



FOR IMMEDIATE RELEASE:

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LAUTENBERG, MENENDEZ JOIN AMTRAK TO ANNOUNCE NEW TRANS-HUDSON GATEWAY TUNNEL PROJECT

*PROJECT WOULD INCREASE DIRECT COMMUTER TRAIN
ACCESS TO NEW YORK CITY, REBUILD PORTAL BRIDGE,
ADVANCE INTERCITY AND HIGH SPEED RAIL*

NEWARK, N.J. - Today, U.S. Senators Frank R. Lautenberg (D-NJ) and Robert Menendez (D-NJ) joined the President and CEO of Amtrak, Joseph Boardman, and Amtrak board member Anthony Coscia to announce that Amtrak is proposing to spend \$50 million to begin preliminary engineering and design on two new rail tunnels from New Jersey to New York City called the "Gateway Project." The new tunnels would significantly increase commuter train capacity by allowing NJTransit to add an additional 13 trains per peak hour into New York City and it would increase the number of Amtrak trains into New York City by eight per hour.

"New Jersey is facing a transportation crisis. Our commuters are fed up with train delays that make them late to work and endless traffic that traps them on our highways when they want to be home with their families. When the ARC Tunnel was cancelled, it was clear to me that we couldn't just throw up our hands and wait years to find another solution. I immediately went to work looking for new ways to get cars off our roads and expand rail access from New Jersey neighborhoods to New York City office buildings. Amtrak answered the call and is spearheading a project that will help New Jersey commuters and also expand intercity and high-speed rail on the Northeast Corridor. The Gateway Project is a vision for our future that will shorten commutes, create jobs, increase property values and grow New Jersey's economy," Sen. Lautenberg said.

"New Jersey always rises above challenges – and today's announcement continues us along that track. While some choose to do nothing and accept delays, the people of New Jersey cannot, will not, and must not wait. We are moving full steam ahead with this strong investment in New Jersey and the region. We are on a path to create good-paying jobs and move people and goods more quickly," Sen. Menendez said.

"Building our mass transit infrastructure is vital to the long-term economic competitiveness and growth of our metropolitan region. The fact that even Amtrak is working to make this happen shows how important it is to the region's job growth and

economic future. This proposal is a positive step in the effort to cover a gaping hole in our cross Hudson transportation system,” said U.S. Senator Charles E. Schumer (D-NY).

“The Gateway Project is essential to the future growth and economic development of the entire northeast region and will provide for greater capacity, connectivity and convenience for Amtrak and commuter passengers in the heart of Manhattan. It is a critical first step that we can take now to bring 220 mph Amtrak high-speed service to the Northeast Corridor,” said Amtrak President and CEO Joe Boardman.

“Intercity and commuter rail passengers in New York and New Jersey are in need of increased rail capacity. The two new trans-Hudson tunnels envisioned under this plan will provide long- sought-peak-period operational capacity and is an investment that will improve transportation flexibility and reliability for decades to come,” said Tony Coscia, Amtrak Board of Directors.

Increased traffic and congestion into midtown Manhattan threatens the economy of northern New Jersey and New York City. The existing 100-year old rail tunnels into midtown Manhattan are already operating at capacity during rush hour, and ridership is expected to double in the next two decades.

To address these immediate concerns following the cancellation of the ARC Tunnel project and with the encouragement of Senator Lautenberg, Amtrak expedited its plans to build new rail tunnels. They are now moving forward with the Gateway Project to increase the number of trains into and out of New York. The project will also expand intercity and high-speed rail access, providing world-class, high-speed rail service on the Northeast Corridor.

The Gateway Project is expected to increase NJ Transit commuter rail capacity into New York by 65 percent (increase from 20 to 33 trains per hour during peak hours). The new tunnels will connect to the new Moynihan station as well as to a new Penn Station South that is connected to the existing New York Penn station, which has reached its capacity.

Amtrak’s plan also includes a total replacement and expansion of the 100 year-old Portal Bridge over the Hackensack River between Kearny and Secaucus. There would also be significant infrastructure improvements in New Jersey including expanding track capacity from what is essentially a two-track railroad to an operationally superior four track configuration between Newark and New York Penn Stations.

Amtrak projects that the entire Gateway Tunnel project could be completed in 2020 at an estimated cost of \$13.5 billion. Amtrak will take a lead in finding ways to pay the cost and will look for contributions from local, regional and state governments including New Jersey, New York State, New York City, the Port Authority of New York and New Jersey, and New York’s Metropolitan Transportation Authority (MTA), as well as private investors.

Click [here](#) for a presentation of more information on the Gateway Project.

Click [here](#) for a comparison of the Gateway Project with the ARC Tunnel project and the proposed MTA 7 line extension to Secaucus.

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Gateway Project

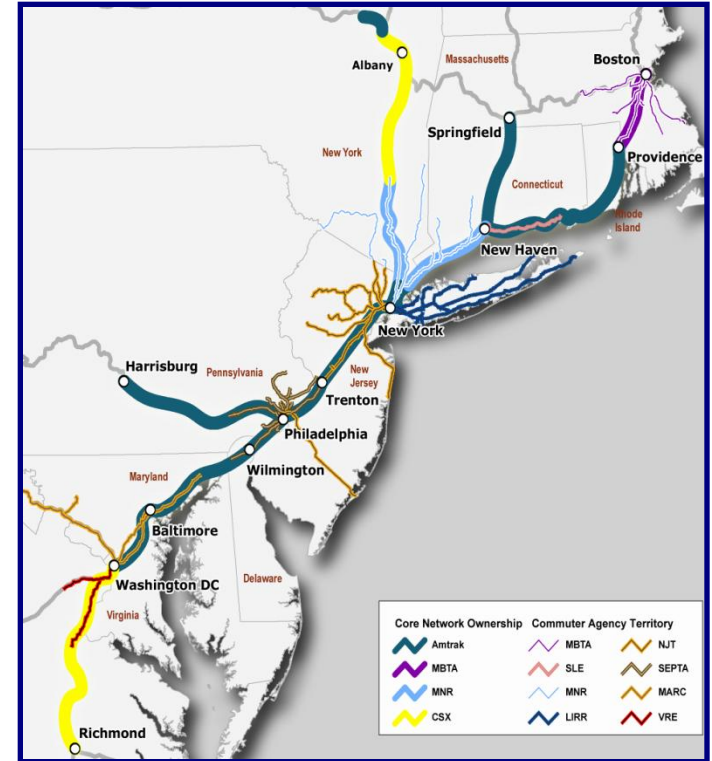


Amtrak
February 2011

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

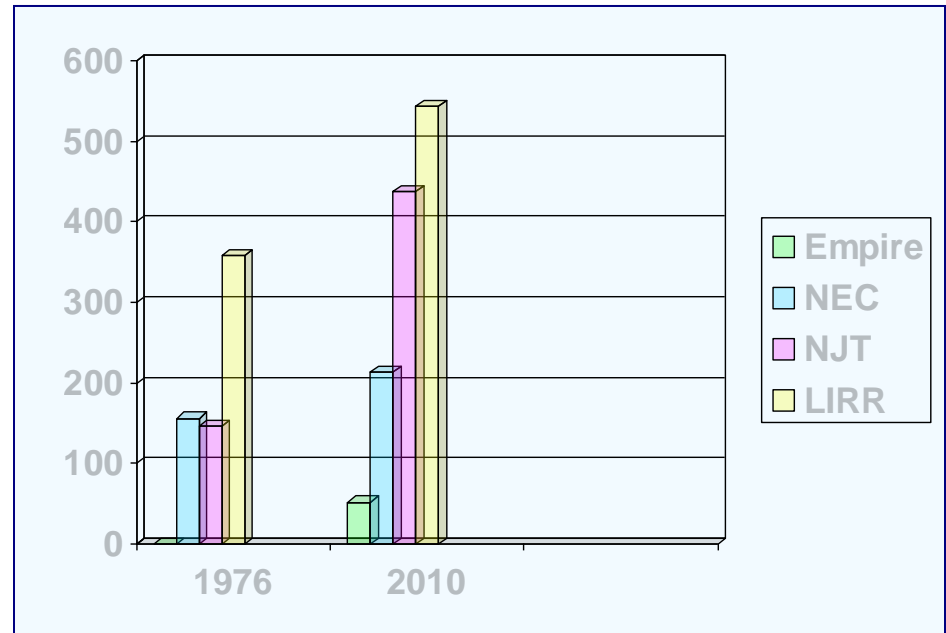
(Amtrak assumes NEC operations)

- 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**



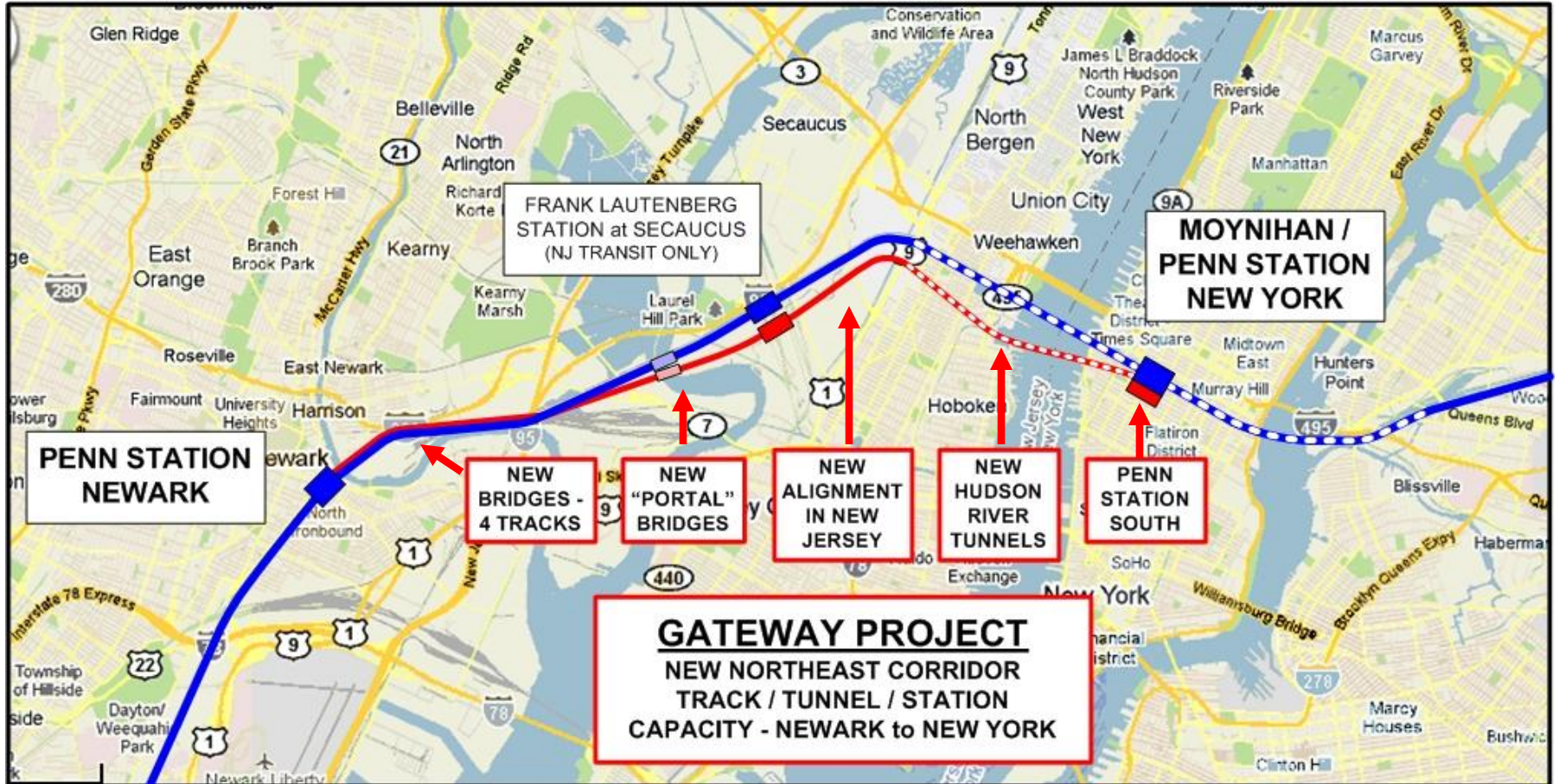
Since Congress established public responsibility for NEC passenger services in 1976,

Growth = 89%

Penn Station At Capacity

Gateway Project

PENN STATION NEWARK to MOYNIHAN/PENN STATION NEW YORK



Gateway – Portal Bridge

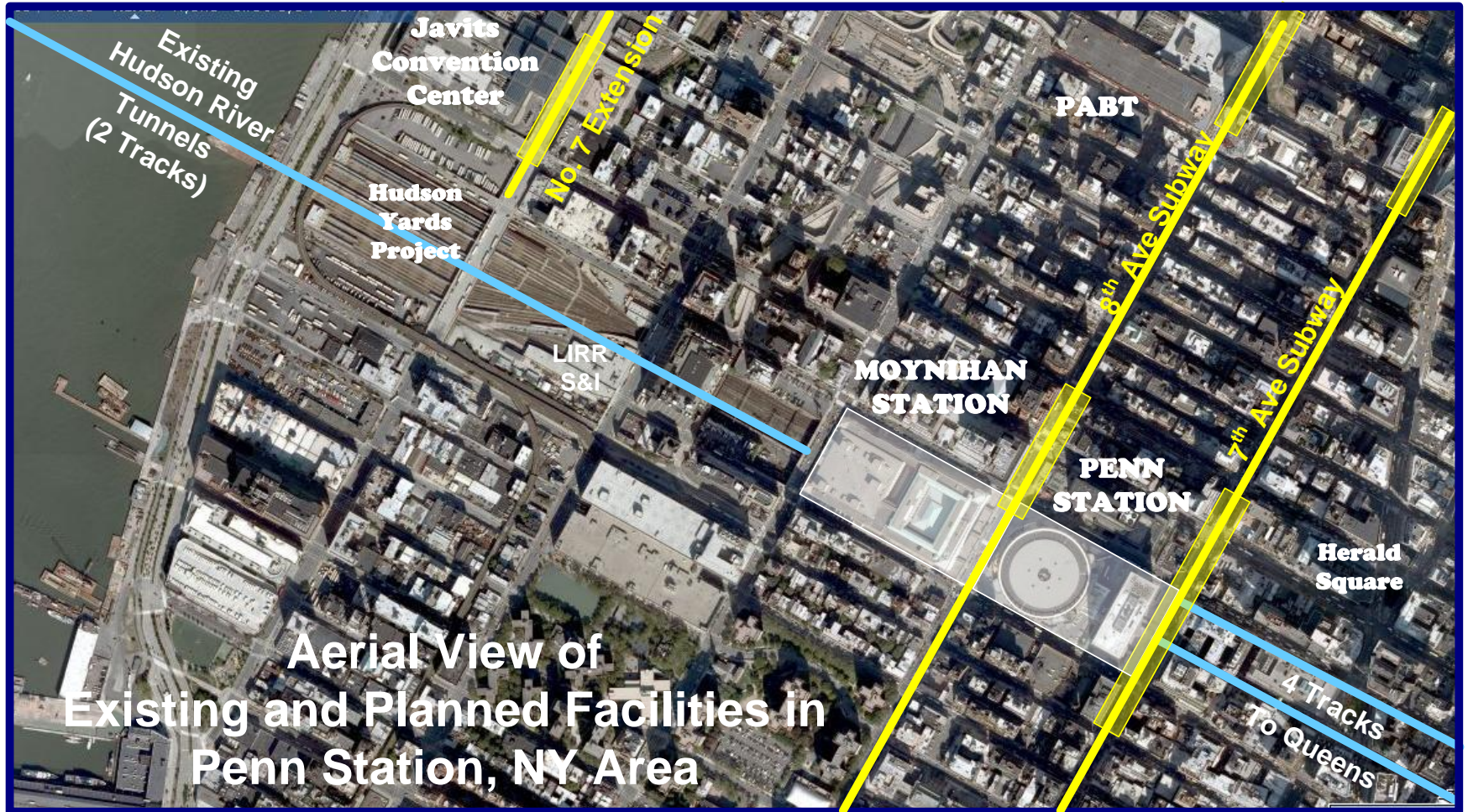


**PLANNED
FOUR TRACK
HIGH LEVEL BRIDGES**

**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

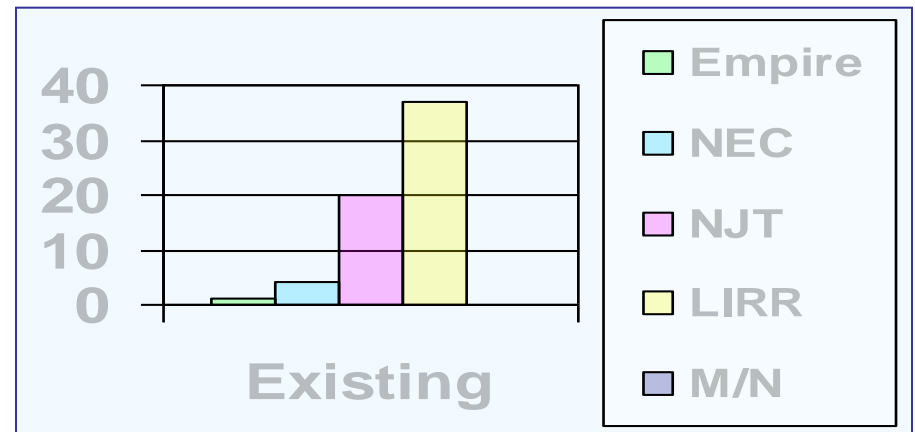


Gateway - New Capacity for All Operators

Existing Maximum Operations

(Typical Weekday Service)

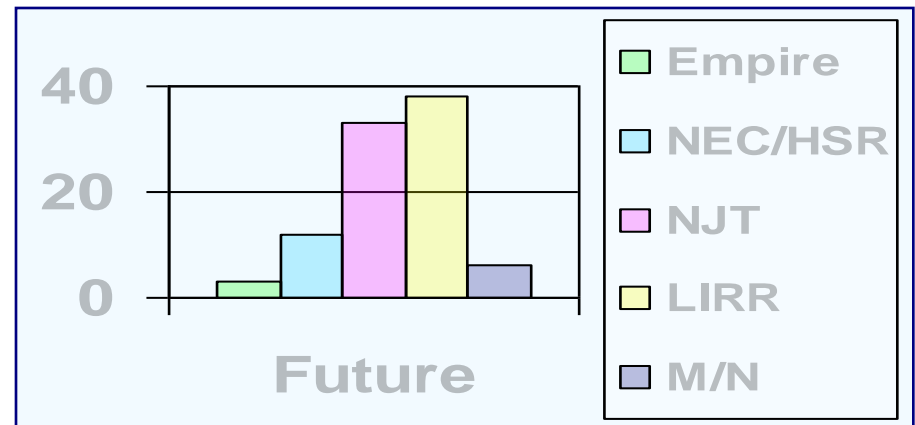
- 4 - Amtrak NEC trains / hr
- 1 - Empire Corridor
- 20 - NJ Transit
- 37 - LIRR
- 0 - Metro North
- **62 – TOTAL TRAINS / HOUR**



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**

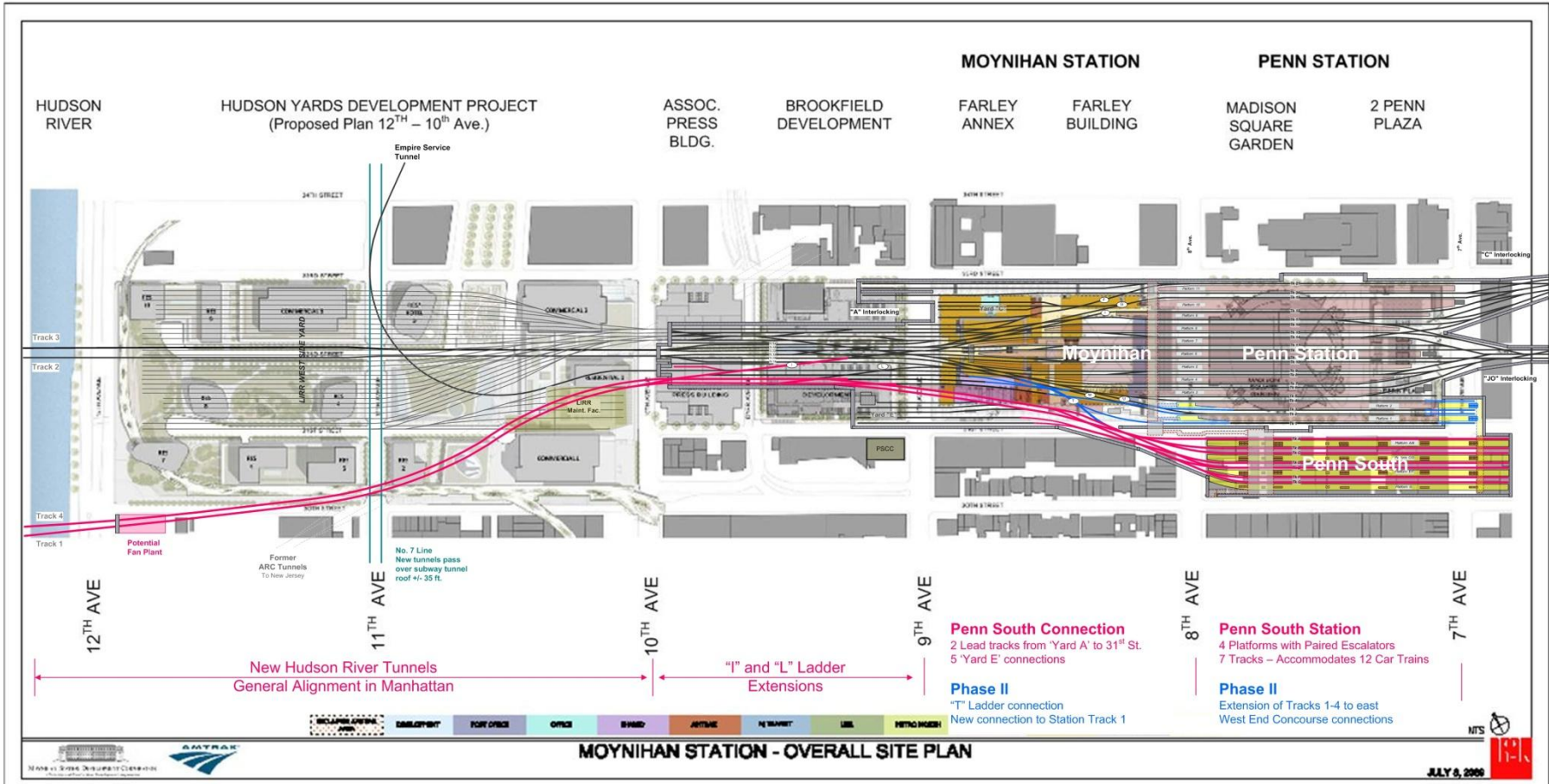
- No. 7 Line extension of 5 blocks to Penn Station (versus 5 miles to Secaucus)
 - Direct access to Javits Center and East Side (GCT) from Penn Station
 - Incorporated into single multi-use project
- Allows Metro North service to Penn Station

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	
	Plan: 2025: Concept 6 Version B - Sequenced Investment Program
	Prepared By: Amtrak - AJG
	Scale: None Revised 12/8/10





COMPARISON OF TUNNEL PROJECTS

	Gateway Project	ARC Project	Proposed No. 7 NYC Subway to Secaucus
Add additional New Jersey Transit peak trains to NYC per hour	13	24	0
Allow direct service to NYC for New Jersey Transit's Bergen and Passaic Lines	No <i>(but will be built in a way to allow connection in the future)</i>	Yes	No
Expand NYC Subway Direct Access in Manhattan beyond the lines available from current Penn Station	Maybe <i>(contemplates adding one more line: the 7)</i>	Yes <i>(would have added direct access to seven more lines: N, Q, R, B, D, F & M)</i>	Yes <i>(would add direct access to ten more lines: N, Q, R, B, D, F, M, 4, 5 & 6)</i>
Expected Completion Date	2020	2018	?
Trains Controlled by New Jersey Agency	Yes <i>(in coordination with Amtrak)</i>	Yes	No
Expands Pedestrian Capacity at Moynihan/Penn Station Complex	Yes	Yes	No
Relieves congestion on NJ Transit lines throughout New Jersey	Yes	Yes	No