

Comparison of Current Proposals for trans-Hudson passenger mobility improvement
(revised 02-15-2011 – page 1 of 2)

SubwayToSecaucus.com	Hudson Yards Development Corp.	ARC Lite	Amtrak Gateway
Extend #7 line directly to Secaucus	Extend #7 line to Secaucus via 34 th St.	Build rail line to Penn Station – 32 nd St.	Build rail line to Penn Station – 31 st St.
Publicly released plan = Yes	No	No	Yes, but politically timed
Est. cost = \$ 5.3 billion	\$ 5.3 billion	\$ 6 billion + \$ 5 billion connection to GCT	13.8 billion, including new Portal Bridge over the Hackensack River
Direct NJ access to GCT, L.I.C., Mets = Yes	Yes	No	No
More connections to more NY transit nodes	Stop at 34 th St. & 11 th Ave. wastes travel time, serves few people.	Connects only to Penn Station – crowded, poorly located (Moynihan more so).	Connects only to Penn Station – crowded, poorly located-Most NJT riders walk an extra block to subways
Est. travel time Secaucus Transfer (ST) to PABT (10 min.) & GCT (15 min.) (70% bus & rail riders GCT area destination)	20 min. ST to PABT 25 min. ST to GCT	20 min. ST to PABT via transfers 35 min. ST to GCT via transfers	24 min. ST to PABT via transfers 39 min. ST to GCT via transfers
Reduce Rt. 3 congestion commuter hours & Sat/Sun afternoons. Elim HOVs & XBLs? = Yes	Unknown	No	No
Eliminate massive proposed new PA garage on 11th Ave? = Yes	Unknown	No	No
Alleviate congestion on West Side = Yes	Unknown	No	No
Transfer to HBLRT? = Yes (Weehawken)	Unknown	No, unless via Hoboken	No
Bus riders bypass Lincoln Tunnel? = Yes	Unknown	No	No
Benefits the most regional riders? = Yes Rail riders from Amtrak and NJ Transit + Bus riders = 2.5 X rail riders + More HBLRT riders served	Benefits the most regional riders? = No Rail riders from Amtrak and NJ Transit + No extra bus riders served No extra HBLRT riders served Few riders to/from 34 th St. & 11 th Ave. Possible Hoboken stop is a transit detour for most travelers to NYC uptown.	Benefits the most regional riders? = No Rail riders from Amtrak and NJ Transit + No extra bus riders served Fewer HBLRT riders served Longer walks to crowded subways for NJ rail riders. Possible Hoboken stop is a transit detour for most travelers to NYC uptown.	Benefits the most regional riders? = No Rail riders from Amtrak and NJ Transit + No extra bus riders served No extra HBLRT riders served Longer walks to crowded subways for NJ rail riders.
Turnaround bus stations at Secaucus Transfer and Weehawken = Yes	Unknown	No	No
Advantages of NYC subway trains: Faster loading, unloading of passengers Lighter, less energy to propel Smaller, steeper, cheaper tunnels	No	No	No
Environmental Benefits: Gets more private cars off the road. Reduces more VMTs. More reduction in air pollution.	Limited	Very Limited	Very Limited

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Economic Benefit to region after construction completed: Serve new markets. Facilitate matching workers & households to jobs, housing, and communities. Improve access to work, culture, shopping. Reduce imported energy costs.	Limited	Limited	Limited