

ARC Project	
Adds additional New Jersey Transit peak trains to NYC per hour	24
Allows direct one-seat service to NYC for New Jersey Transit's RVL, NJCL, M-B Lines Bergen and Passaic Lines	Yes Yes
Expands direct access to NYC Subway in Manhattan beyond the lines available from current Penn Station	Yes (would have added direct access to seven more lines: N, Q, R, B, D, F & M)
Relieves congestion on NJ Transit lines throughout New Jersey	Yes
Expands pedestrian capacity at Moynihan/Penn Station Complex	Yes
Trains controlled by New Jersey agency	Largely Yes
Expected completion date	2018

ARC

No ARC

Raritan Valley Line

37 min

WAIT

9 min

25 min

Newark

N.E. Corridor

71 min

LOCAL

ARC

Raritan Valley Line

62 min

No ARC

Raritan Valley Line

28 min

WAIT

9 min

25 min

Newark

N.E. Corridor

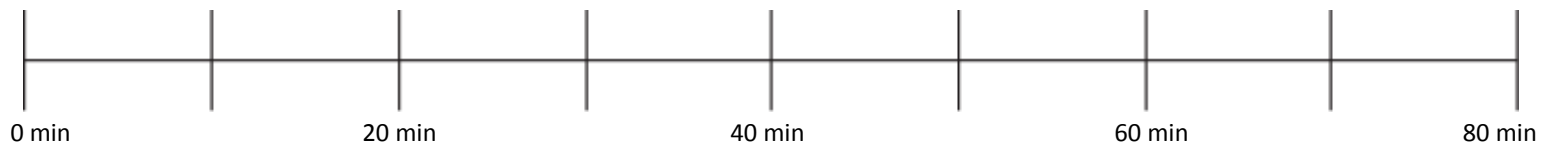
62 min

EXPRESS

ARC

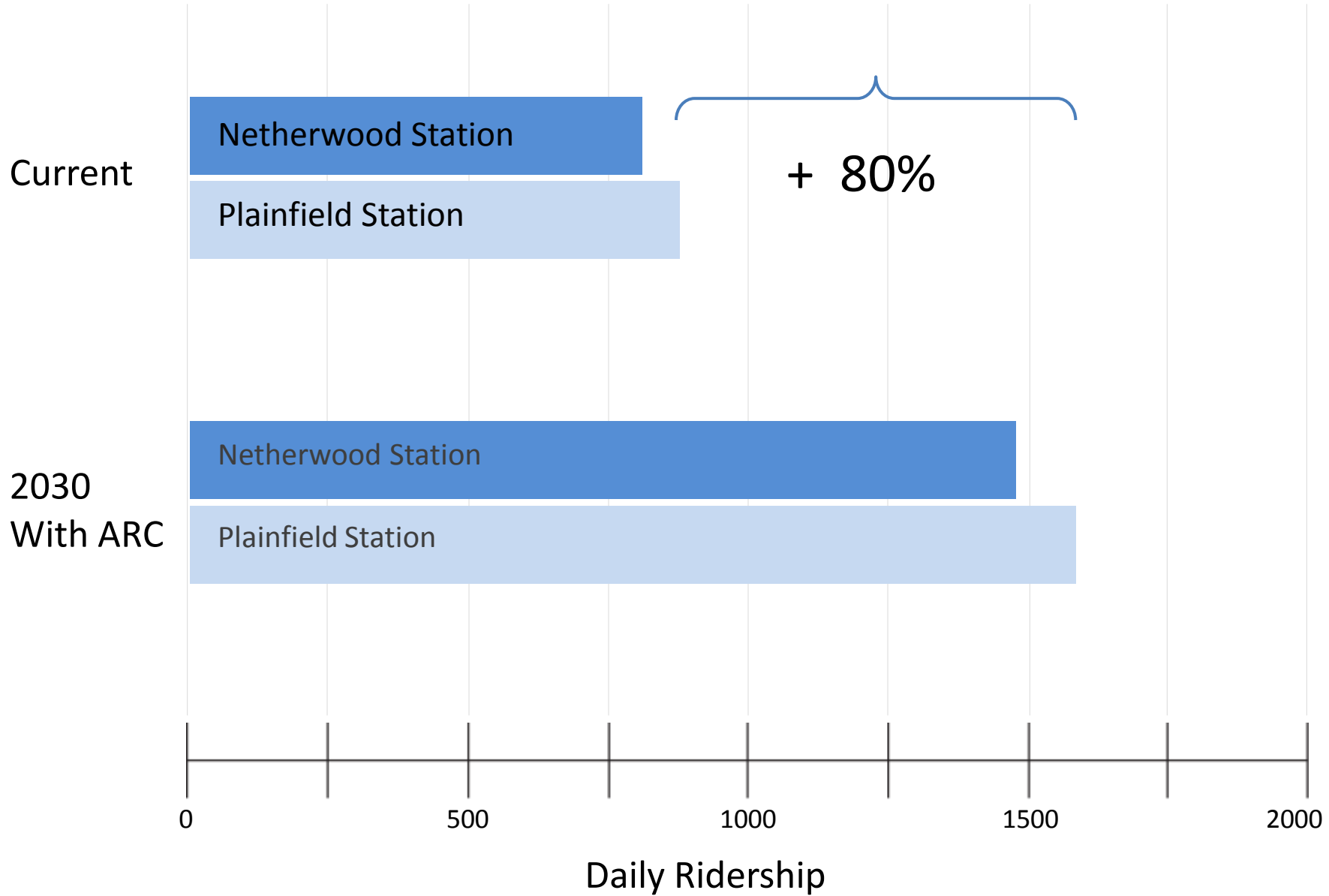
Raritan Valley Line

53 min



Travel Time (TO New York)

ARC



The Northeast Corridor Gateway Program and New York



Amtrak
January 2011

The plan to expand passenger rail
access to Manhattan

	Gateway Project	ARC Project	Proposed No. 7 NYC Subway to Secaucus
Adds additional New Jersey Transit peak trains to NYC per hour	13	24	0
Allows direct service to NYC for New Jersey Transit's RVL, NJCL, M-B Lines Bergen and Passaic Lines	Yes No (but will be built in a way to allow connection in the future)	Yes	No
Expands direct access to NYC Subway in Manhattan beyond the lines available from current Penn Station	Maybe (contemplates adding one more line: the 7)	Yes (would have added direct access to seven more lines: N, Q, R, B, D, F & M)	Yes (would add direct access to ten more lines: N, Q, R, B, D, F, M, 4, 5 & 6)
Relieves congestion on NJ Transit lines throughout New Jersey	Yes	Yes	No
Expands pedestrian capacity at Moynihan/Penn Station Complex	Yes	Yes	Diverts some passengers
Trains controlled by New Jersey agency	Yes (semi-independent of Amtrak)	Yes (on new construction only)	No
Expected completion date	2020	2018	?