

Why Regional Rail Should Be a Top Transportation Priority for New York City

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
ASTOR	HARRISON		15W	3:05P	85	REGIONAL	RICHMOND
PIRE SERVICE	ALBANY		6E	3:07P	3853	NE CORR SEC	TRENTON
ASCENT	NEW ORLEANS	ON TIME		3:14P	6639	MID DIRECT	DOVER
E SHORE LTD	CHICAGO		7W	3:19P	6251	MIDTOWN DIRECT	MONTCLAIR
FAST SEC	LONG BRANCH	ON TIME		3:23P	3503	COAST SEC	SOUTH ANSON
A EXPRESS	WASHINGTON	ON TIME		3:30P	119	METROLINER	WASHINGTON
SEACRUCUS - EMU - STOPS AT MEMPHIS AIRPORT				SEC - STOPS AT SEACRUCUS - EMU - STOPS AT MEMPHIS AIRPORT			



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What is Regional Rail?

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.

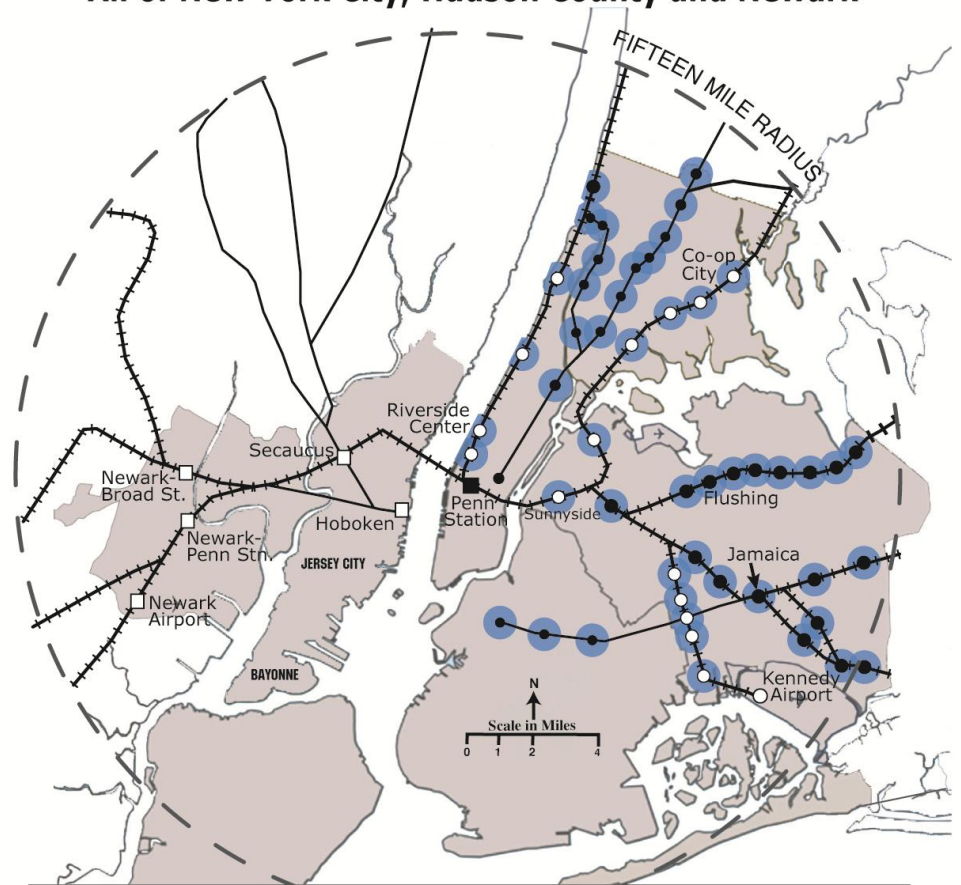
Integrate fares on Regional Rail lines in NYC

- 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 in NYC, extend to NJ urban core

- All regional rail stations in NYC would be included in Central Fare Zone
- Extend to include NJ Transit and PATH stations, plus light rail and local buses, in Hudson County and the City of Newark

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



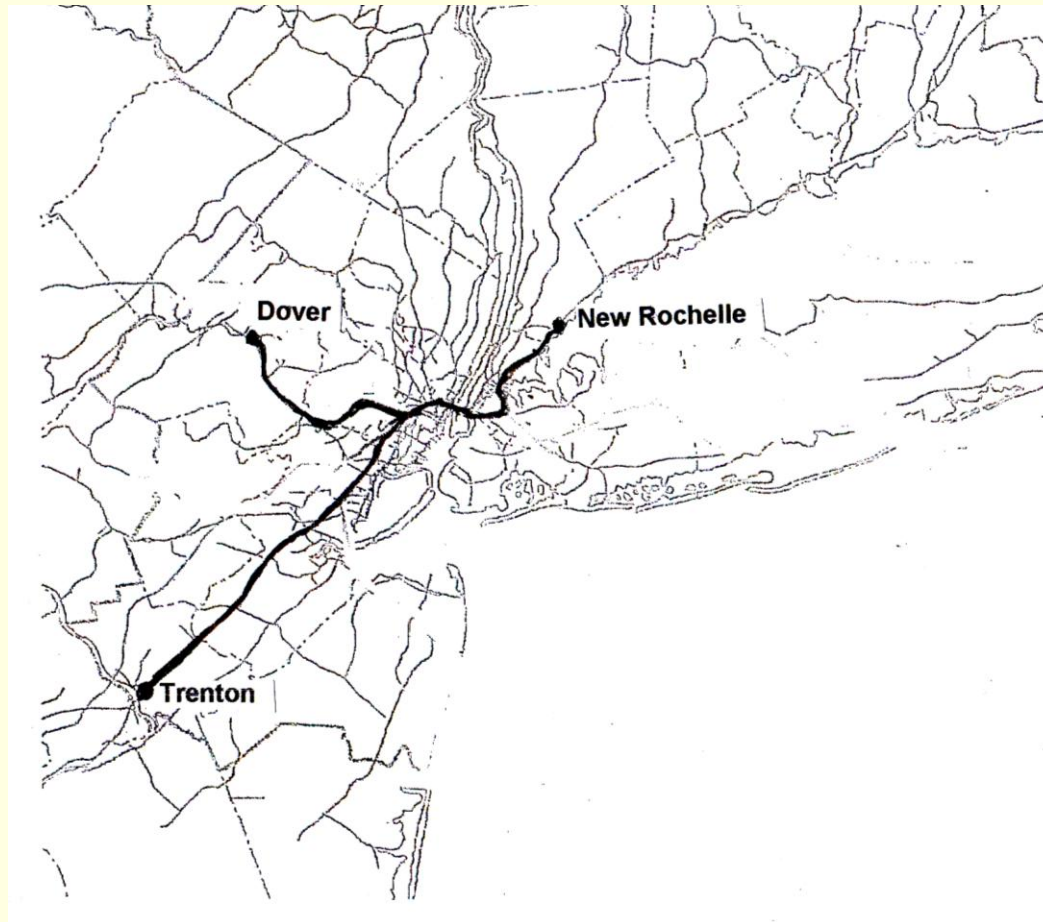
Paul DiMaria June 2014

Through-running at Penn Station now!

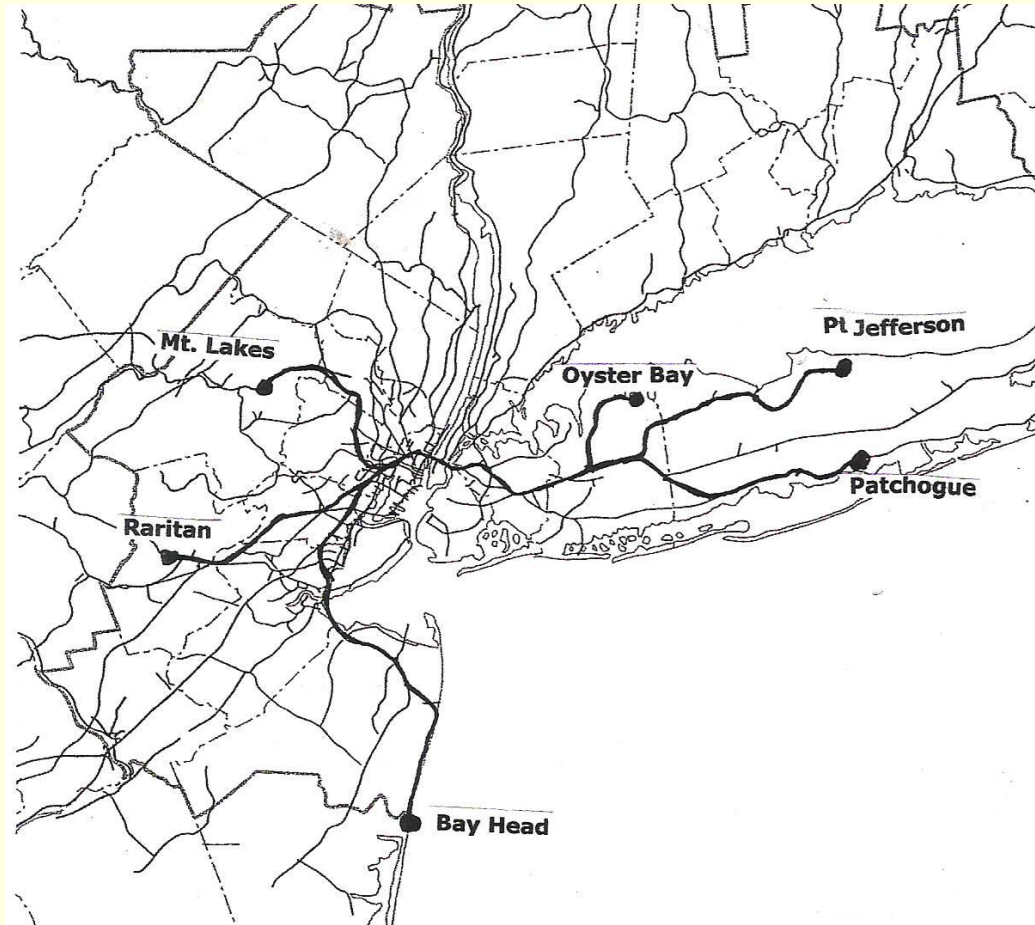
Increases capacity by avoiding conflicts between inbound and outbound trains



extend existing NJ Transit electric service to Westchester



Use existing dual mode locomotives to operate through service



Key Benefits of IRUM's Regional Rail Plan

- 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.

By shifting some car traffic to regional rail

Truck Freight will face less congestion



Regional Rail: Making better use of under-utilized transportation resources, like the Hell Gate Bridge

Regional Rail is affordable

- 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

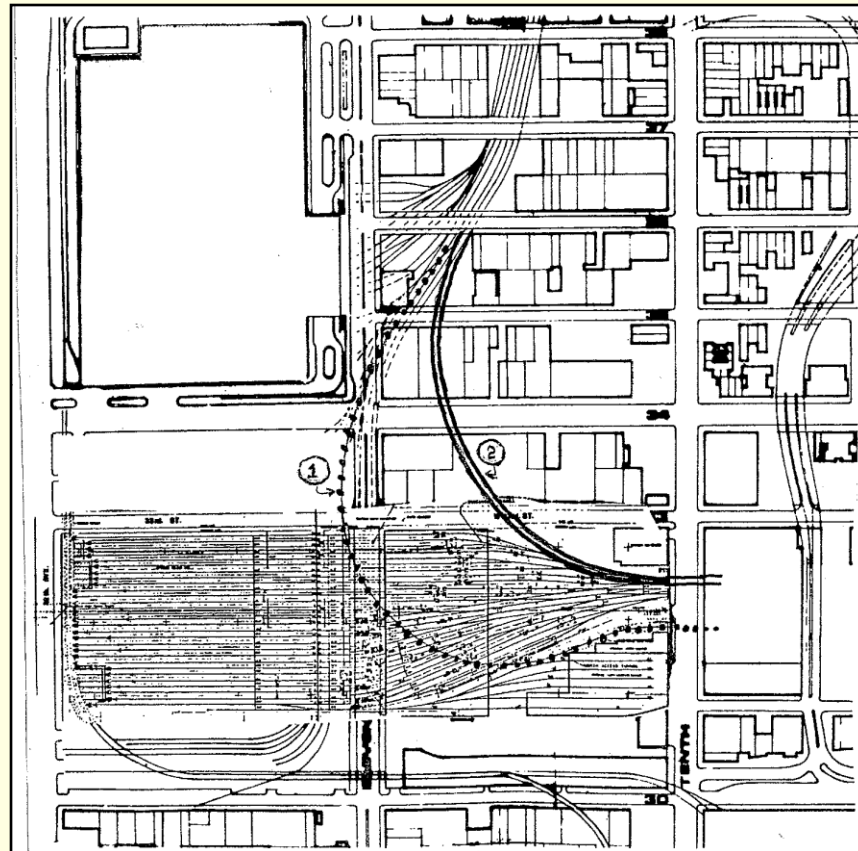


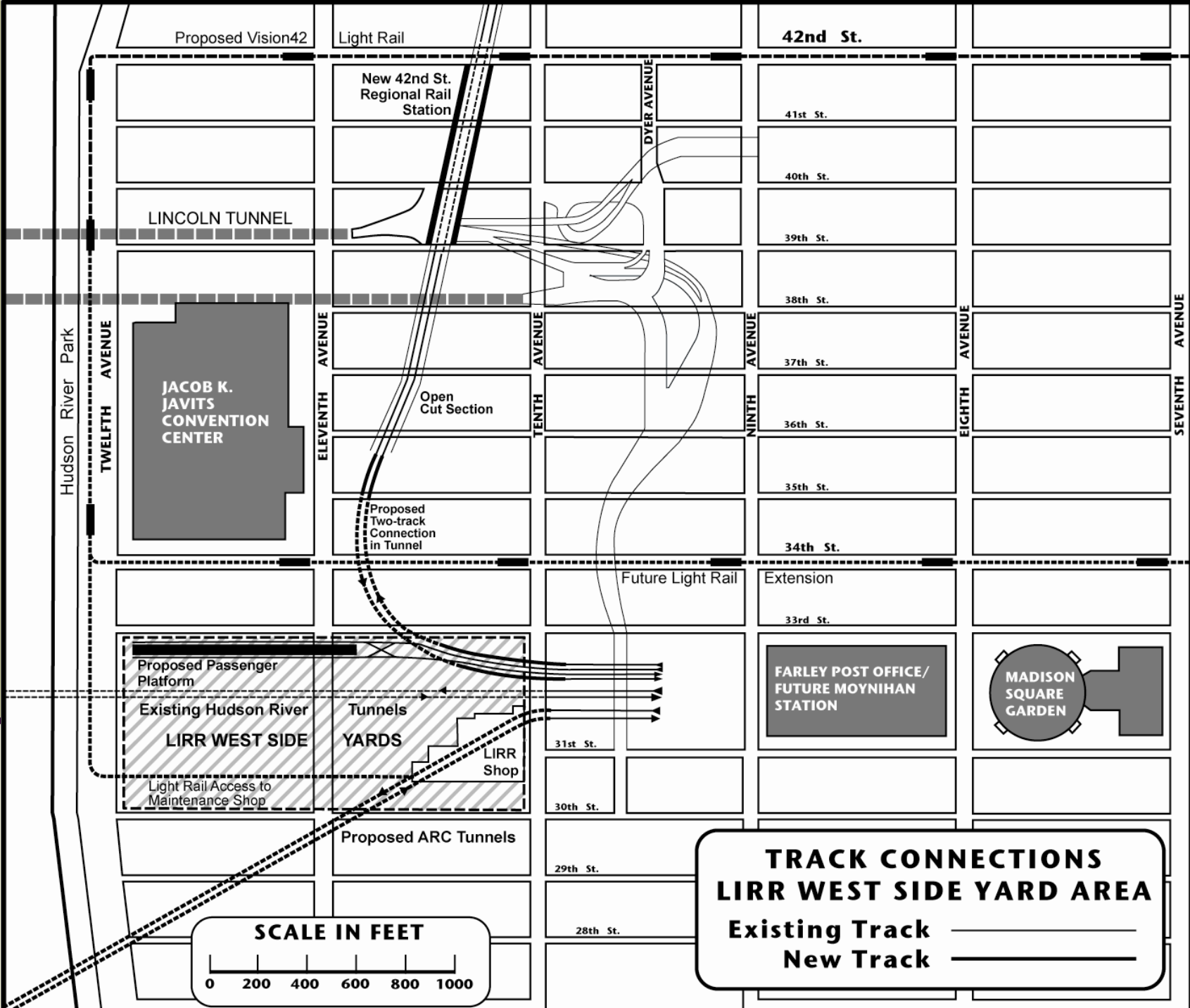
Two Urgent priorities

- 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 using LIRR Rockaway Beach Line in Central Queens

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 freeing up capacity on Harlem Line for more service in the Bronx





Proposed Vision42

Light Rail

42nd St.

New 42nd St. Regional Rail Station

41st St.

LINCOLN TUNNEL

40th St.

39th St.

JACOB K. JAVITS CONVENTION CENTER

38th St.

Open Cut Section

37th St.

36th St.

Proposed Two-track Connection in Tunnel

35th St.

34th St.

Future Light Rail Extension

33rd St.

Proposed Passenger Platform

FARLEY POST OFFICE / FUTURE MOYNIHAN STATION

MADISON SQUARE GARDEN

Existing Hudson River

Tunnels

LIRR WEST SIDE

YARDS

LIRR Shop

31st St.

Light Rail Access to Maintenance Shop

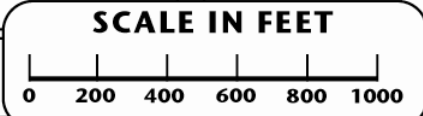
30th St.

Proposed ARC Tunnels

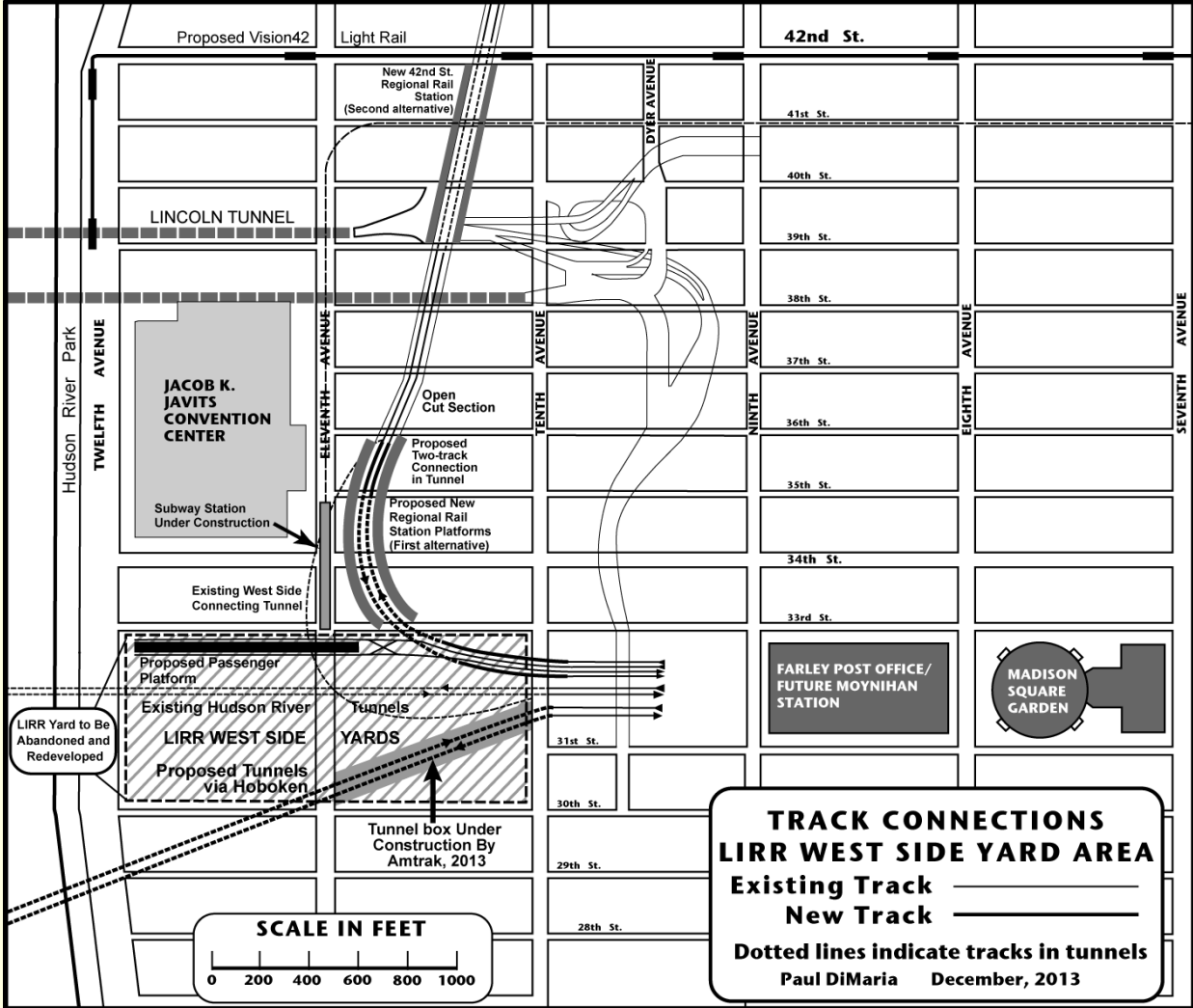
29th St.

28th St.

TRACK CONNECTIONS
LIRR WEST SIDE YARD AREA
 Existing Track _____
 New Track _____



Connection could also include new station at Hudson Yards



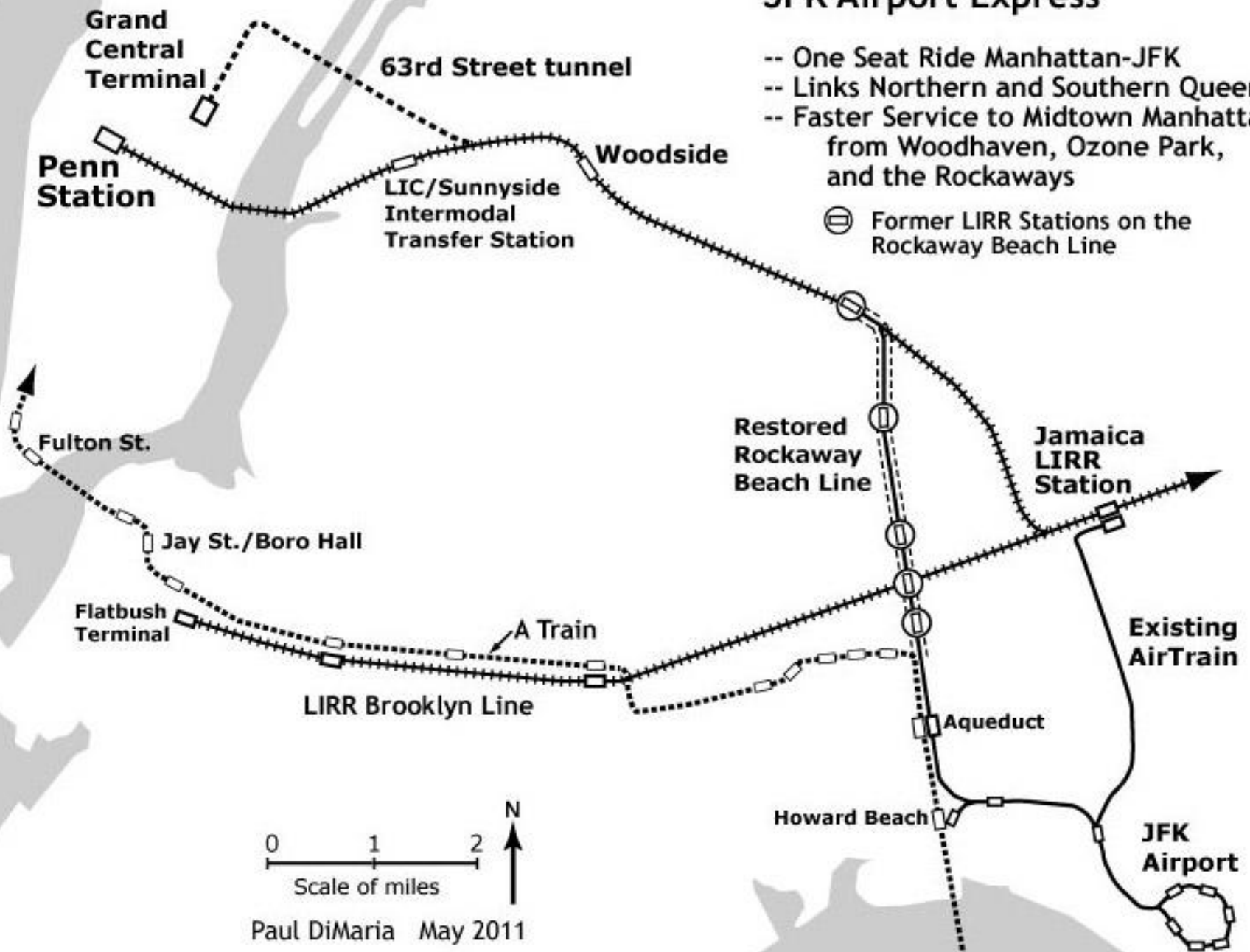
The one-seat ride to JFK is doable very quickly

- 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

Goodbye LGA, hello affordable housing and quieter skies

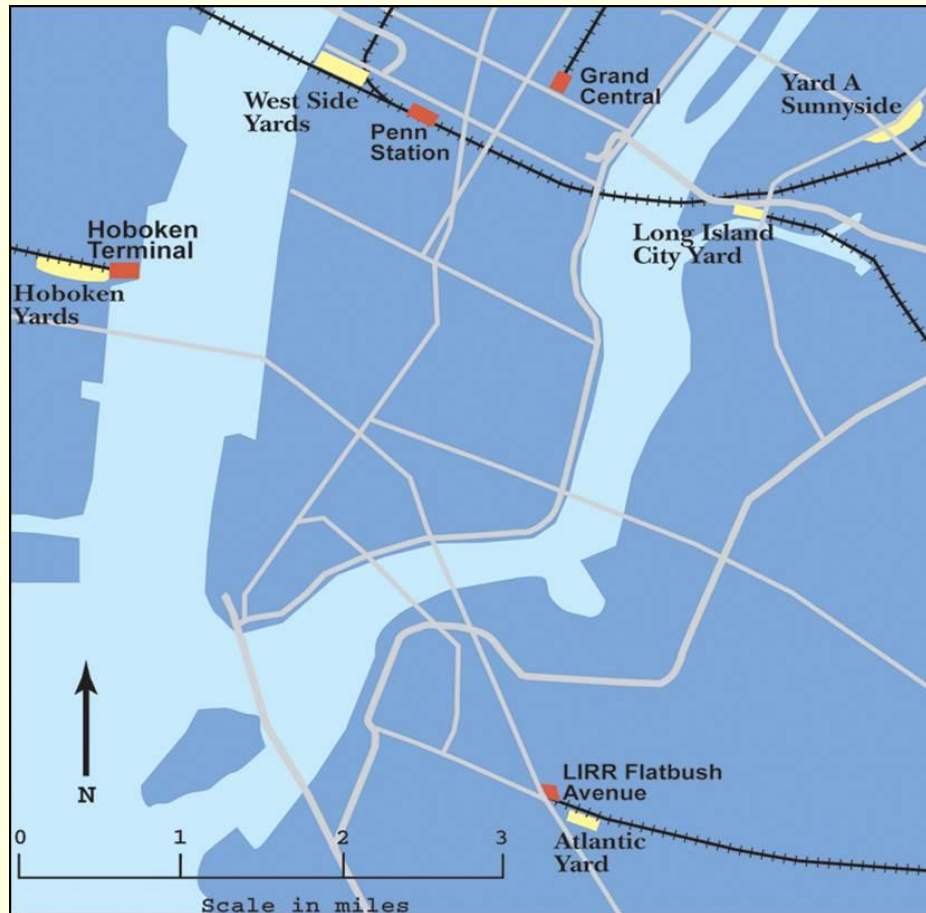
- Postpone constructing new terminal at LGA until:
 - (1) until aircraft noise studies are completed that would determine if using larger aircraft at JFK would permit closing LGA and replacing it with affordable housing
 - (2) until studies are completed to determine if express one-seat ride rail service between Manhattan and JFK can attract most air passengers now using taxis and limos between Manhattan and LGA.

Eliminate yards for midday storage of rail cars in NYC

- **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.

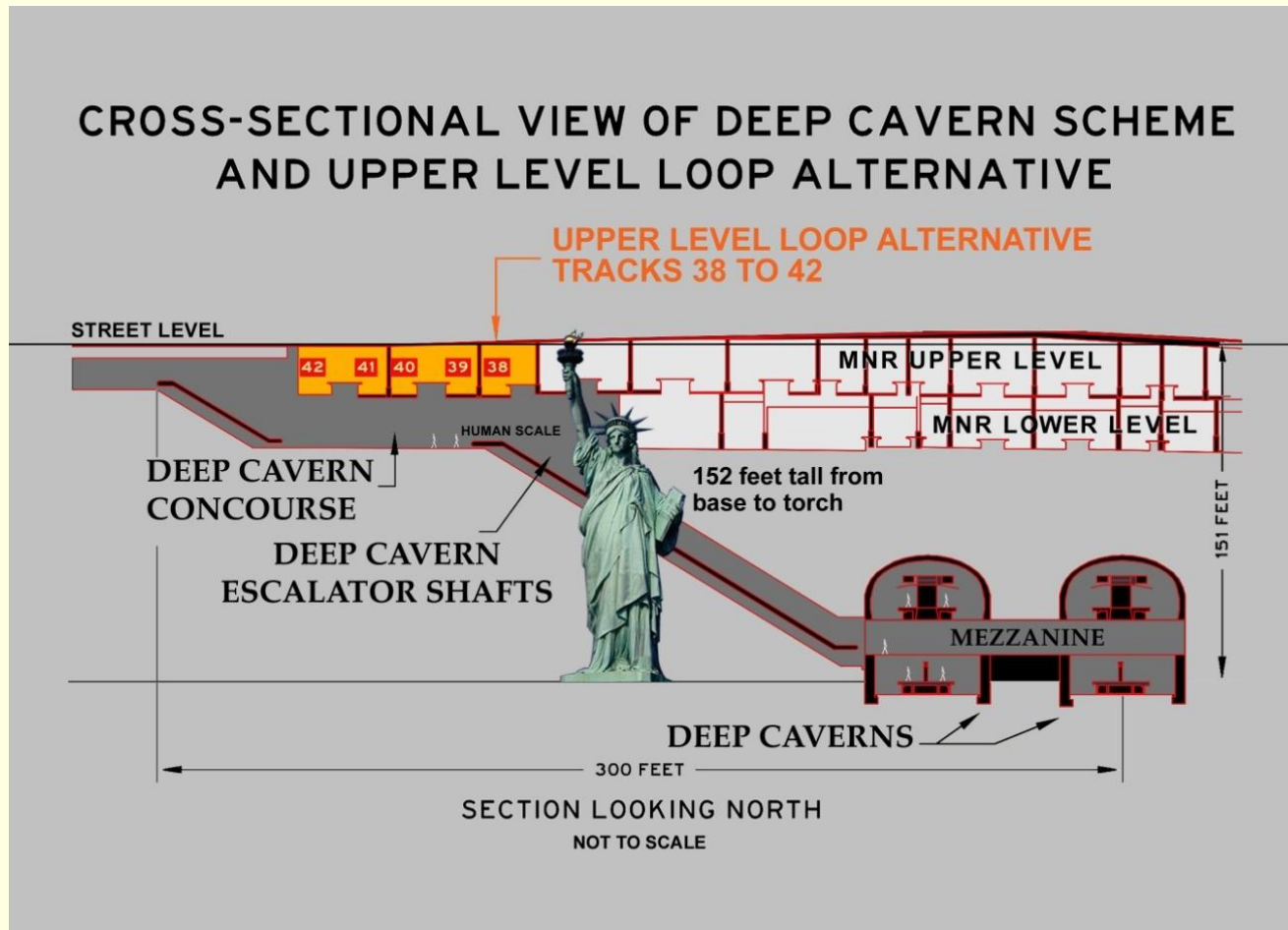


Yards are in areas that have had significant residential and commercial development in recent years.

There's still time to consider a better plan for LIRR East Side Access

- 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 MTA's Deep Cavern plan with the cost of moving forward with a much better plan to advance Upper Level Loop Alternative (ULLA) developed by the Delcan Corp., Canada's largest engineering firm.

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



ULLA would make LIRR ESA a better project for NYC

- 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 fire or terrorist attack

Planning for the longer term

NYC can urge establishment of comprehensive three-state planning process, with a full commitment to public involvement and transparency, that would lay the groundwork for additional regional rail initiatives, including:

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

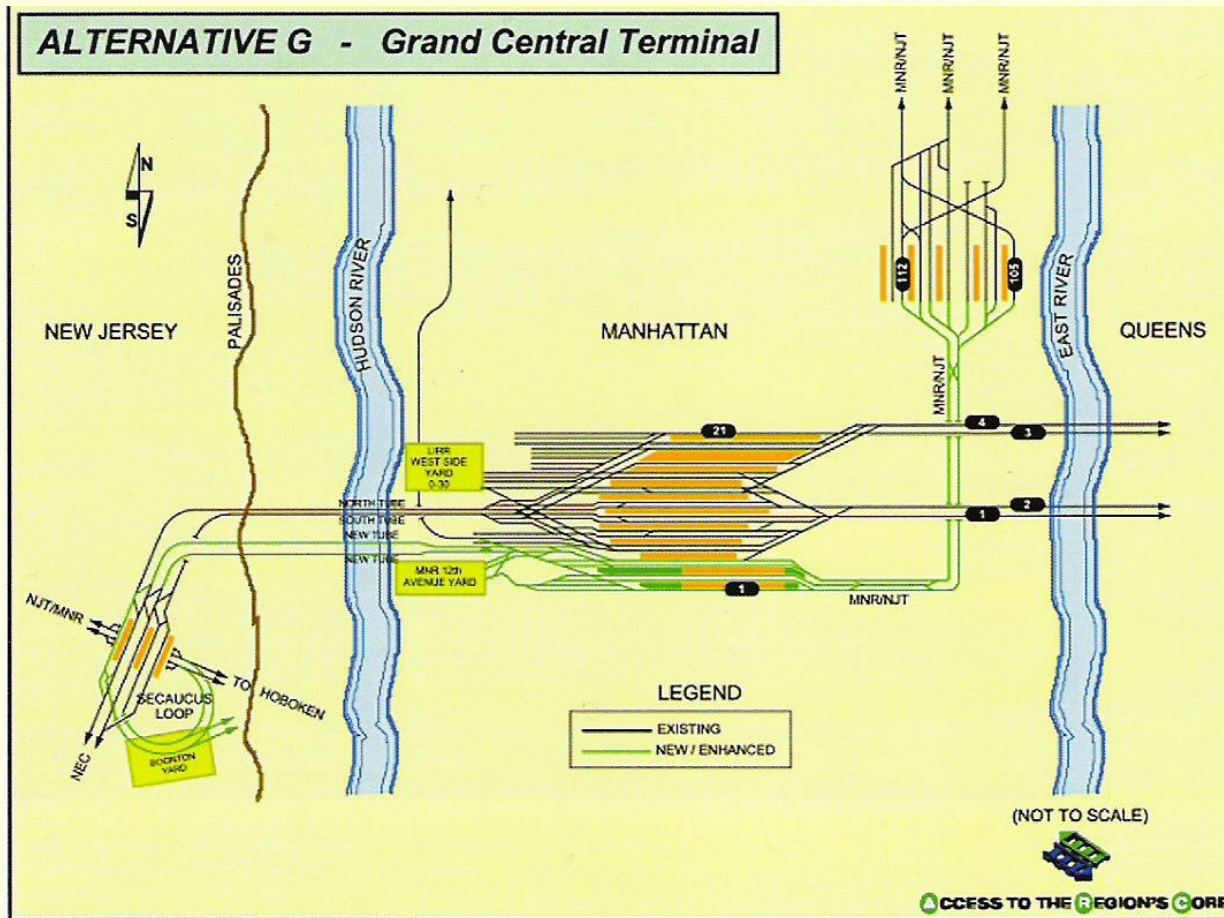
1. Restore Planning for new Hudson River tunnels

- Begin by requesting that MTA, NJ Transit, PA and Amtrak fully release all relevant studies, currently not available to the public, that detail an earlier plan that would connect new tunnels directly into Penn Station, and then continuing on to Grand Central as developed in Access to the Region's Core (ARC) plan

Why connect Penn Station and Grand Central Terminal?

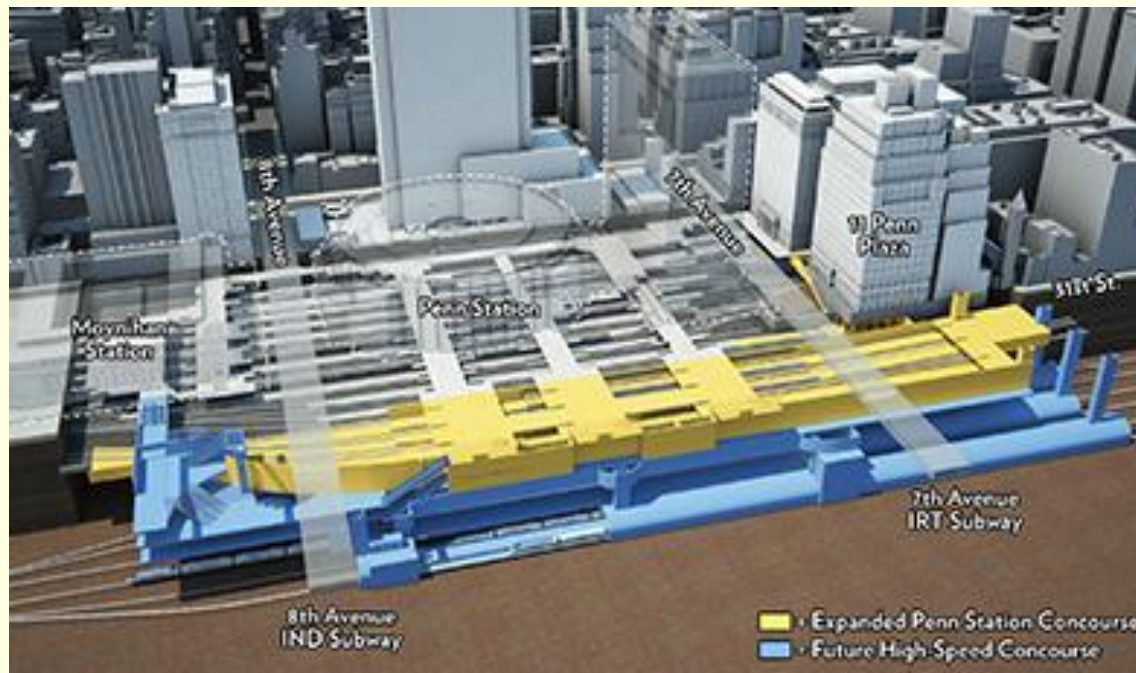
- Ease access to East Midtown for West of Hudson travel
- Ease access to West Midtown from north
- Shift riders now using crowded subways
- Improve NEC HSR, reducing air travel
- Gain capacity with GCT a through station
- Reduce capital and operating costs of the new Hudson River tunnel plan

The Penn Station – Grand Central connection plan would be the centerpiece of a world class regional rail system



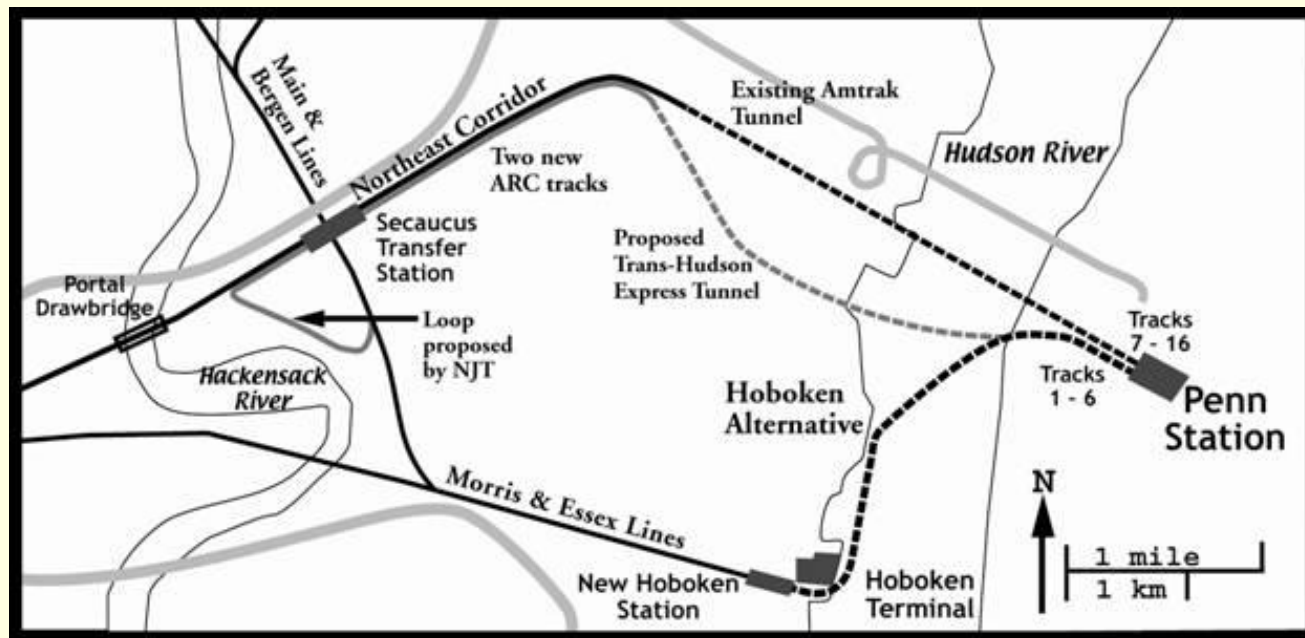
Penn Station-GCT link avoids need Penn Station South

- Saves cost and avoids displacement of dozens of building housing thousands of workers
- More accessible to existing subways

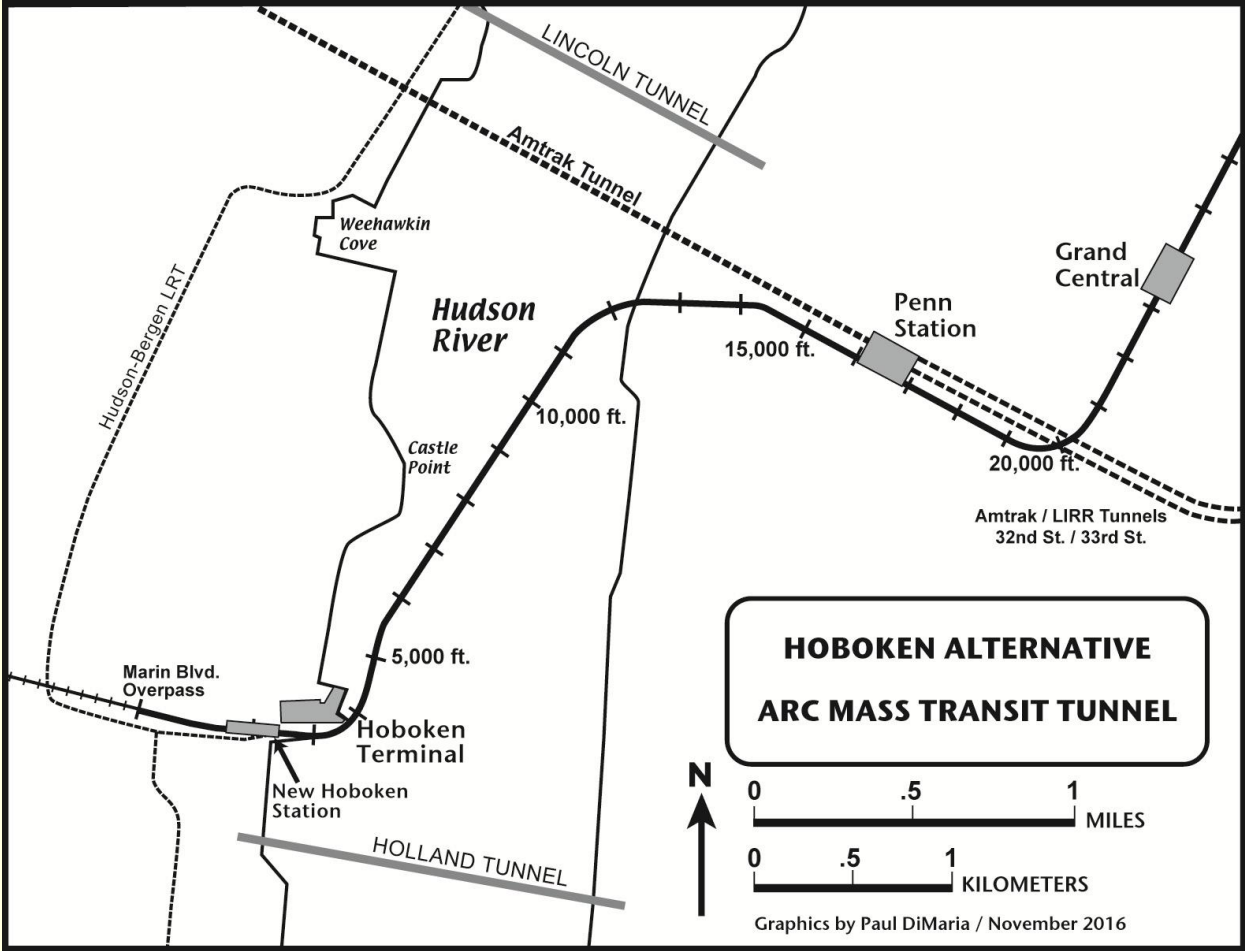


Consider Hoboken Alternative for new Hudson River tunnels

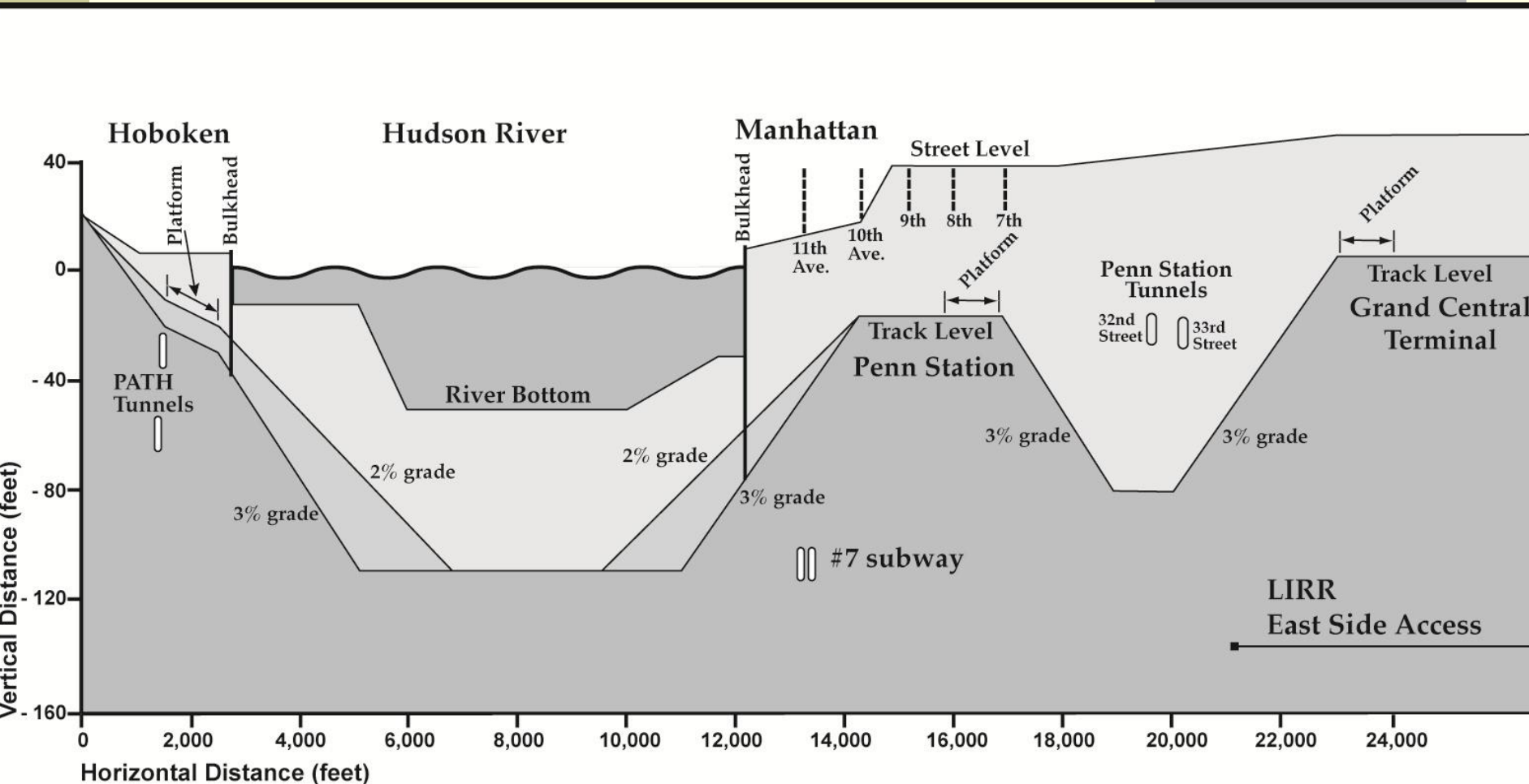
- Serves Jersey City-Hoboken Business District – NJ's Largest
- Links Hoboken-Penn Station –GCT
- Makes better use of existing infrastructure
- Uses existing Hackensack River bridge



Plan for Hoboken-Penn Station-GCT Connection



Profile for Hoboken-Penn Station-GCT Connection



New Hudson River Passenger Rail Tunnels - Profile

Graphics by Paul DiMaria / October 2016

Urge Amtrak to Join forces with MTA, NJ Transit and PA

- 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.

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

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

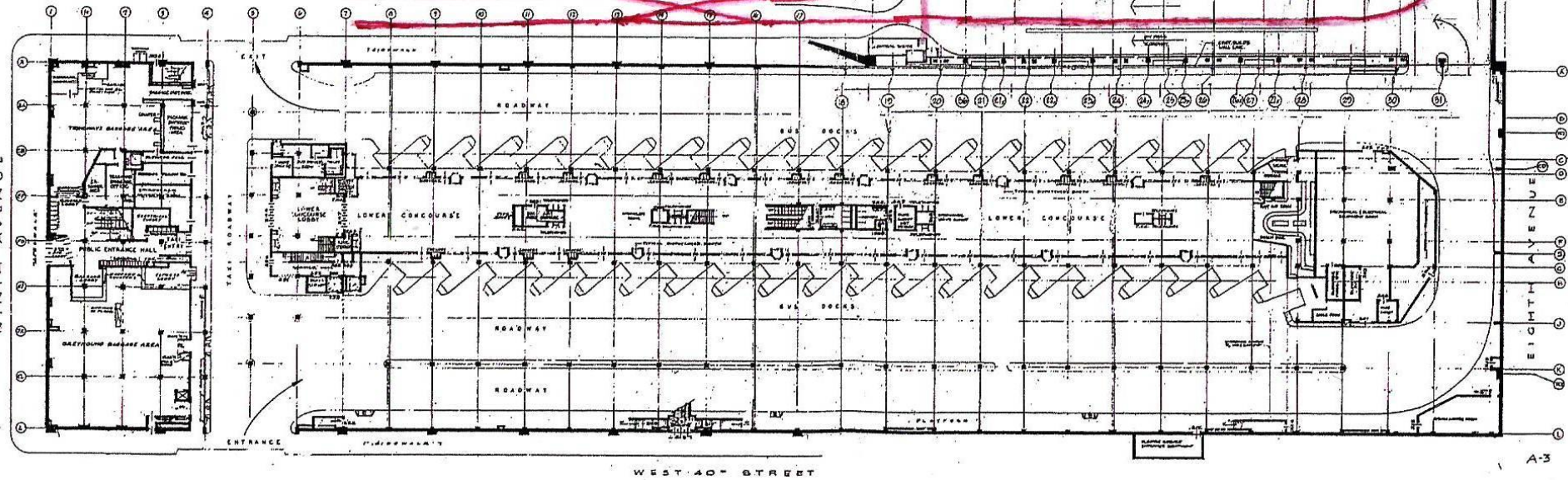
Shrink PA Bus Terminal to existing subsurface bus berths

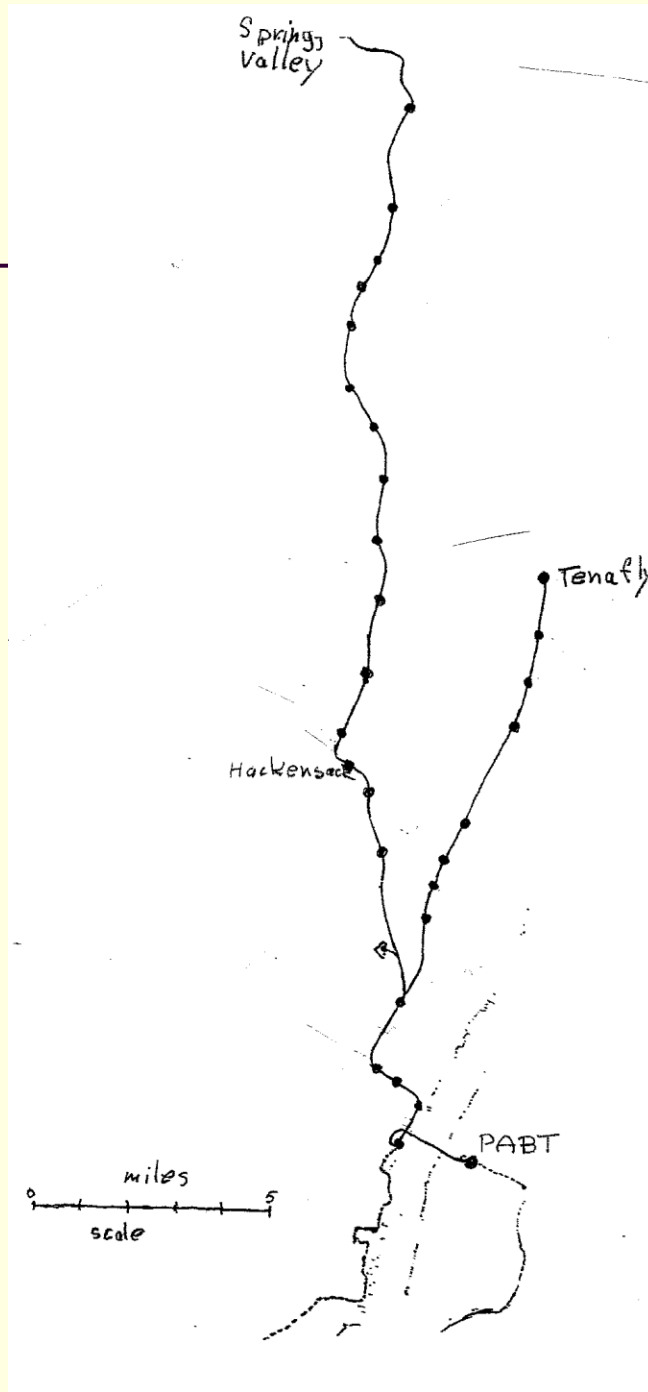
- With doubling of Hudson River regional rail capacity, and with Penn Station-GCT connection, most west-of-Hudson buses can serve as local feeders to regional rail.
- The massive PA Bus Terminal could be removed, leaving the existing subsurface berths for longer distance and charter buses, with new office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



THE PORT AUTHORITY OF NY & NJ
 THE NEW PORT AUTHORITY BUS TERMINAL
 LOWER BUS LEVEL

scale 100'



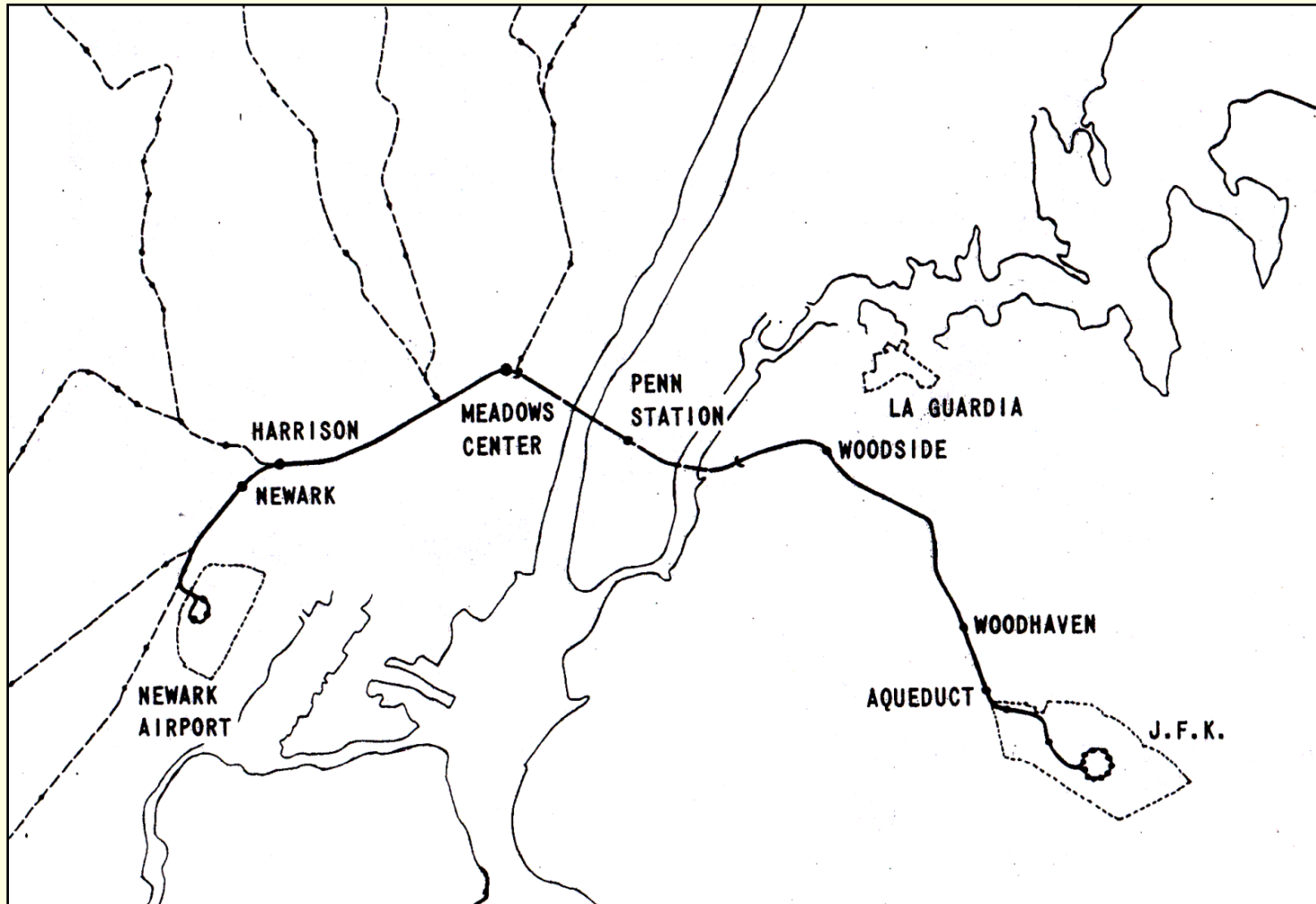


One-seat ride:

Penn Station, NY- Newark Airport

- 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

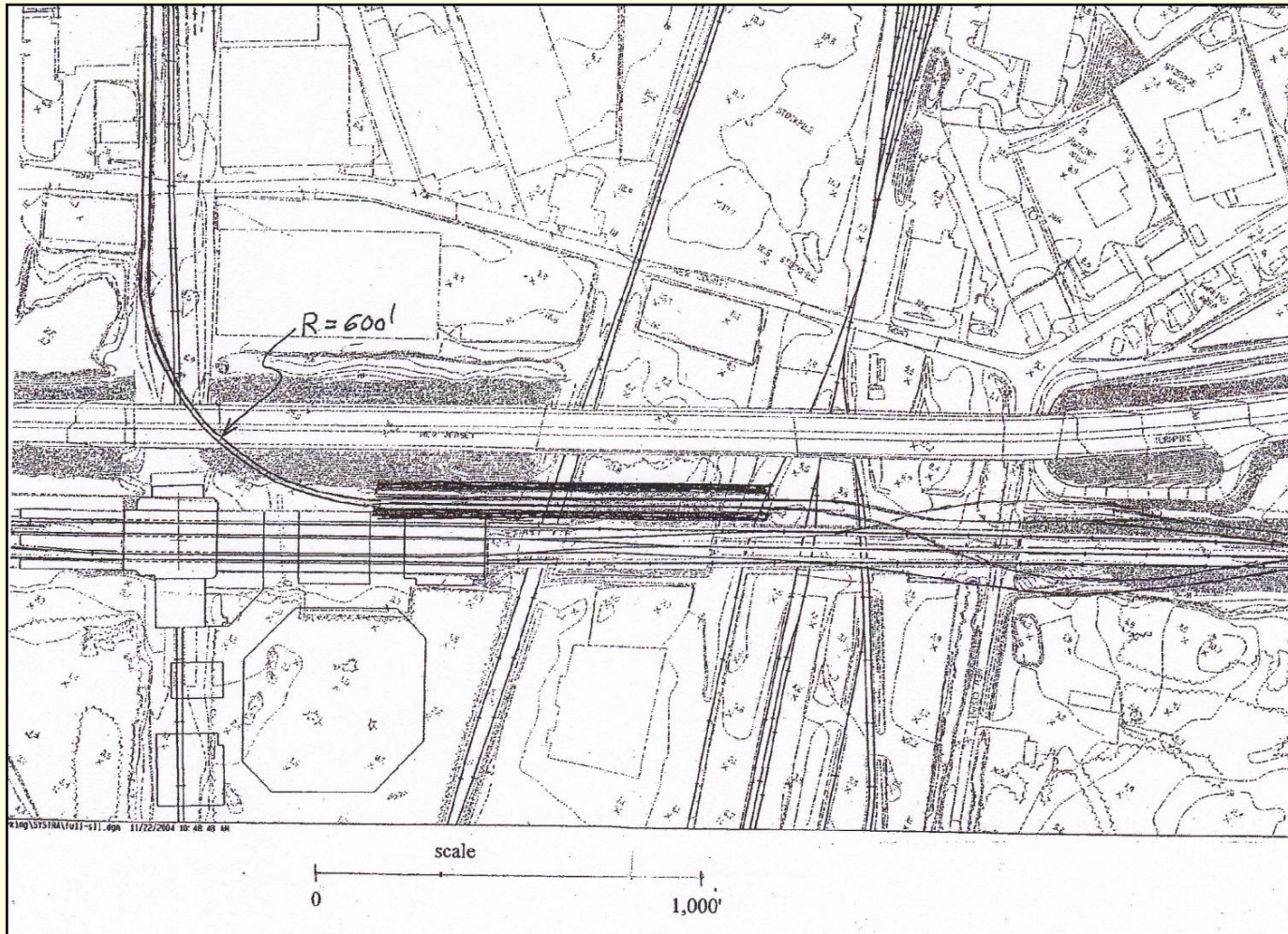


One-seat rail access to Stewart Airport

- 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

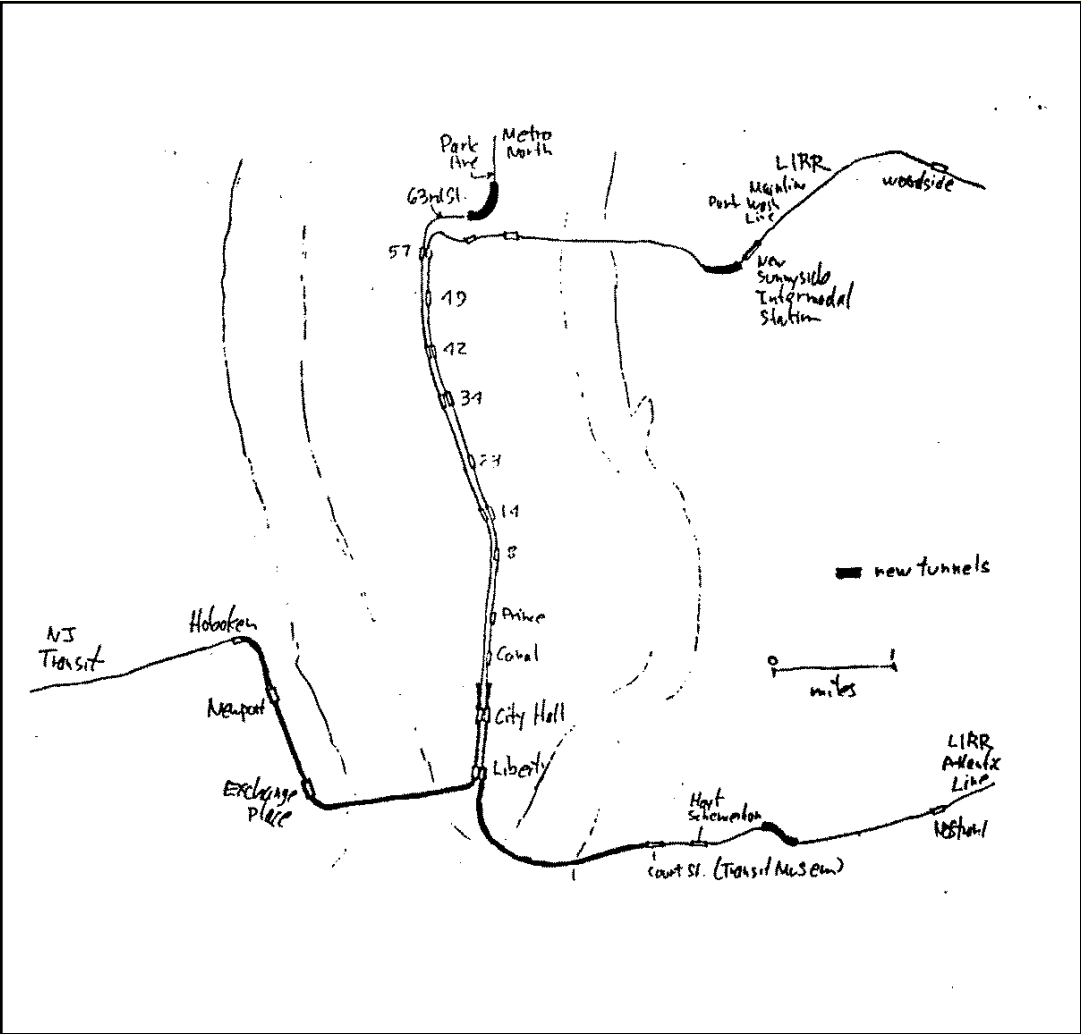
One-seat ride to Stewart Airport



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

- 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 60th Street Subway to Queens and the Montague Subway to Brooklyn. Many other options are possible.

Hybrid regional rail-subway access to Lower Manhattan



3. Coordinate Planning for new rail freight and passenger tunnels

- With new Penn Station-Grand Central trunkline in place, existing tunnels can be used off-peak, for high-performance single-level container trains and other properly dimensioned rail freight cars
- Existing car float can be enhanced , funded with a comprehensive congestion pricing plan
- Current environmental studies for new rail freight tunnel should be broadened to include combined freight/passenger options

Start by using existing PRR tunnels more effectively



The mayor can make a difference

- 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

- 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