

# Gateway Project

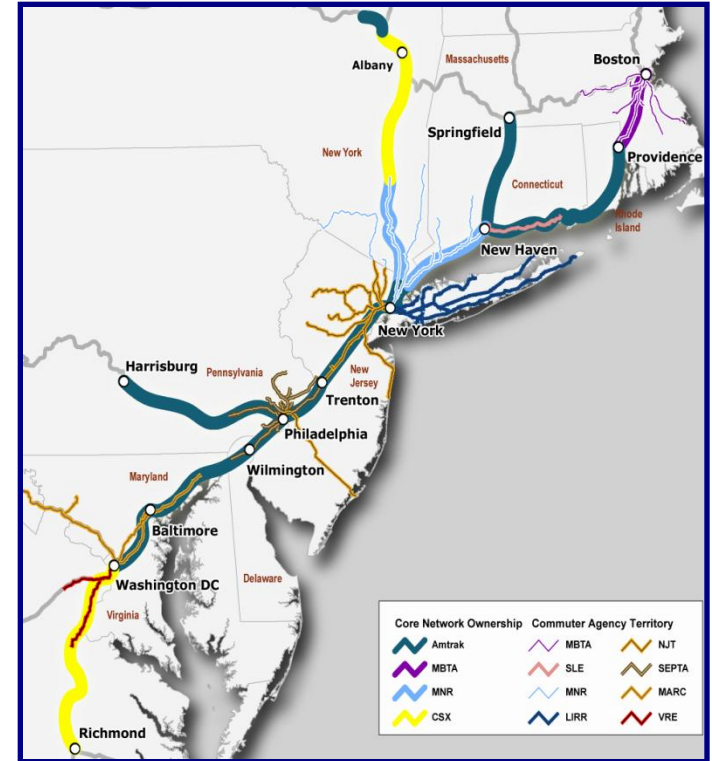


Amtrak  
February 2011

The plan to expand passenger rail  
access to Manhattan

# 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

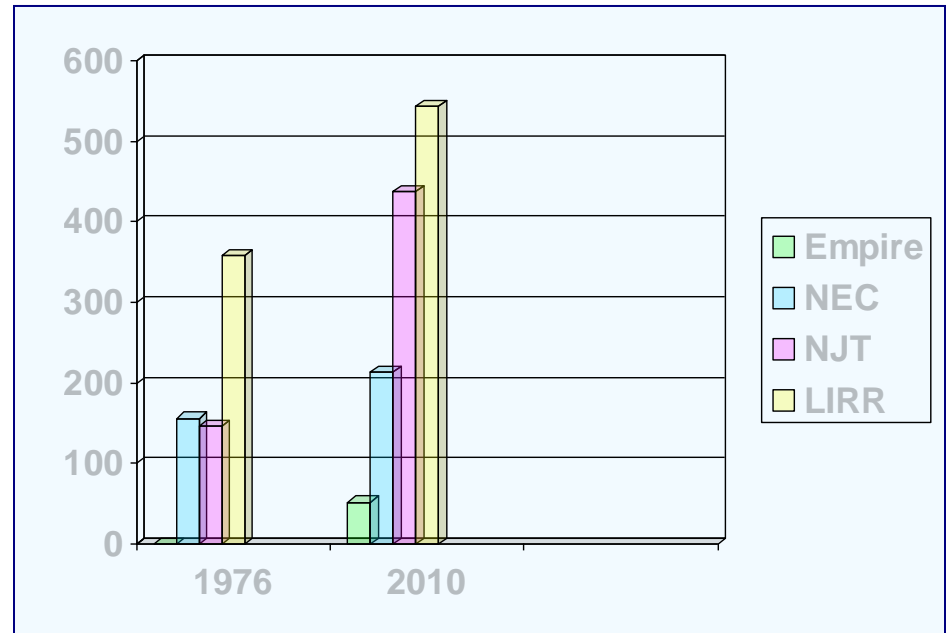
(Amtrak assumes NEC operations)

- 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,

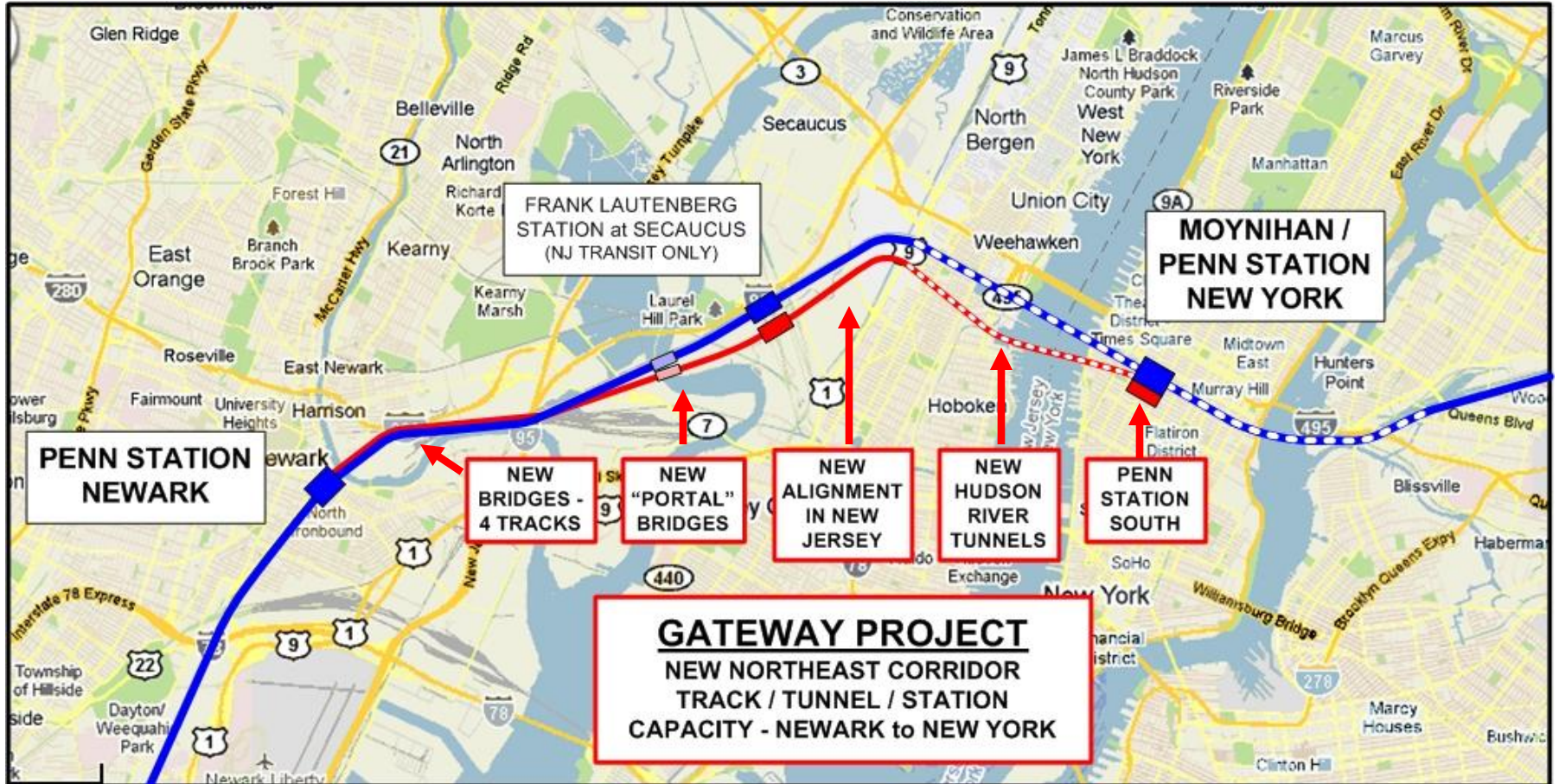
**Growth = 89%**

**Penn Station At Capacity**



# Gateway Project

## PENN STATION NEWARK to MOYNIHAN/PENN STATION NEW YORK



# Gateway – Portal Bridge



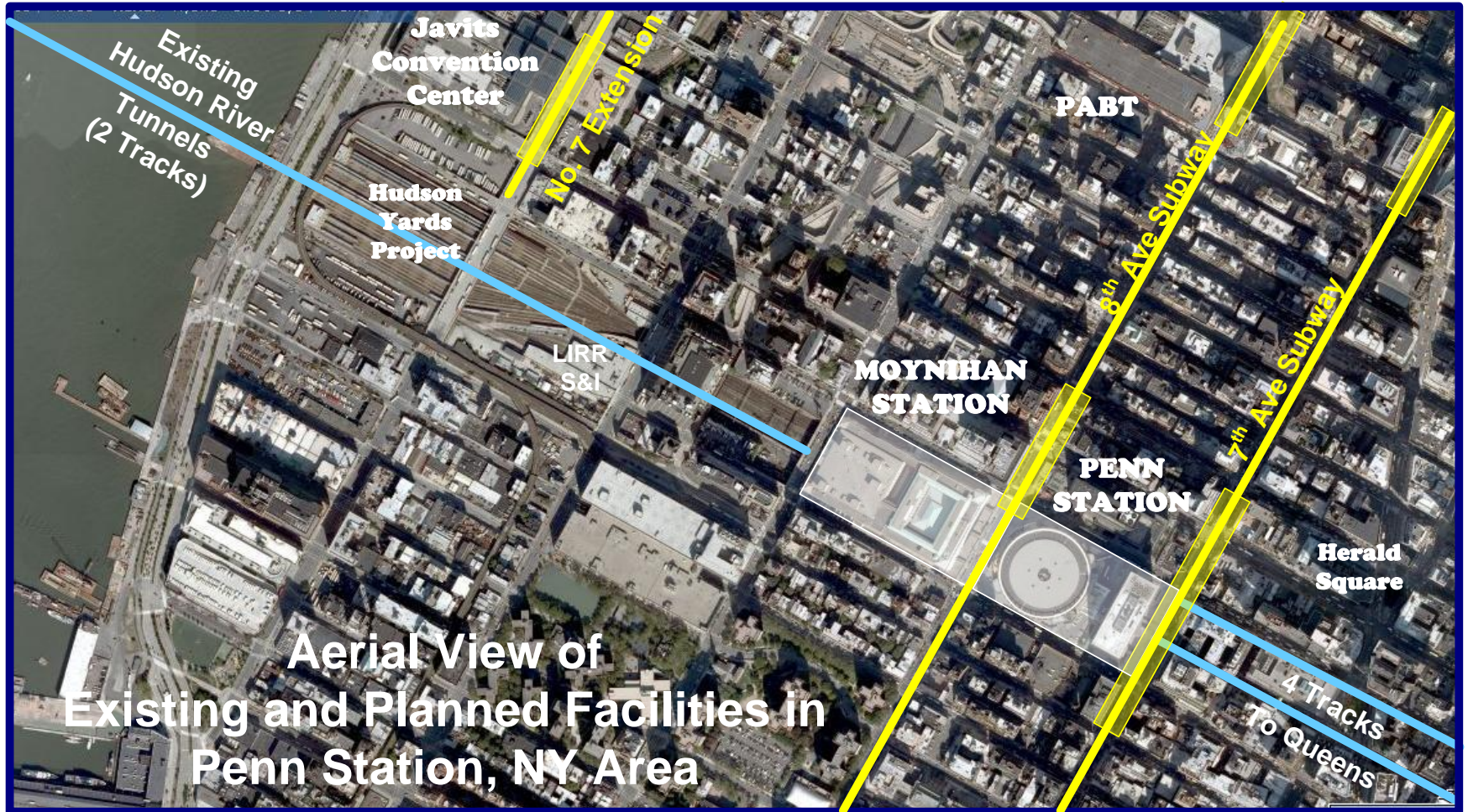
**PLANNED  
FOUR TRACK  
HIGH LEVEL BRIDGES**

**EXISTING  
TWO TRACK  
MOVABLE BRIDGE**





# Existing Manhattan Network





# Gateway - Network Expansion in Manhattan

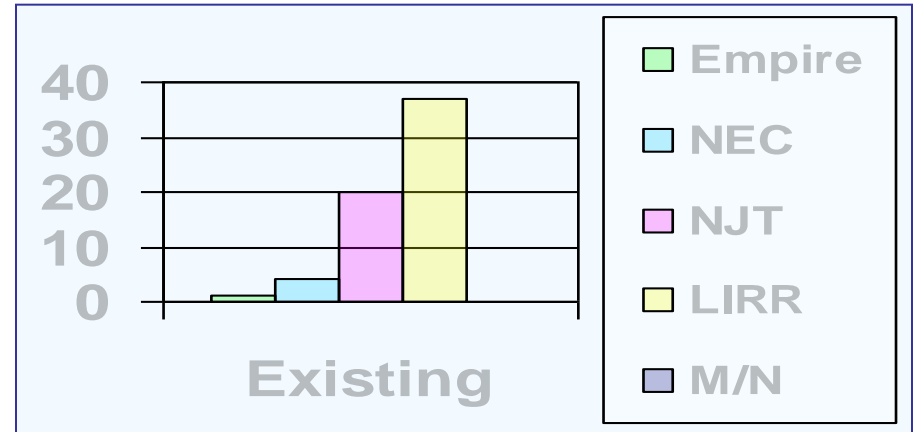


# Gateway - New Capacity for All Operators

## Existing Maximum Operations

### (Typical Weekday Service)

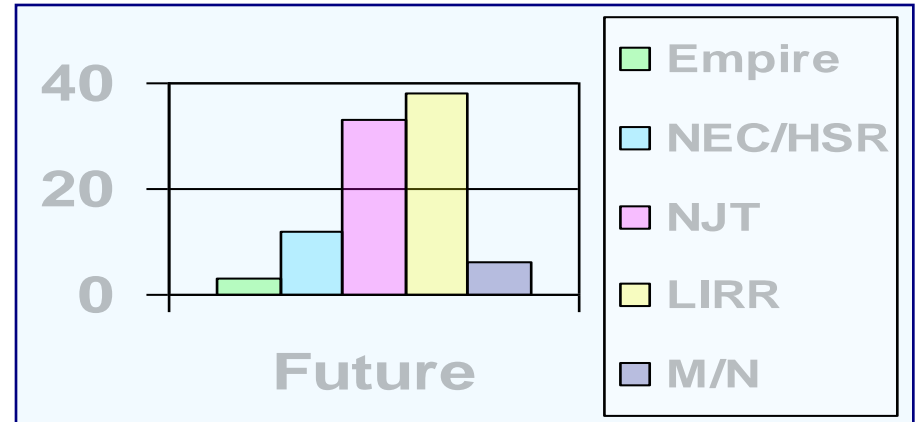
- 4 - Amtrak NEC trains / hr
- 1 - Empire Corridor
- 20 - NJ Transit
- 37 - LIRR
- 0 - Metro North
- **62 – TOTAL TRAINS / HOUR**



## 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

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- **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

All Plans  
Are Illustrative

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

NEC MASTER PLAN	
Joint evaluation of additional Hudson River rail crossings and Penn Station expansion opportunities	
	Plan: 2025: Concept 6 Version B - Sequenced Investment Program
	Prepared By: Amtrak - AJG
	Scale: None      Revised 12/8/10

