

Gateway Project

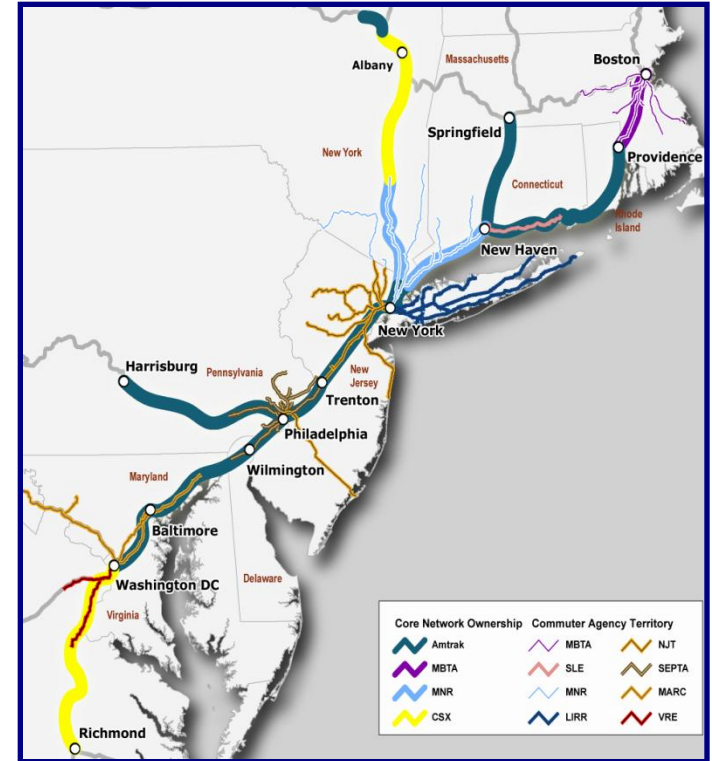


Amtrak
February 2011

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

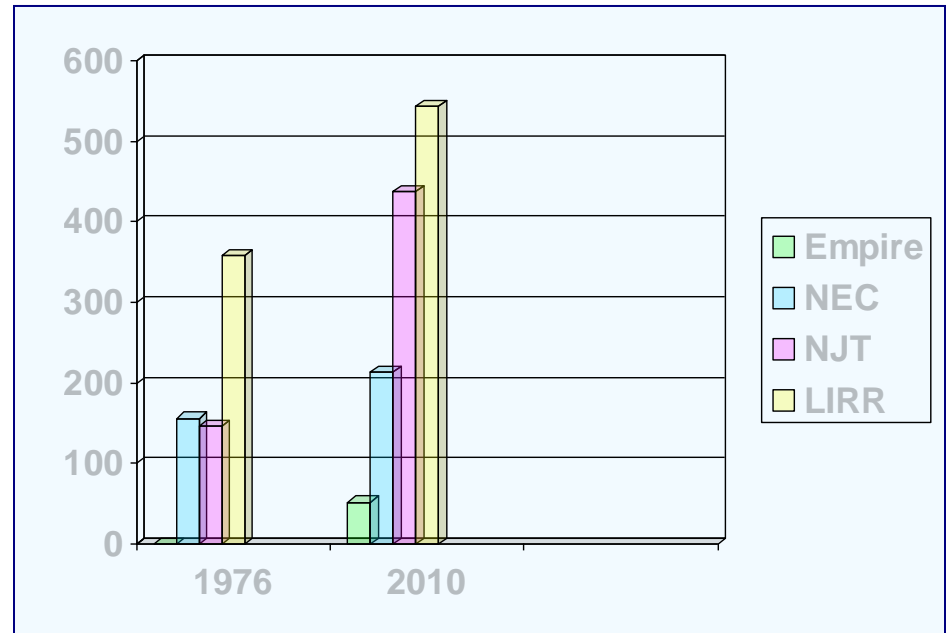
(Amtrak assumes NEC operations)

- 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**



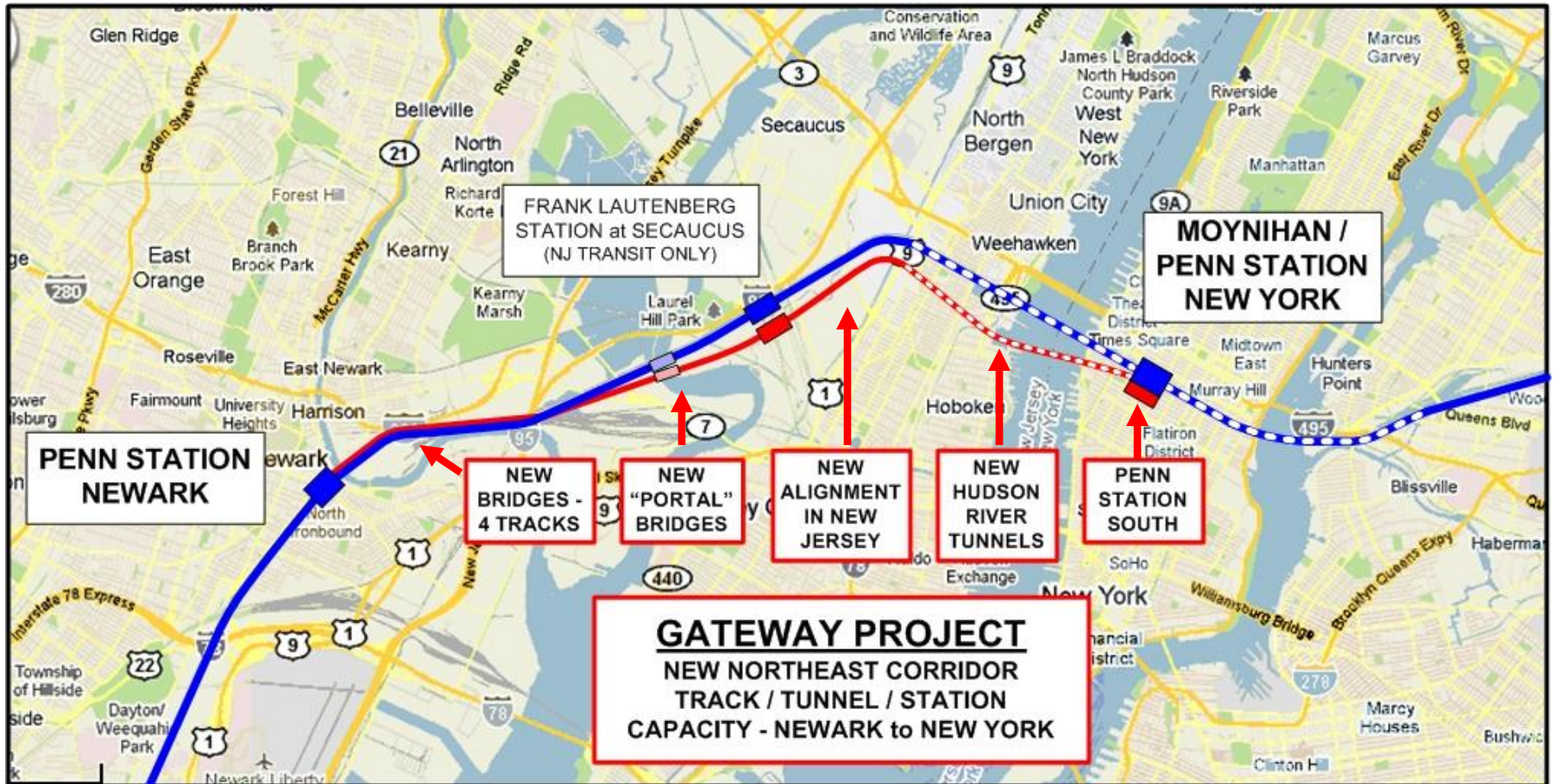
Since Congress established public responsibility for NEC passenger services in 1976,

Growth = 89%

Penn Station At Capacity

Gateway Project

PENN STATION NEWARK to MOYNIHAN/PENN STATION NEW YORK



Gateway – Portal Bridge

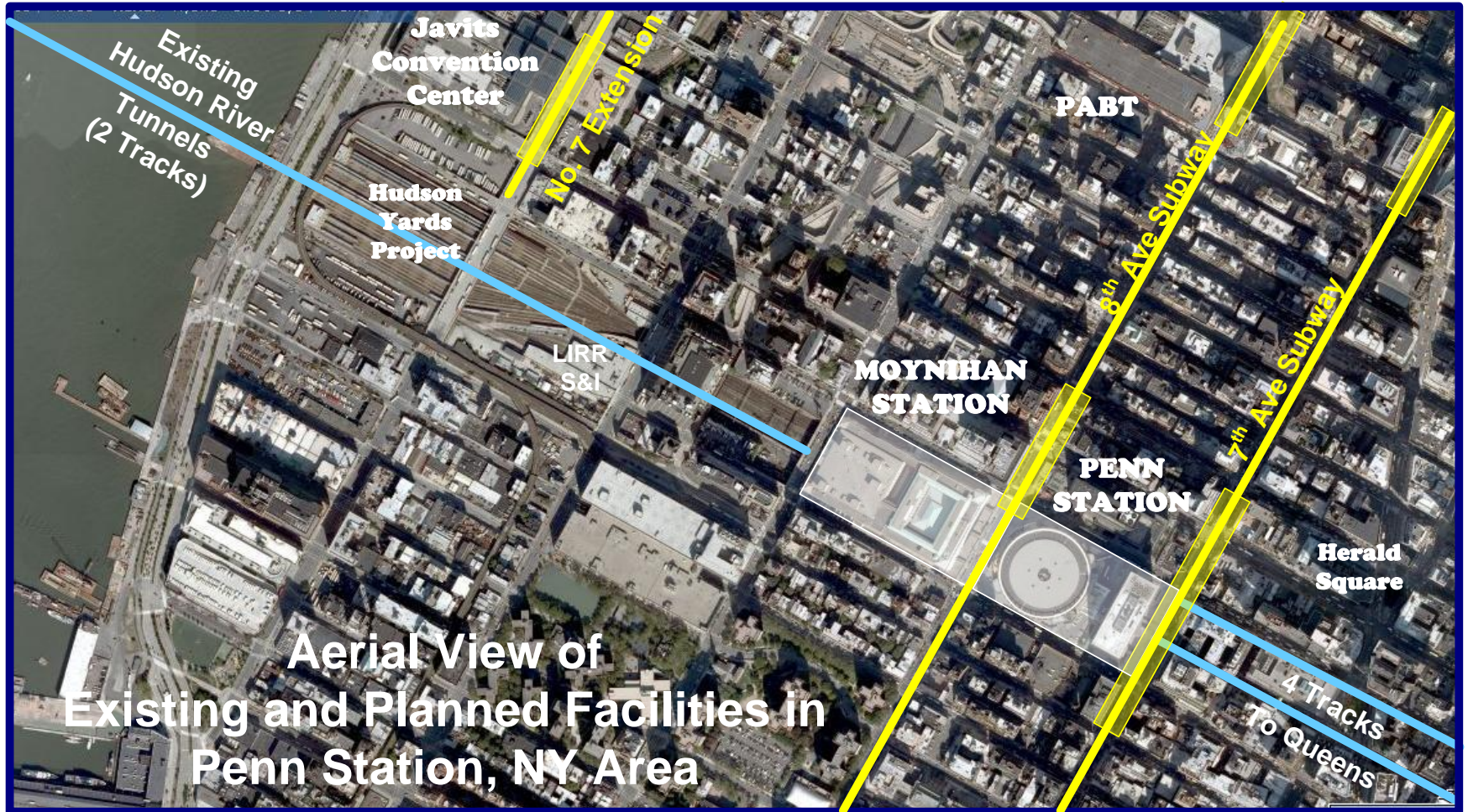


**PLANNED
FOUR TRACK
HIGH LEVEL BRIDGES**

**EXISTING
TWO TRACK
MOVABLE BRIDGE**



Existing Manhattan Network



Aerial View of Existing and Planned Facilities in Penn Station, NY Area

Gateway - Network Expansion in Manhattan

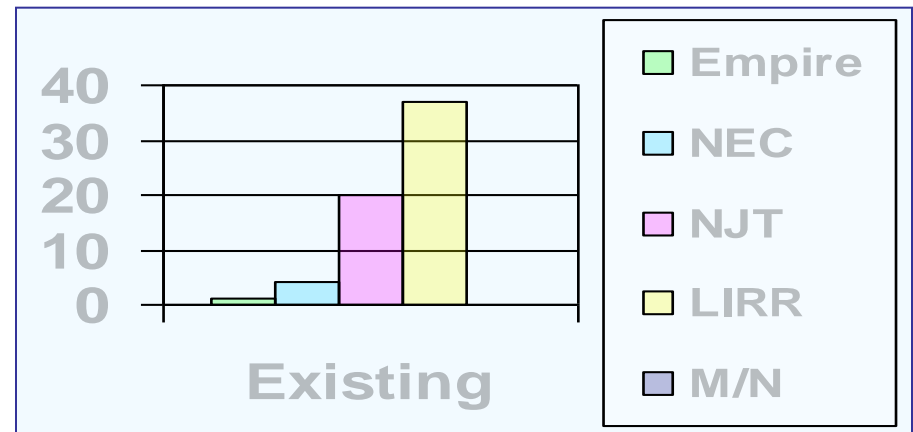


Gateway - New Capacity for All Operators

Existing Maximum Operations

(Typical Weekday Service)

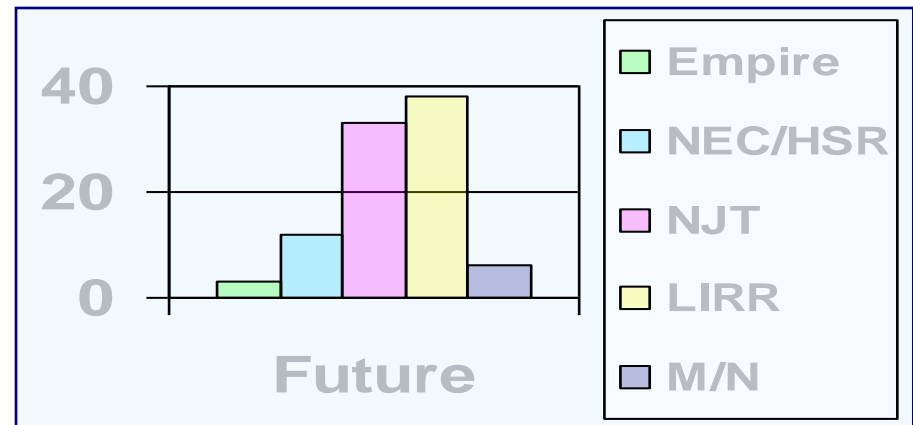
- 4 - Amtrak NEC trains / hr
- 1 - Empire Corridor
- 20 - NJ Transit
- 37 - LIRR
- 0 - Metro North
- **62 – TOTAL TRAINS / HOUR**



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

- **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 12th - 7th Avenues and 30th - 34th 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	
NEC Infrastructure Master Plan	Plan: 2025: Concept 6 Version B - Sequenced Investment Program
	Prepared By: Amtrak - AJG
	Scale: None Revised 12/8/10

