

**QUESTIONS and ANSWERS ON THE ARC MASS TRANSIT
TUNNEL
FEBRUARY 2010**

Q: Do plans for a new Moynihan Station at the historic Farley Post Office eliminate the need for the ARC Mass Transit Tunnel?

A: Not at all. Moynihan Station is an important project because it will provide additional stairs and escalators for easier and quicker access to and from the existing train platforms at Penn Station New York. Unfortunately, however, the Moynihan project will not create room for more trains.

In fact, New York State estimated that the Moynihan project's reduction of queuing on the existing platforms might allow NJ Transit to add, at most, just one additional train during the peak hour. But in order to meet growing ridership demand, ARC will more than double peak hour train capacity, from the current 23 trains per hour to 48.

Q: Why not have a connection from the ARC Mass Transit Tunnel to existing Penn Station?

A: Simply put, existing Penn Station is now operating at capacity, handling some 640,000 daily passenger trips. The existing station's tracks cannot accommodate any additional trains.

Moreover, exhaustive environmental reviews have shown that any new rail connection to existing Penn Station would require excavating a large swath of Manhattan's West Side and a portion of the Hudson River. A huge trench would have to be dug from the river toward the center of Manhattan. The environmental impacts would be intolerable.

Finally, even if we imagine there were no extraordinary environmental impacts, construction of any new rail connection to existing Penn Station would create major and unavoidable delays for years for both NJ TRANSIT and Amtrak passengers on the Northeast Corridor.

Q: Why isn't the ARC project being continued eastward to Grand Central Terminal?

A: No route to the east past Sixth Avenue can currently be built because it would interfere with New York's Water Tunnel No. 1, the sole source of water for much of Manhattan. In the future, however, that will not be a barrier, once the city completes the ongoing construction of its Water Tunnel No. 3. The Mass Transit Tunnel project has specifically been designed to allow for expansion to the east in the future.