The Northeast Corridor Gateway Program and New York

The plan to expand passenger rail access to Manhattan

Amtrak
January 2011
Northeast Corridor System and Penn Station

- Over two of every three intercity riders on entire NEC have one leg of their trip in New York
- Penn Station at capacity limits - over 550,000 pedestrian trips each weekday
- Abandonment of ARC project halted commuter and HSR expansion - no reallocation of existing capacity possible

- Projected intercity / commuter travel demand to double by 2050
- Other modes have limited growth potential
- New York area needs new rail capacity to compete in worldwide economy
Regional Imperative

• Expand Intercity rail capacity to Moynihan Station
  – Fully utilize $1.2 Billion public investment
  – System redundancy
    - Emergency / Security
    - Operational Reliability
    - Maintenance

• Expand Commuter rail capacity to New York
  – Relief to current Northeast Corridor and PABT congestion
  – Improved NJ access to Manhattan / upper east side
  – Potential Metro North service to Penn Station
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 Program Projects

PENN STATION NEWARK to MOYNIHAN STATION

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

Exising
Two Track
Movable Bridge

Planned
Four Track
High Level Bridges
Gateway - Network Expansion in Manhattan

Comprehensive Plan to Expand Passenger Rail Access to Penn Station, NY
Gateway - Shared Facilities (Illustrative)

PENN SOUTH STATION

Looking West – Penn Station on Right
Commercial Development Above
New Commuter Rail Tracks Upper Level
New No. 7 Line Subway Station Lower Level
Gateway - Commercial Development Opportunities

Potential Transfer Development Rights (TDR)
Sites Identified by NYC Planning
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 South Station 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

• **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

• **New Jersey Transit and Penn South Station**
  – 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

• **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
A Comprehensive Approach

• Matches Regional Transportation Goals
• No Insurmountable Engineering Issues
• Engine for Commercial Development
• Shared Investment
  – Federal
  – New Jersey
  – New York State
  – MTA
  – NYC
  – Private Development
Next Steps

• **Incorporate formal planning for:**
  – Moynihan Station Design - Phases I & II
    - West End Concourse design / construction
    - Preliminary Engineering of Penn South track / platform plan
  – Penn Station Capacity Study – currently underway
  – Multi-state Planning Study (PEIS)
  – Portal Bridge Project – provides network capacity to south

• **Coordinate planning with:**
  – New York, New Jersey – cooperative agreements
  – MTA, New York City (ULURP / other zoning requirements)
  – Port Authority of New and New Jersey / other regional agencies

• **Engage private development community:**
  – Impacted properties
  – Development partnerships for Penn South and other sites
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)