Reconsidering Access to the Region’s Core

**Current Plan for ARC**
New Jersey Transit’s current plan is to have an ARC terminal directly north of Penn Station on 34th Street. The station would be deep underground and allow limited connections with Penn Station and other NJ Transit, LIRR, and Amtrak trains. Its terminal would be situated directly in front of the city’s Water Tunnel #3, making expansion nearly impossible. Services provided to the West Side would duplicate, rather than extend, existing service.

**LIRR and MNR Plans**
Metro-North and Long Island Rail Road, New York State’s suburban railways, are planning extensive expansions. LIRR is currently constructing a tunnel to a deep station below Grand Central that will allow Long Islanders working on the East Side of Midtown quicker access than their West-Side-only trains provide today. Metro-North’s Penn Station Access project would do the opposite, using Amtrak tracks to send MNR trains to the West Side.

**Hoboken ARC Route**
This diversion from the ARC plan would take advantage of today’s Hoboken terminal. The advantages of this link are numerous: it allows for better connections between commuter rail, light rail, and PATH at Hoboken, could allow for a new station near Washington Square Park, and would connect to Grand Central. Such a path would also allow a future downtown connection for NJT trains, eventually leading under the East River to Brooklyn.

**Midtown ARC Route**
This route would not defer much from the ARC proposal already on the books, but instead of stopping on the West Side just like existing NJT service, this route would curve up to Grand Central to connect with the future LIRR East Side Access, deep underground. This would dramatically improve service for NJT riders, giving them the choice to travel to either side of Manhattan and allowing through-running trains, which would be useful for NJT and LIRR.