST STUDIES





# TRANSIT HUB PLANNING

Provides technical assistance to develop high-level strategic plans at transit hubs near existing stations.

Partnership with APA-NJ Chapter and volunteer-led with NJTPA offering staff support.

Five studies completed in this program

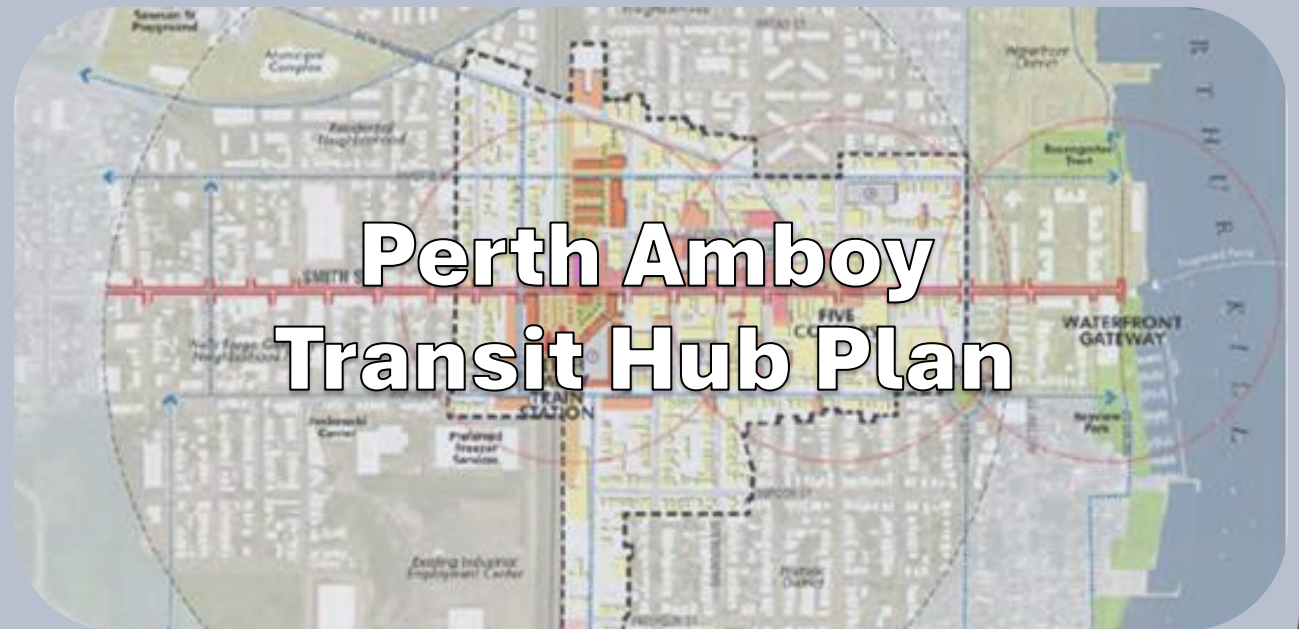
## PAST STUDIES

### Passaic Transit Hub Plan

A vision for downtown Passaic centered around a forthcoming new bus terminal aims to add multimodal connectivity and a new shuttle line.

Brian Davis & The Passaic Transit Hub Project Team

November 8, 2024





# VIBRANT PLACES

Technical assistance to municipalities to advance placemaking projects

Leverages **placemaking** to strengthen connections between people and places, enhancing the social, physical, and economic fabric in communities.

6-month studies. Annual solicitation at the start of each Fiscal Year - July/August

Projects may integrate arts, culture, and other community assets

Contact: [beaman@njtpa.org](mailto:beaman@njtpa.org)

## PAST STUDIES



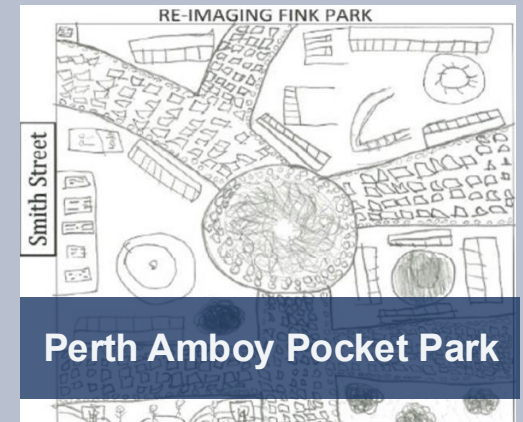
Placemaking Vision Plan



Cultural Heritage Walk



Flowing Together:  
Walking Tour and StoryMap  
City of Lambertville  
Resilience Story Map



Perth Amboy Pocket Park



ENGAGING THROUGH  
THE ARTS ALONG THE  
Public Art Engagement  
Plan



Visitors Guide & Economic  
Revitalization Strategies





# COMPLETE STREETS DEMONSTRATION LIBRARY

Program to assist communities in trying out Complete Streets and road safety improvements

NJ municipalities, counties and TMAs are eligible to participate

Projects can vary widely in size and duration, from a one-day parklet in a single parking stall to a multi-block bike lane lasting several months.

Materials are **free** for communities to borrow. Pick up/drop off through Hudson TMA in Jersey City

## PROJECT EXAMPLES



# Local Mobility Initiatives Program

*\*Administered in partnership with NJ TRANSIT\**

The program advances readily implementable, innovative transit shuttle and micromobility services that improve air quality and reduce congestion in the NJTPA's region.



## Shuttle

- Operational Support
- Vehicle Replacement and Purchase



## Micromobility (*new*)

- Micromobility Purchase: Bicycles and Scooters
- Docking Purchase: Micromobility Parking and Charging





# Thank you!

**Blythe Eaman**, Director,  
Environmental and Sustainability Planning  
[beaman@njtpa.org](mailto:beaman@njtpa.org)

