Gateway Project

The plan to expand passenger rail access to Manhattan

Amtrak
February 2011
Northeast Corridor System and Penn Station

• Penn Station at capacity limits - over 550,000 pedestrian trips each weekday
• Cancellation of ARC project halted commuter and HSR expansion - no reallocation of existing capacity possible
• Projected commuter travel demand to double in twenty years
• New York/New Jersey area needs new rail capacity to compete in worldwide economy
Why is Penn Station Expansion Necessary?

**Spring 1976**
(Amtrak assumes NEC operations)
- 0 Empire Corridor trains
- 156 Amtrak Northeast Corridor trains
- 147 NJ Transit trains
- 358 LIRR trains
- **661 TOTAL WEEKDAY TRAINS**

**Winter 2010**
(Representative Train Movements)
- 52 Empire Corridor trains
- 214 Amtrak Northeast Corridor trains
- 438 NJ Transit trains
- 544 LIRR trains
- **1248 TOTAL WEEKDAY TRAINS**

Since Congress established public responsibility for NEC passenger services in 1976, growth is 89%.

Penn Station At Capacity
Gateway Project

PENN STATION NEWARK to MOYNIHAN/PENN STATION

GATEWAY PROJECT
NEW NORTHEAST CORRIDOR TRACK / TUNNEL / STATION CAPACITY - NEWARK to NEW YORK
Gateway – Portal Bridge

EXISITING
TWO TRACK
MOVABLE BRIDGE

PLANNED
FOUR TRACK
HIGH LEVEL BRIDGES
Existing Manhattan Network

Aerial View of Existing and Planned Facilities in Penn Station, NY Area
Gateway - Network Expansion in Manhattan

Comprehensive Plan to Expand Passenger Rail Access to Penn Station, NY
**Existing Maximum Operations**

(Typical Weekday Service)

- 4 - Amtrak NEC trains / hr
- 1 - Empire Corridor
- 20 - NJ Transit
- 37 - LIRR
- 0 - Metro North

**62 – TOTAL TRAINS / HOUR**

**With New Tunnels, Penn Station South and Other System Improvements**

(Illustrative Service Levels)

- 12 – Amtrak NEC / HSR trains / hr
- 3 - Empire Corridor
- 33 - NJ Transit
- 38 - LIRR
- 6 - Metro North (Hudson, New Haven Lines)

**92 – TOTAL TRAINS / HOUR**
A Comprehensive Transportation Solution

• **New Jersey Transit and Penn Station South**
  – Allows substantial increase in total NJ Transit frequencies
  – One seat ride to Manhattan for majority of users
  – Integral to existing Penn Station facilities
  – Stable, semi-independent operations

• **Amtrak and Moynihan Station**
  – Establishes Moynihan as premiere High Speed Rail station in nation
  – Allows substantial increase in Empire and Intercity Northeast Corridor frequencies
  – New tunnels provide system redundancy / operational flexibility to station

• **MTA No. 7 and Metro North expansion to Penn Station**
  – No. 7 Line extension of 5 blocks to Penn Station (versus 5 miles to Secaucus)
    - Direct access to Javits Center and East Side (GCT) from Penn Station
    - Incorporated into single multi-use project
  – Allows Metro North service to Penn Station
Gateway - Concept Track Plan in Manhattan

General Site Plan of existing and proposed developments Between 12th - 7th Avenues and 30th - 34th Streets in Manhattan Track Level (Existing - Black, Proposed - Red)

All Plans Are Illustrative