

# Why Regional Rail Should Be a Top Transportation Priority for New York's New Mayor

D E P A R T U R E S							
Train	To	Status	Track	Time	Number	Train	To
REGIONAL	BOSTON	0:50 LATE		3:01P	3953	NE CORRIDOR	TRENTON
REGIONAL	SPRINGFIELD	0:50 LATE		3:03P	2164	ACELA EXPRESS	BOSTON
LYSTONE	EMR HARRISBURG		15W	3:05P	85	REGIONAL	RICHMOND
PIRE SERVICE	ALBANY		6E	3:07P	3853	NE CORR SEC	EMR TRENTON
SCENT	NEW ORLEANS	ON TIME		3:14P	6639	MID DIRECT	SEC DOVER
E SHORE LTD	CHICAGO		7W	3:19P	6251	MIDTOWN DIRECT	MONTCLAIR
AST SEC	EMR LONG BRANCH	ON TIME		3:23P	3503	COAST SEC	EMR SOUTH ANSON
A EXPRESS	WASHINGTON	ON TIME		3:30P	119	METROLINER	R WASHINGTON
SEACRUCIS EMR - STOPS AT MEMPHIS AIRPORT				SEC - STOPS AT SEACRUCIS EMR - STOPS AT MEMPHIS AIRPORT			



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August 2014

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# What is Regional Rail?

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**Remaking** the three commuter rail lines serving the NY-NJ-CT Metropolitan Area into a **coordinated regional rail system** with:

- Frequent service
- Integrated fares
- Through-running

# How *Frequent* is Frequent?

- Trains should operate at least every twenty minutes on each major route, midday, evenings and weekends, and every ten minutes on a few of the busiest routes.
- No need to consult timetables



Metro-North Tremont station in the Bronx is an example of an under-utilized station that could offer much more frequent service to a dense surrounding neighborhood.

# Integrate fares on Regional Rail lines in NYC

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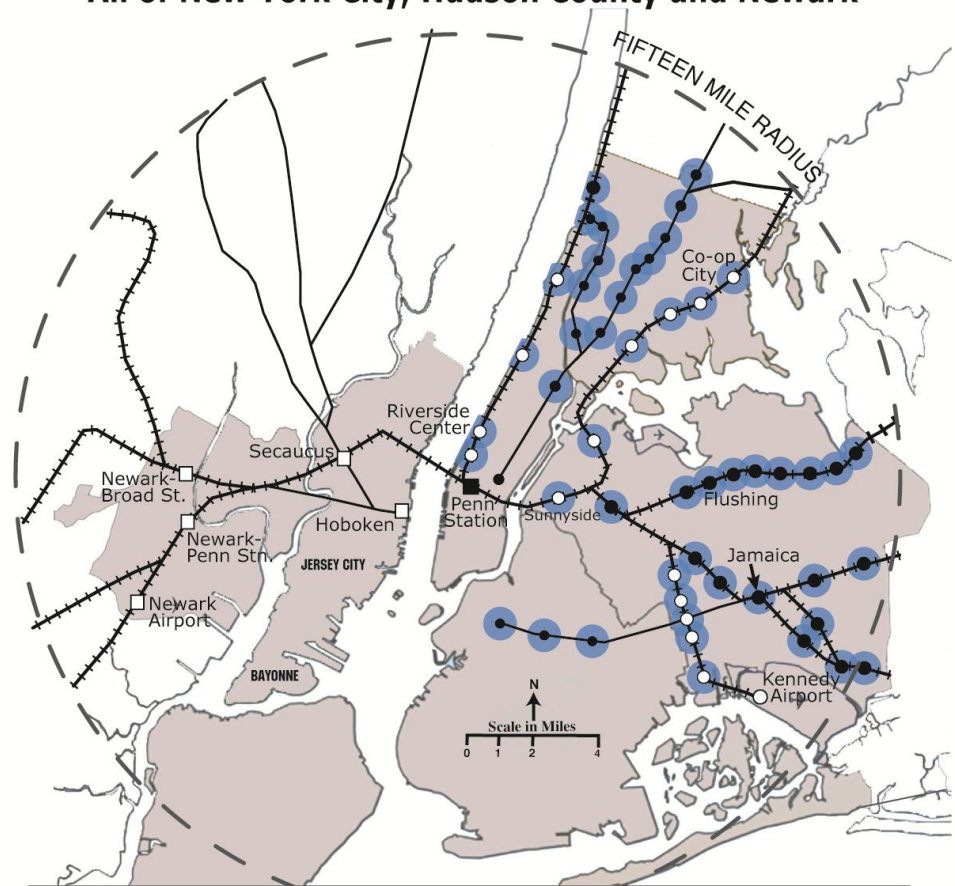
- Replace *City Ticket* now used on commuter rail on weekends, with MetroCard that would be good for travel at all times on city bus, subway and regional rail
- Use “proof of purchase” on regional rail, like MTA’s Select Bus, and add 2 hour and 24 hour, unlimited ride passes



## Create central fare zone including New Jersey urban core

- Extend New York “city fare” to a common central zone in congested parts of New Jersey
- Hudson County and city of Newark should be in central zone including NJ Transit and PATH stations, plus light rail and local buses in those areas

### Central Fare Zone for the Region Fifteen Mile Radius From Penn Station Includes All of New York City, Hudson County and Newark



#### LEGEND

Routes With Direct Access to Penn Station Under Metro-Hub Plan



Other Routes



Half-mile distance from stations



Existing Stations Within New York City



Potential Sites For New Stations Within New York City



New Jersey Stations Within Urban Fare Zone



Paul DiMaria June 2014

# Through-running at Penn Station now!

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Increases capacity by avoiding conflicts between inbound and outbound trains



# Key Benefits of IRUM's Regional Rail Plan

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- Better serves commuter rail's primary travel market: linking the region's suburbs to the Manhattan Central Business District (CBD)
- Opens up new travel markets within NYC and between NYC and the suburbs by remaking commuter rail into a *longer distance rapid transit system*
- Stimulates new affordable housing and other development near NYC's underutilized commuter rail stations
- **Allows existing rail yards in NYC**, now used for midday storage of rail cars, **to be completely eliminated**, releasing land for new housing and other development
- Reduces overcrowding on busy subway lines
- Permits one –seat ride **express rail service to JFK Airport**
- Improves NYC's global competitiveness with major business centers in Europe and Asia where many rail systems have been transformed



# Other important benefits of Regional Rail

- Opens new options for motorists who have no choice but to use the region's overcrowded roadways and river crossings
- Reduces car use in the region; improves air quality and traffic safety



The Lincoln Tunnel is operating at capacity many hours during the day, weekdays and weekends.



**Regional Rail: Making better use of under-utilized transportation resources like the Hell Gate Bridge, which originally had for four tracks, one now disused**

# Regional Rail is affordable

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- Improved productivity using proof-of-purchase fare collection allows existing work force to operate better service
- Revenues lost from integrated fares offset with new revenues generated by better service
- Economies of scale allow existing fleet to be deployed more efficiently

# Regional Rail is doable now!

- No major new construction is needed
- Existing rail cars and locomotives would be used
- Four new regional rail stations in the Bronx and two in Queens (one at Sunnyside) would remake the Hell Gate Line into an *interboro rapid transit* line

## Proposed Co-op City Station



New Co-op City station would provide direct service to Connecticut and Westchester County as well as Queens and Manhattan.



# Rail service can be extended to new routes and increased at existing stations in the urban fare zone



Co-op City, The Bronx, on the Hell Gate Route

Hunts Point Avenue on the same route (site of former New Haven Railroad station), will provide connection to #6 subway line





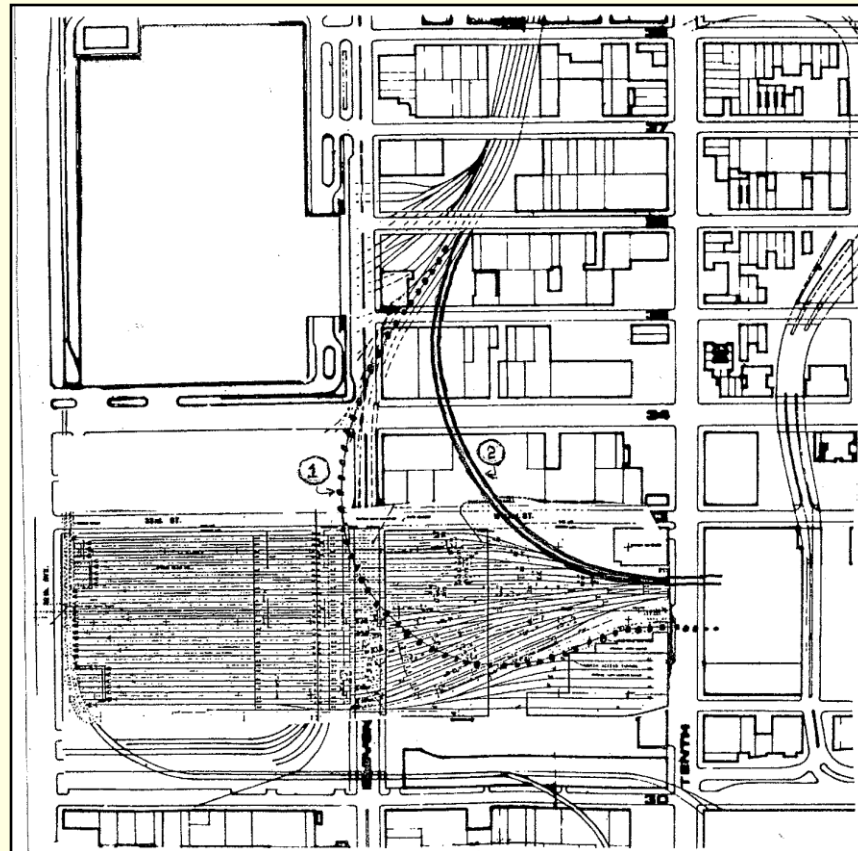
# Urgent priorities

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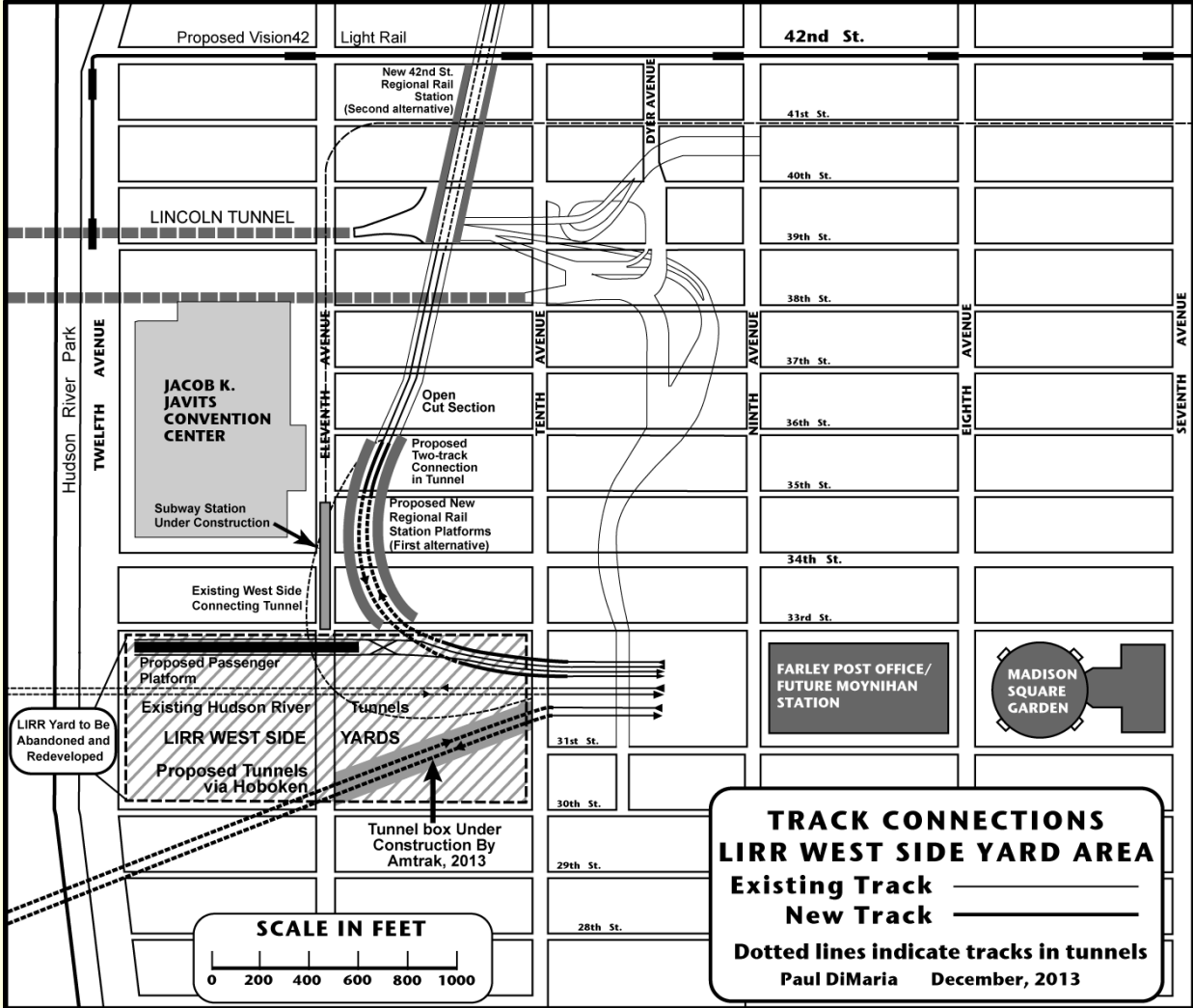
- Modify Hudson Yards plan to preserve an easement for a two-track connection between Penn Station and Amtrak's West Side Line
- Advance plan for one-seat ride to JFK
- Consider *Upper Level Loop Alternative* instead of *deep cavern* for LIRR East Side Access

# Two-Track connection at Hudson Yards

- Replaces single track bottleneck (1) with two-track connection (2) permitting higher levels of service on West Side and frees up capacity on Harlem Line for more service in the Bronx



# Connection could also include new station at Hudson Yards



# Goodbye LGA, hello affordable housing and quieter skies

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- Postpone constructing new terminal at LGA until aircraft noise studies are completed that would determine if using larger aircraft at JFK would permit closing LGA and replacing it with affordable housing
- Move forward with planning for rail-plus-trail on city-owned, disused LIRR Rockaway Beach in Central Queens, to permit high speed one-seat rail link to JFK

# The one-seat ride to JFK is doable very quickly

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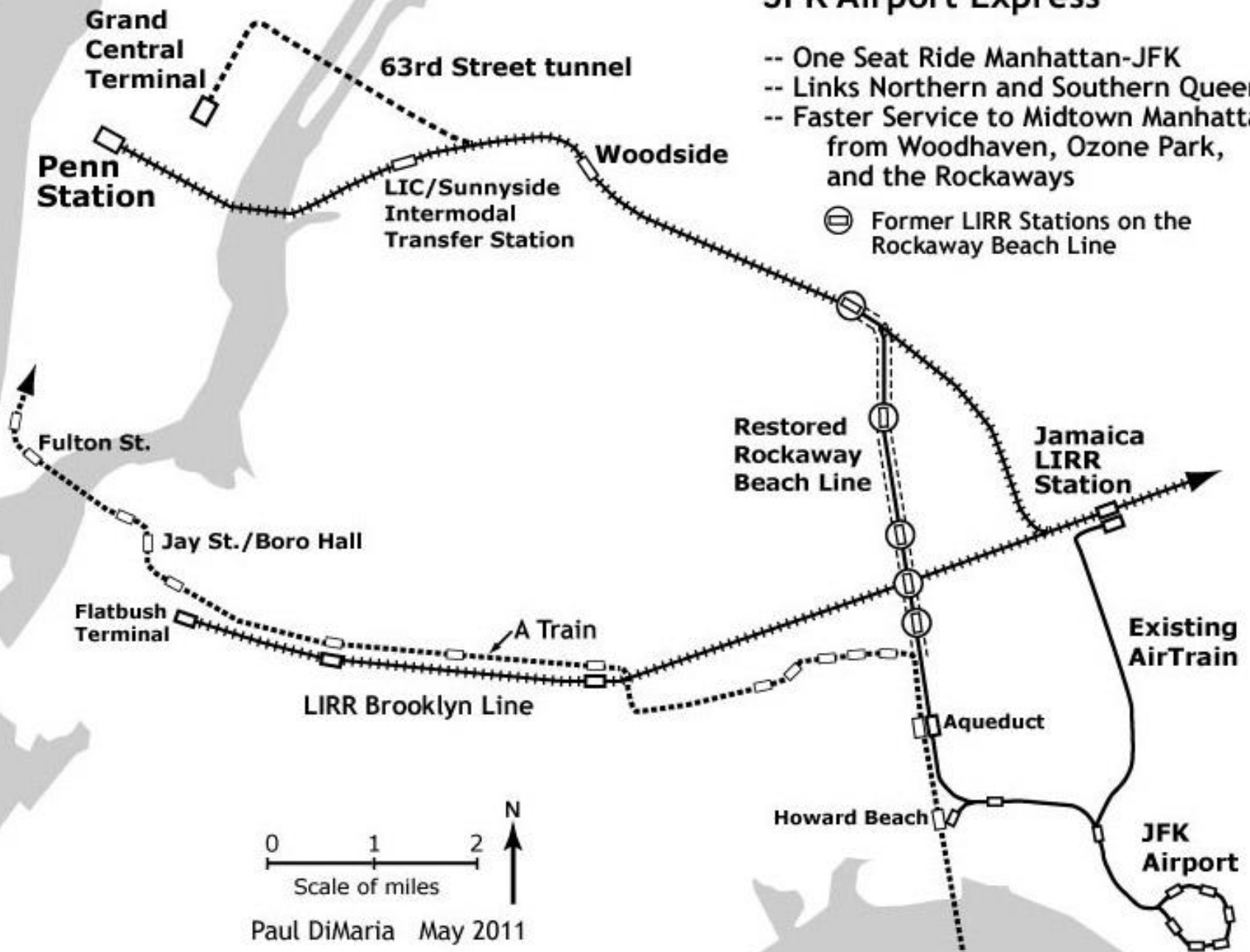
- A small fleet of new rail cars that can run on both the LIRR and the AirTrain tracks would be purchased
- A cross-platform station at Aqueduct, and a track connection just south of the station would be needed. New tracks would replace existing disused tracks, now overgrown with weeds. A well-designed rail-plus-trail with sound barriers could be developed in this restored segment in Central Queens.



# JFK Airport Express

- One Seat Ride Manhattan-JFK
- Links Northern and Southern Queens
- Faster Service to Midtown Manhattan from Woodhaven, Ozone Park, and the Rockaways

⊖ Former LIRR Stations on the Rockaway Beach Line



0 1 2  
Scale of miles  
N  
Paul DiMaria May 2011

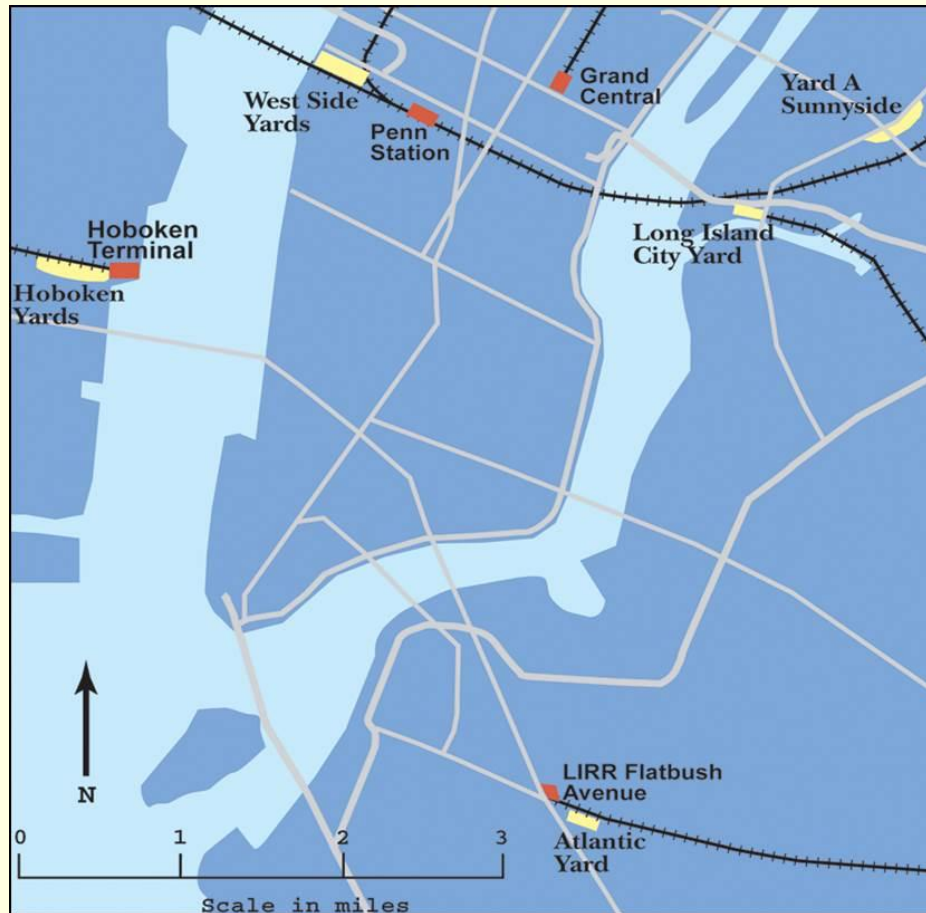
# Eliminate yards for midday storage of rail cars in NYC

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- **Halt construction** of new rail yard at Sunnyside for LIRR ESA
- With through-running and frequent service **reexamine need for existing yards** at LIC, Atlantic Terminal and Hudson Yards

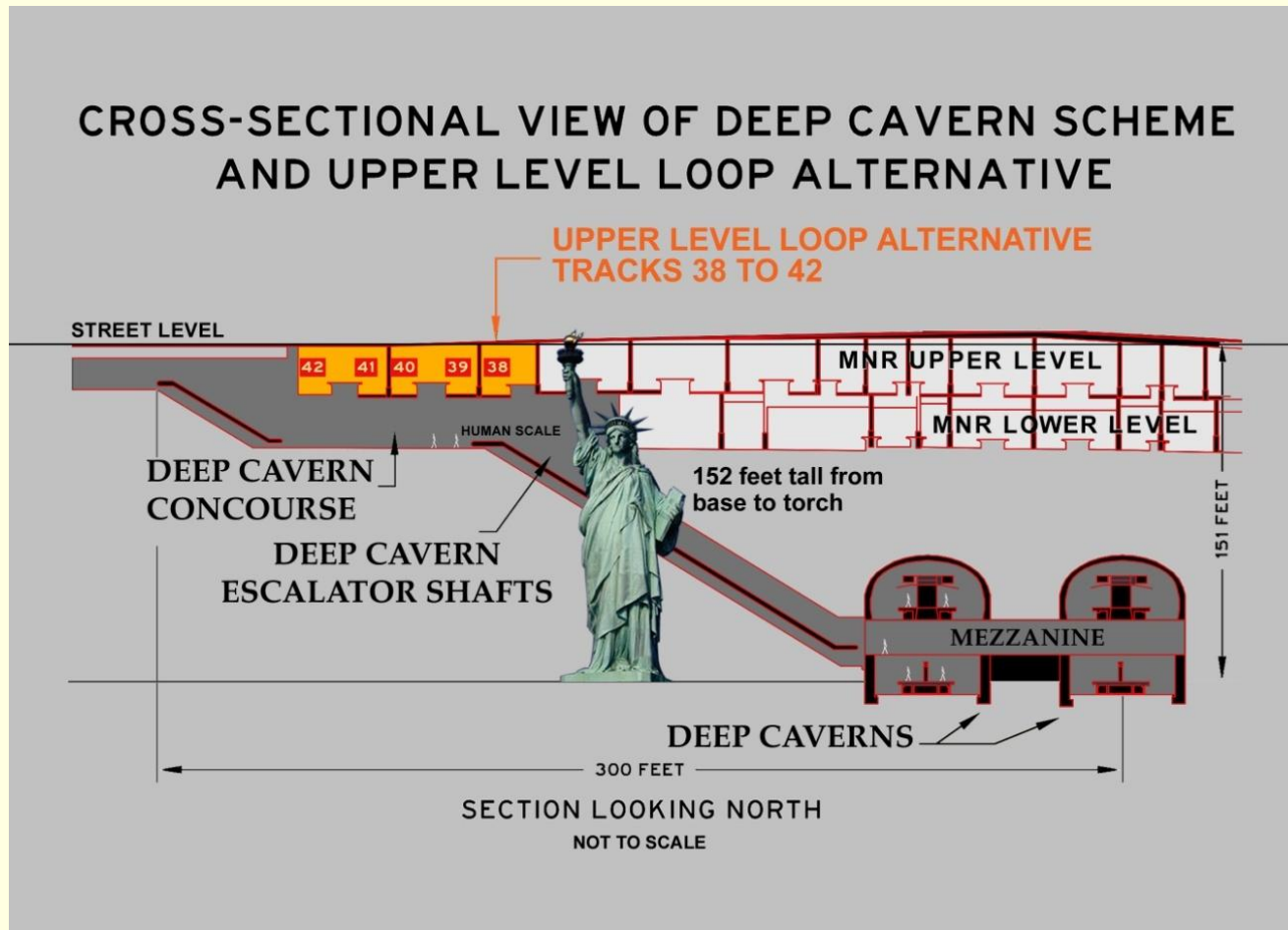
# Regional Rail and real estate

- Five yards released from midday storage.



Yards are in areas that have had significant residential and commercial development in recent years.

# MTA should take a fresh look at the Upper Level Loop Alternative (ULLA) for LIRR ESA



# There's still time to consider a better plan

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- MTA still needs billions of dollars and six to eight years to complete its Deep Cavern plan
- An independent third party can compare the cost of completing the Deep Cavern plan with the cost of moving forward with a design-build contractor to advance ULLA developed by the Delcan Corp., Canada's largest engineering firm.



# ULLA would make LIRR ESA a better project for NYC

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- LIRR passengers would save three to four minutes of travel time in each direction
- MTA would avoid the cost of operating and maintaining 47 escalators and vent plants
- Property values in Manhattan's East Side would be higher and NYC's plan for the Vanderbilt Corridor would work better
- ULLA would not place some 8,000 LIRR passengers at great risk in a deep cavern in the event of a terror attack

# Planning for the longer term

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Begin comprehensive three-state planning process that would lay the groundwork for additional regional rail initiatives, including:

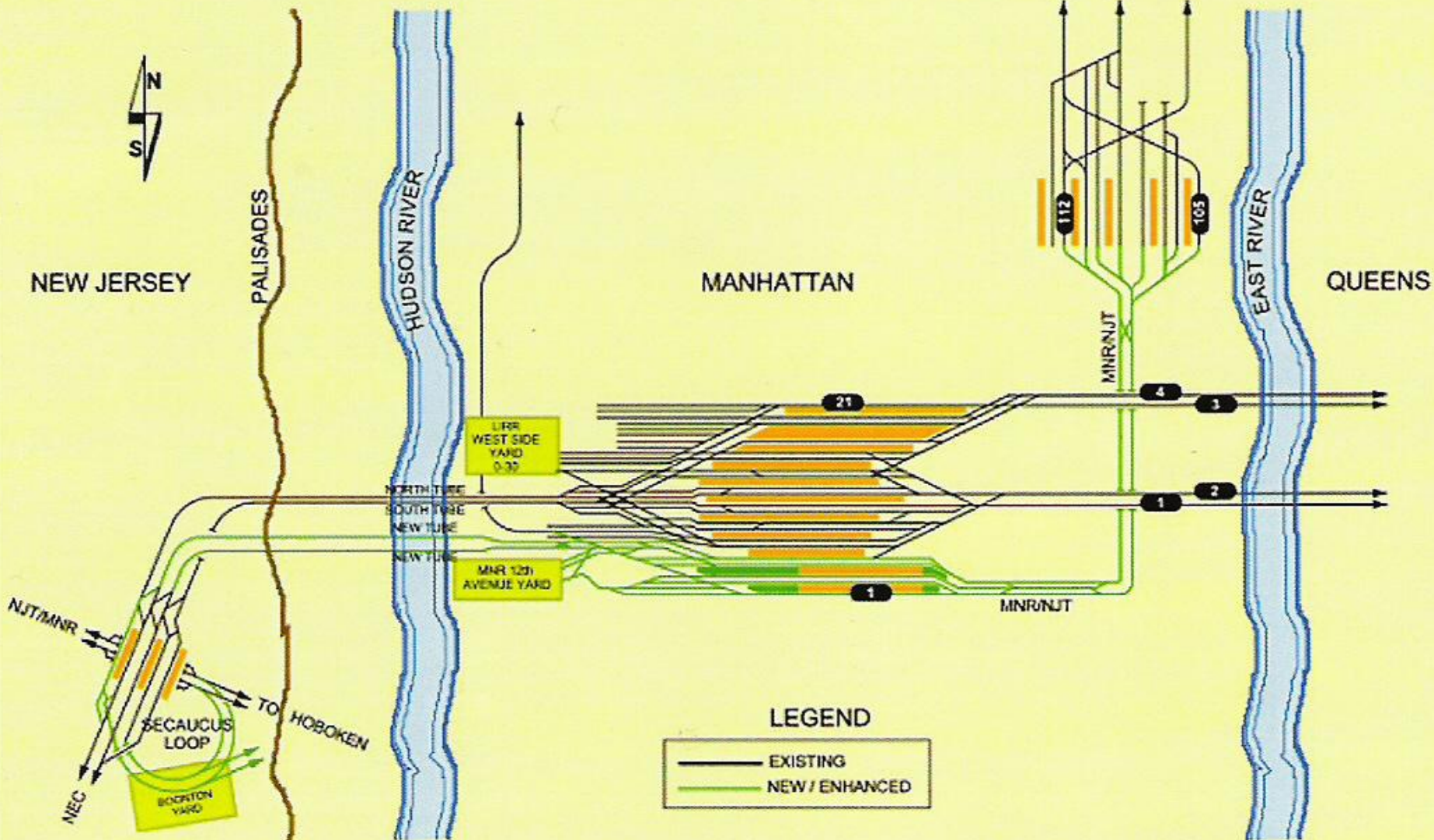
1. New Hudson River tunnels
2. New regional rail links to Lower Manhattan

# 1. New Hudson River tunnels

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- Resume planning for Hudson River passenger rail tunnels, with focus on connecting new tunnels directly into Penn Station, and then continuing on to Grand Central as developed in Access to the Region's Core (ARC) plan
- Request that MTA fully release all ARC studies, currently not available to the public

# ALTERNATIVE G - Grand Central Terminal



# Why connect Penn Station and Grand Central Terminal?

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- Ease access to East Midtown for West of Hudson travel
- Ease access to West Midtown from north
- Shift riders now using crowded subways
- Improve NEC HSR, reducing air travel
- Gain capacity with GCT a through station
- Reduce capital and operating costs of the new Hudson River tunnel plan



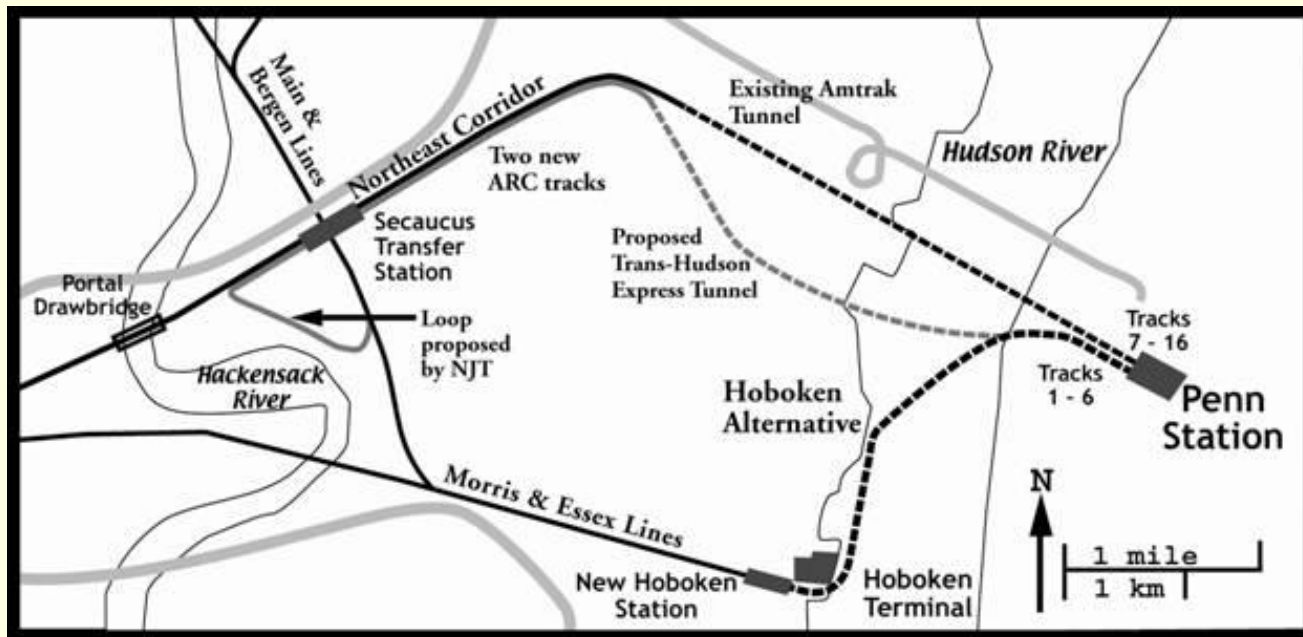
# Urge Amtrak to join planning effort for new Hudson River Tunnels

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- NYC should urge Amtrak to drop its costly and disruptive plan to expand Penn Station to the south, and join forces with MTA and NJ Transit to advance a “through-running” Penn Station-GCT connection plan. This cooperative planning effort should focus on adding new stairs and corridors at Penn Station, while allowing many passengers to remain seated en route to GCT.

# Consider Hoboken Alternative for new Hudson River tunnels

- Serves Jersey City-Hoboken Business District – NJ's Largest
- Links Hoboken-Penn Station –GCT
- Makes better use of existing infrastructure
- Uses existing Hackensack River bridge



# With Hudson River passenger rail capacity doubled, new options become possible:

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- Shrink PA Bus Terminal to subsurface berths
- One-seat ride rail service between Penn Station, NY and
  - Newark Airport
  - Stewart Airport

# Shrink PA Bus Terminal to existing subsurface bus berths

- With doubling of Hudson River regional rail capacity, and with Penn Station-GCT connection, most west-of-Hudson buses can serve as local feeders to regional rail.
- The massive PA Bus Terminal could be removed, leaving the existing subsurface berths for longer distance and charter buses, with new office development built above.



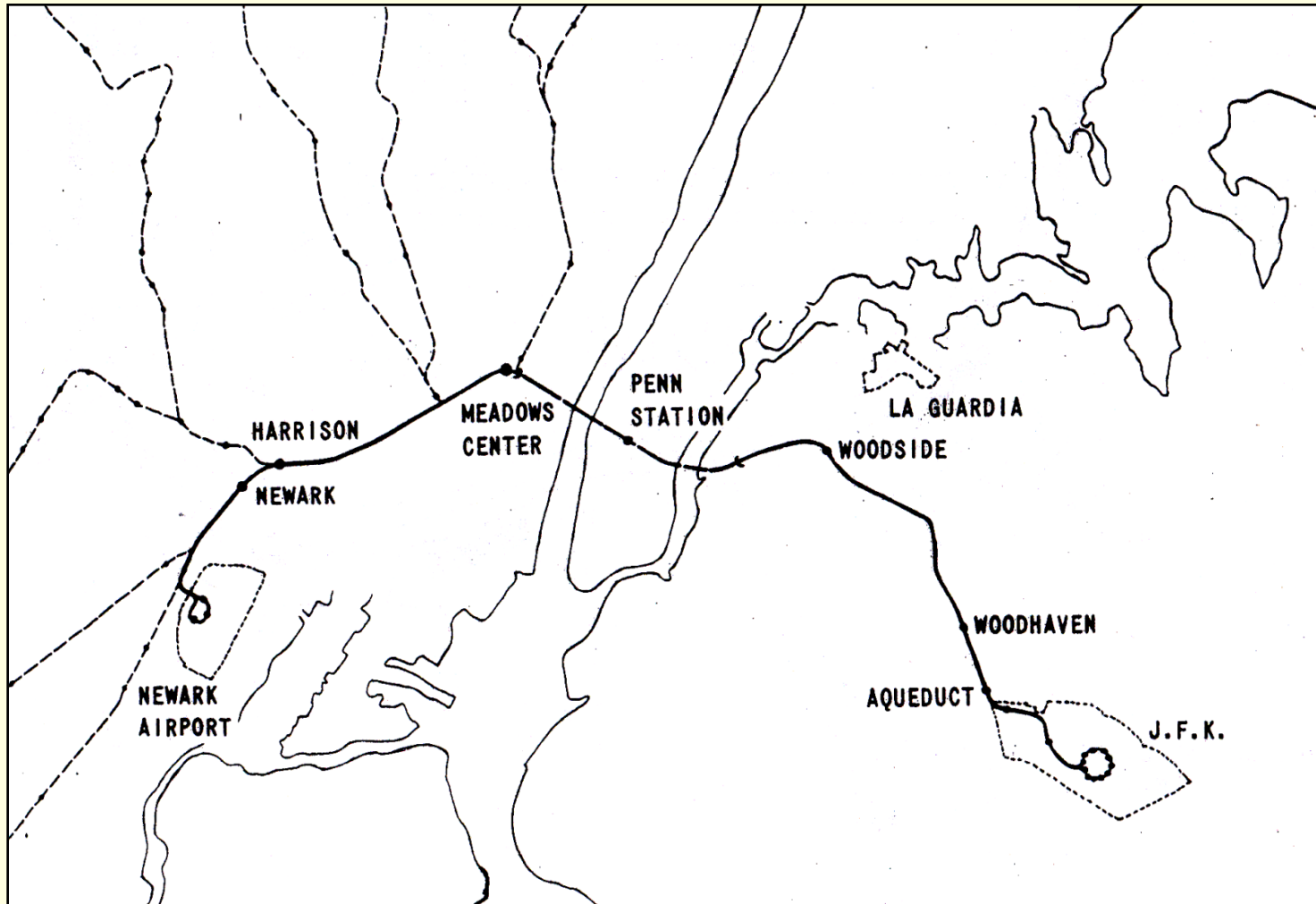
# One-seat ride:

## Penn Station, NY- Newark Airport

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- With new Hudson River rail capacity it is possible to add a new rail loop at Newark Airport, and operate a direct one-seat rail service between Penn Station, NY and Newark Airport's three terminal buildings
- Avoids costly Newark Airport PATH extension
- *Inter-airport shuttle rail service linking Newark Airport with JFK Airport, with trains through-routed at Penn Station efficiently uses limited rail capacity*

# Newark-JFK *inter-airport* rail shuttle service, improves redundancy





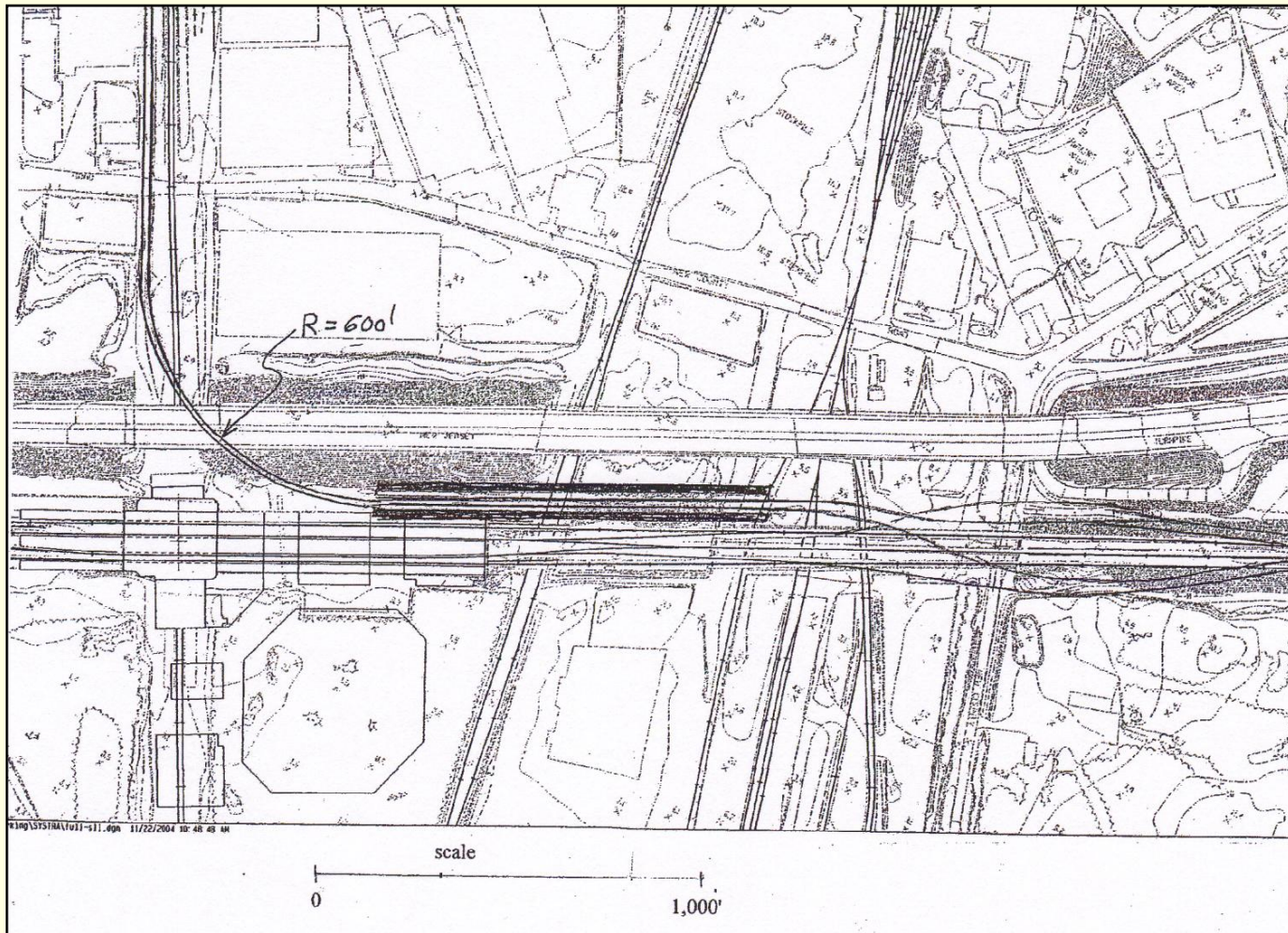
# One-seat rail access to Stewart Airport

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- New Hudson River rail capacity would permit additional rail service using a new track connection at Secaucus, track improvements to the existing Bergen-Rockland regional rail line and completion of a long-proposed track connection to Stewart Airport. This would allow growing overseas air traffic to make use of this underutilized facility.

# Secaucus Connection

## One-seat ride to Stewart Airport

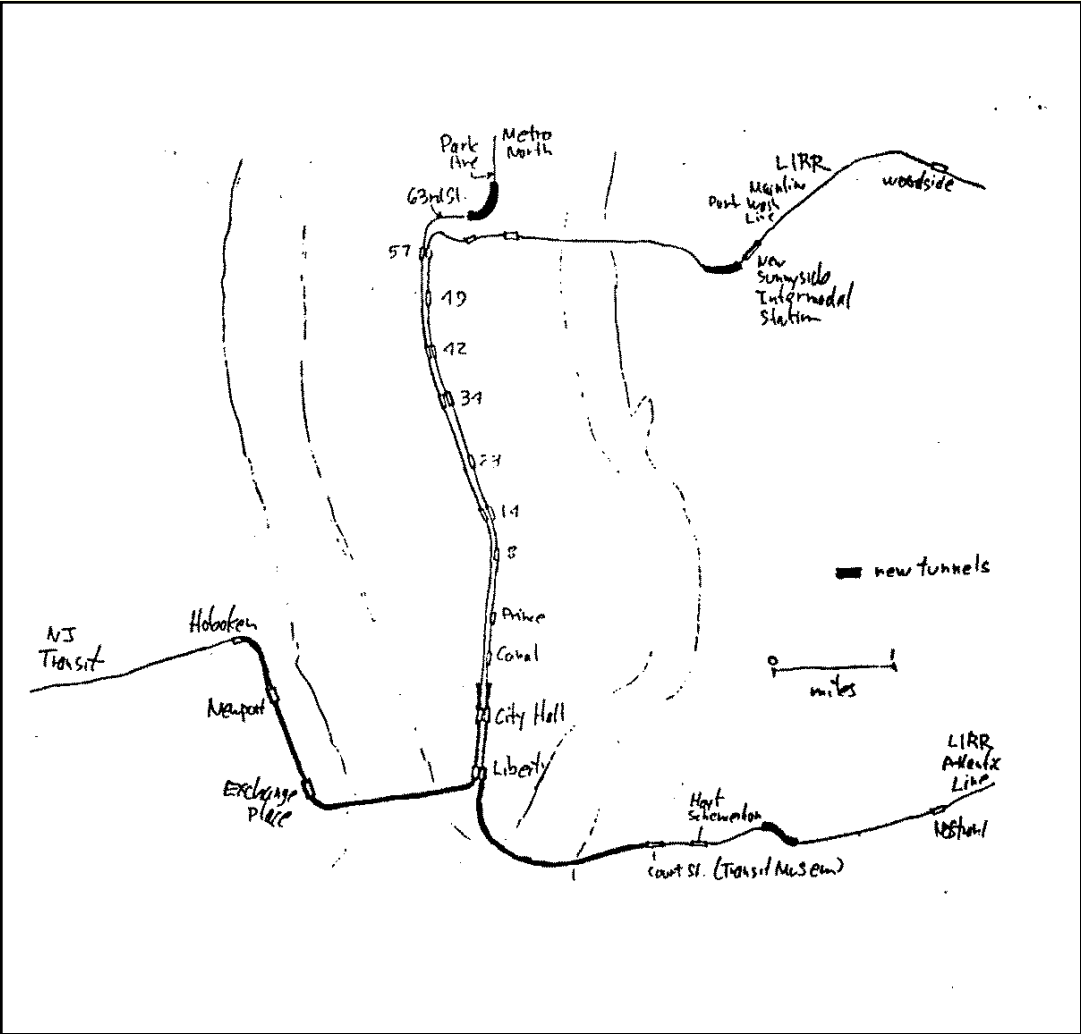


## 2. Begin planning for new regional rail links to Lower Manhattan

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- With regional rail moving forward, detailed planning for regional rail access options to Lower Manhattan could begin. Through-routed hybrid regional rail/subway compatible rail cars could use the subways through Lower Manhattan, connecting with the LIRR Port Washington Branch and the LIRR Atlantic Line, using the 60<sup>th</sup> Street Subway to Queens and the Montague Subway to Brooklyn. Many other options are possible.

# Hybrid regional rail-subway access to Lower Manhattan



# The mayor can make a difference

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- The mayor, even with only four appointees on the MTA Board, has substantial power:
  - The Bully Pulpit of City Hall
  - Veto power over Federal Transportation investments in the NY sector of the region through the NY Metropolitan Transportation Council (NYMTC)
  - The mayor can request that NYMTC fund technical studies that support regional rail

# The Mayor can lead the way to on regional rail planning

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- Establish an *informal*, cooperative regional planning effort for NY-NJ-CT area
- Invite the cities of Jersey City, Hoboken and Newark to join a four-city coalition to move forward on planning for new rail tunnels
- Seek help from the Federal Administration to eliminate fare penalties for JFK and Newark AirTrain service that favor auto use, and to bring Amtrak fully into the regional planning process