

# Expanding Transit in the New York Metropolitan Region

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Regional Plan Association

# Regional Plan Association

Non-profit research, planning and advocacy organization dedicated to improving the New York metropolitan region's economic health, environmental sustainability and quality of life for nearly a century.



**31**

Counties

**783**

Municipalities

**13,000**

Square miles

**23 Million**

Residents

**\$1.5 Trillion**

Economy

**11 Million**

Jobs

**4.3 Billion**

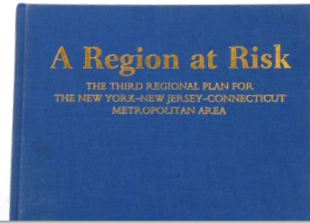
Annual transit trips

**2 Million**

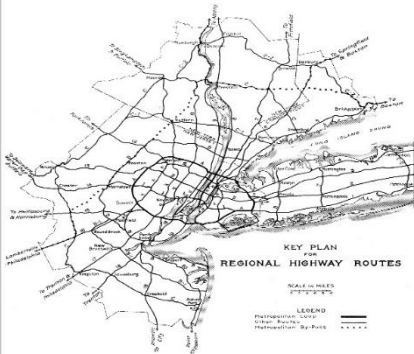
Acres of protected land



# Four Regional Plans



1929  
First Regional Plan



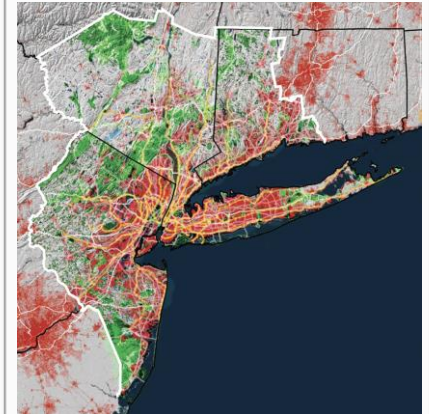
1968  
Second Regional Plan



1996  
Third Regional Plan

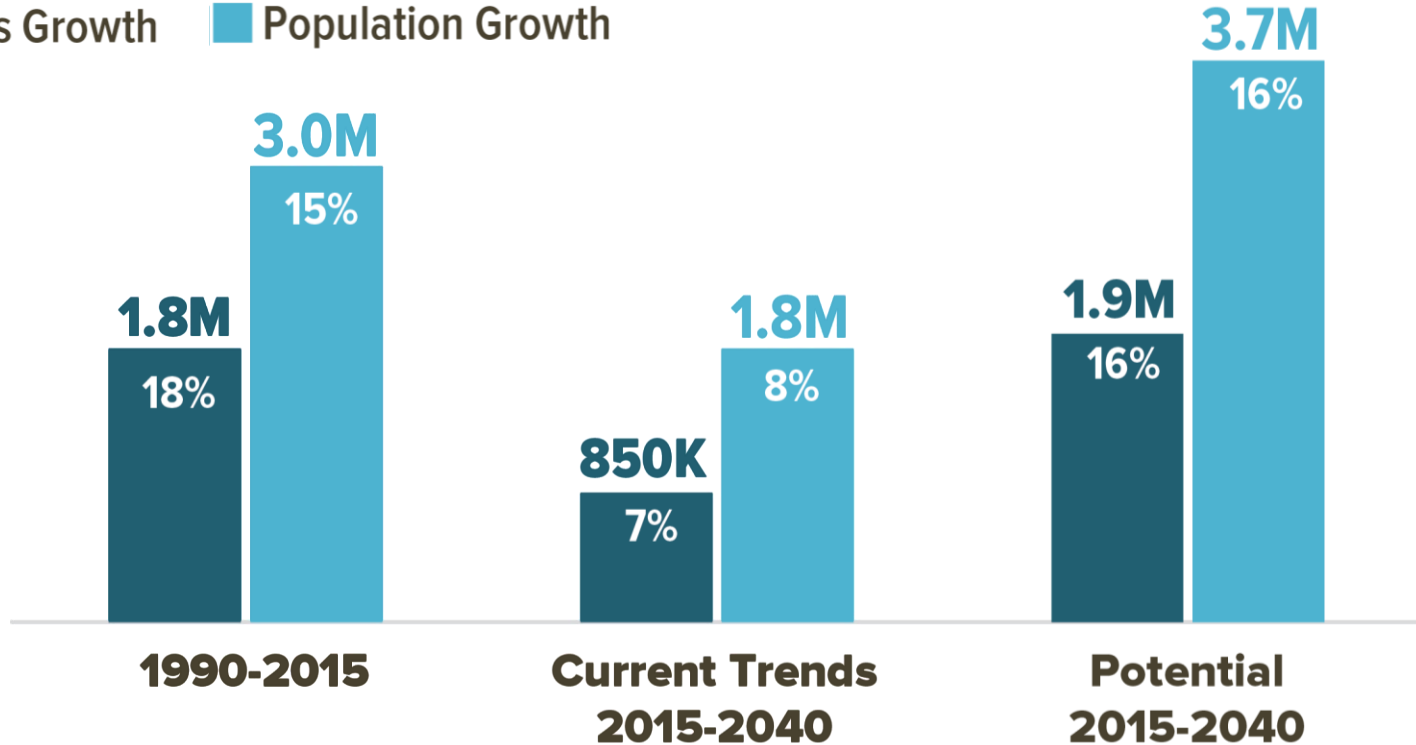


2017  
Fourth Regional Plan



# Potential vs. Business-as-Usual Growth 2015-2040

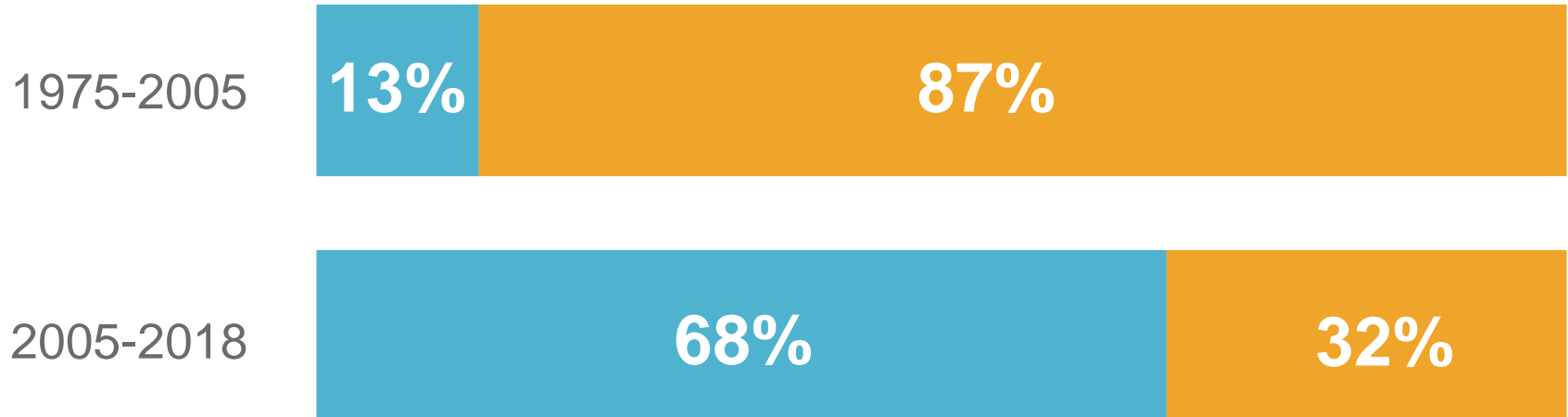
■ Jobs Growth   ■ Population Growth



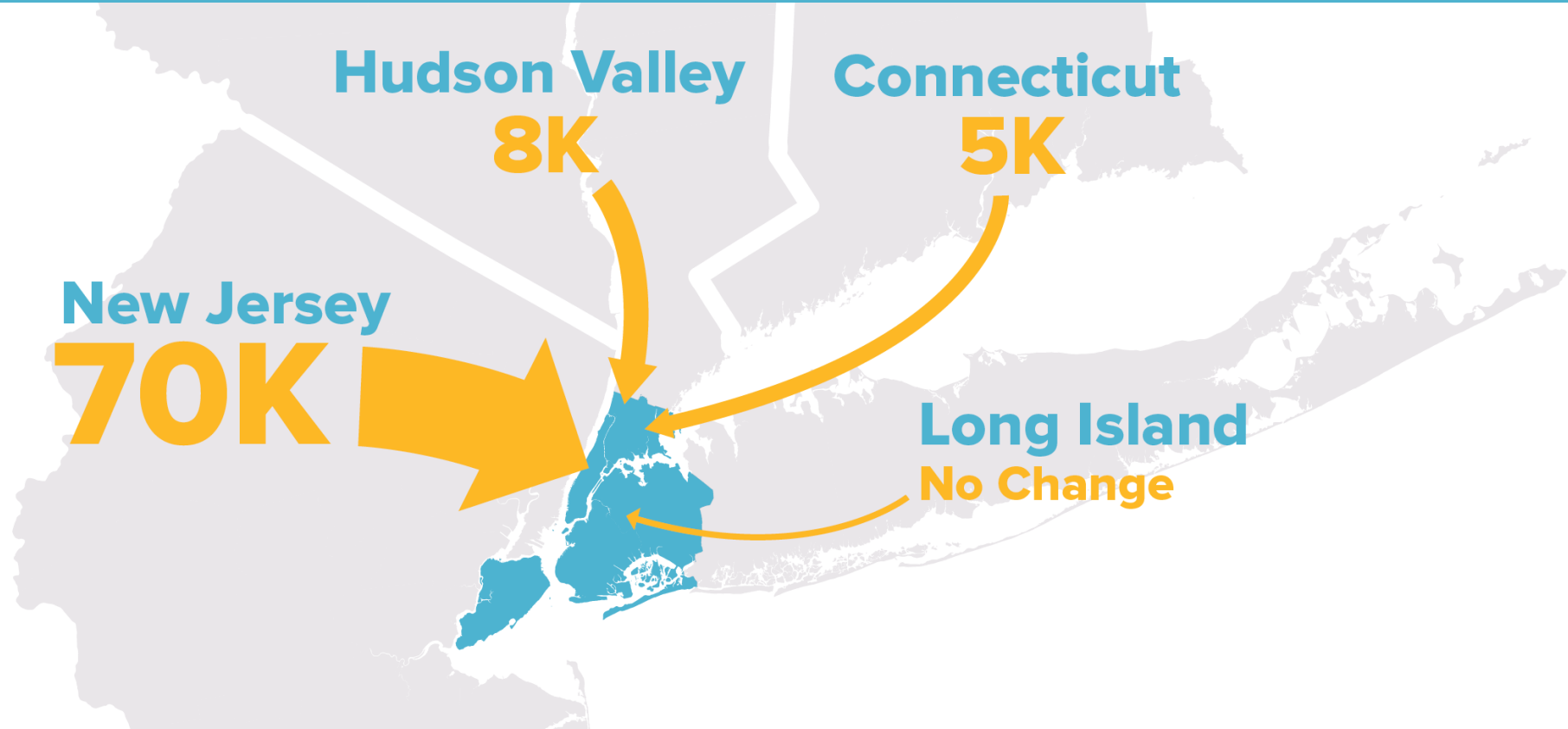
# Complete Reversal of Growth Patterns

Percentage of Net New Jobs

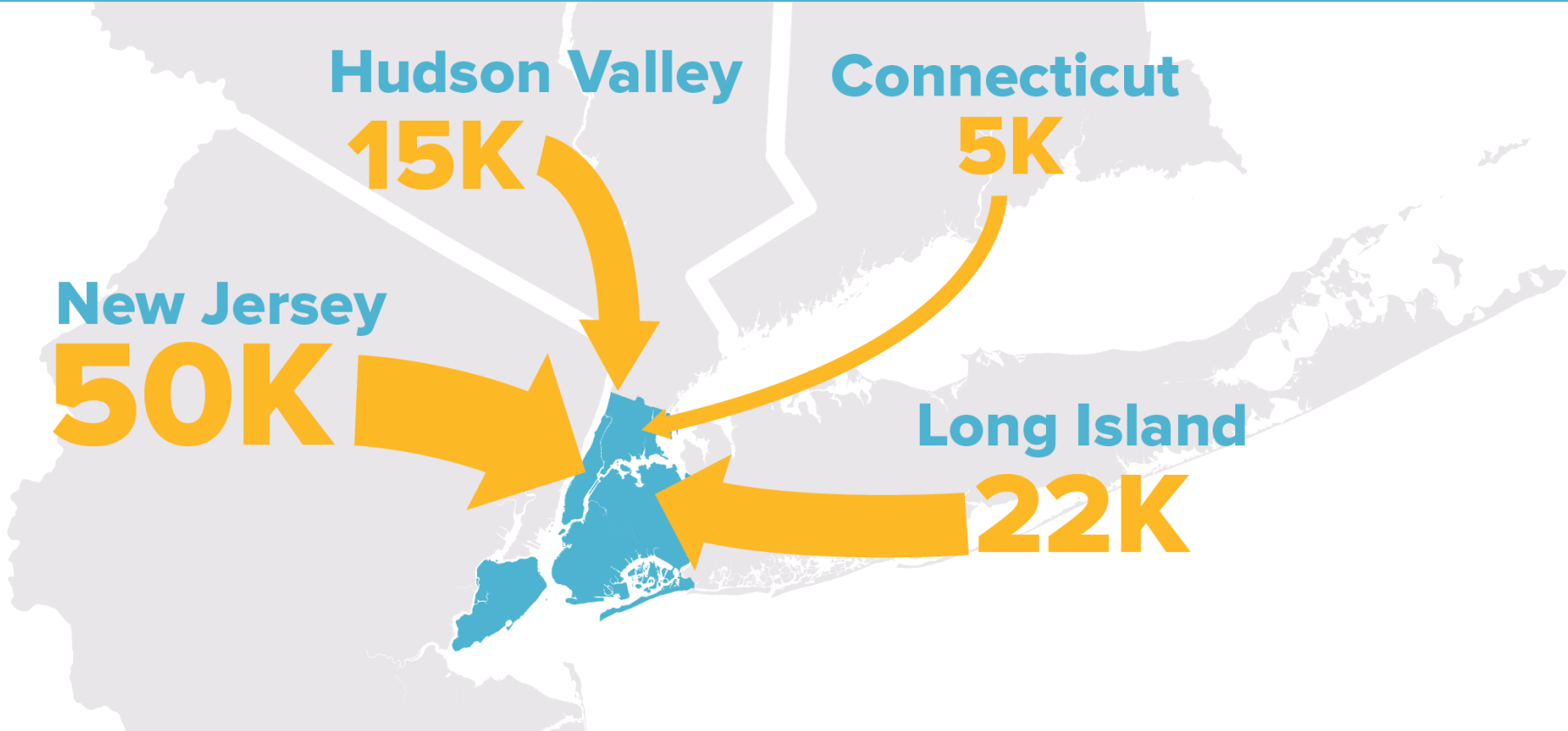
■ New York City      ■ Rest of Region



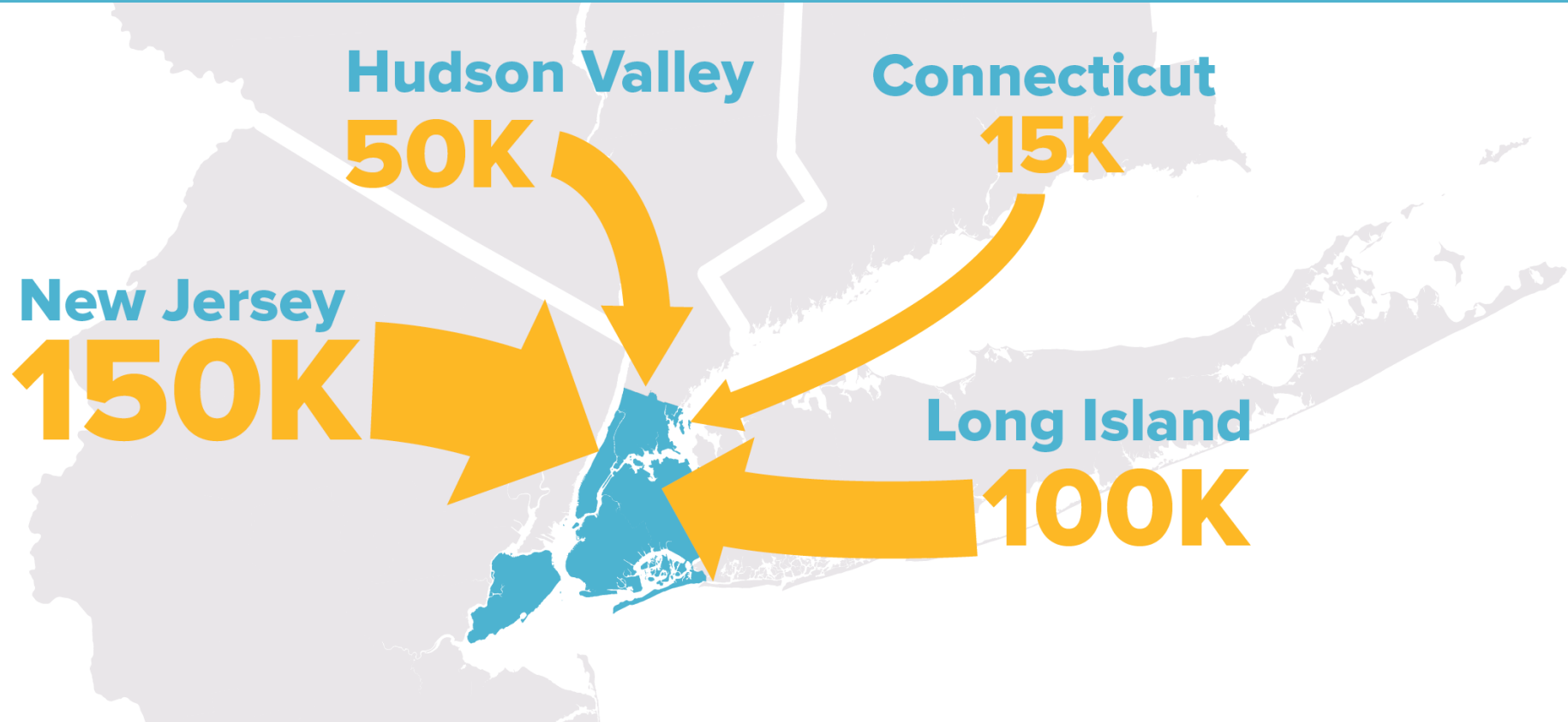
# Increase in NYC-bound Commuters, 1990-2010



# Increase in NYC-bound Commuters, 2010-2015

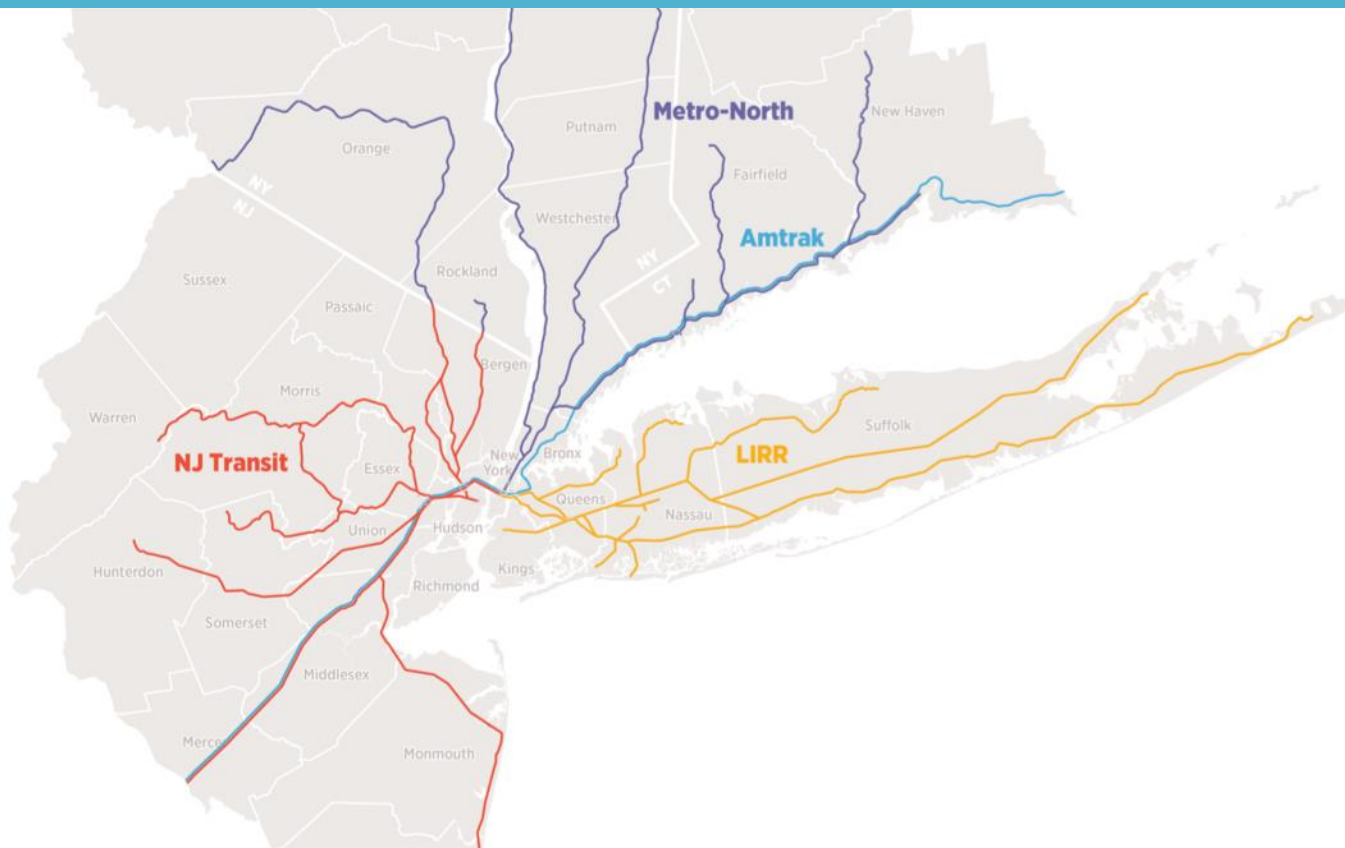


# Projected Increase in NYC-bound Commuters, 2015-2040



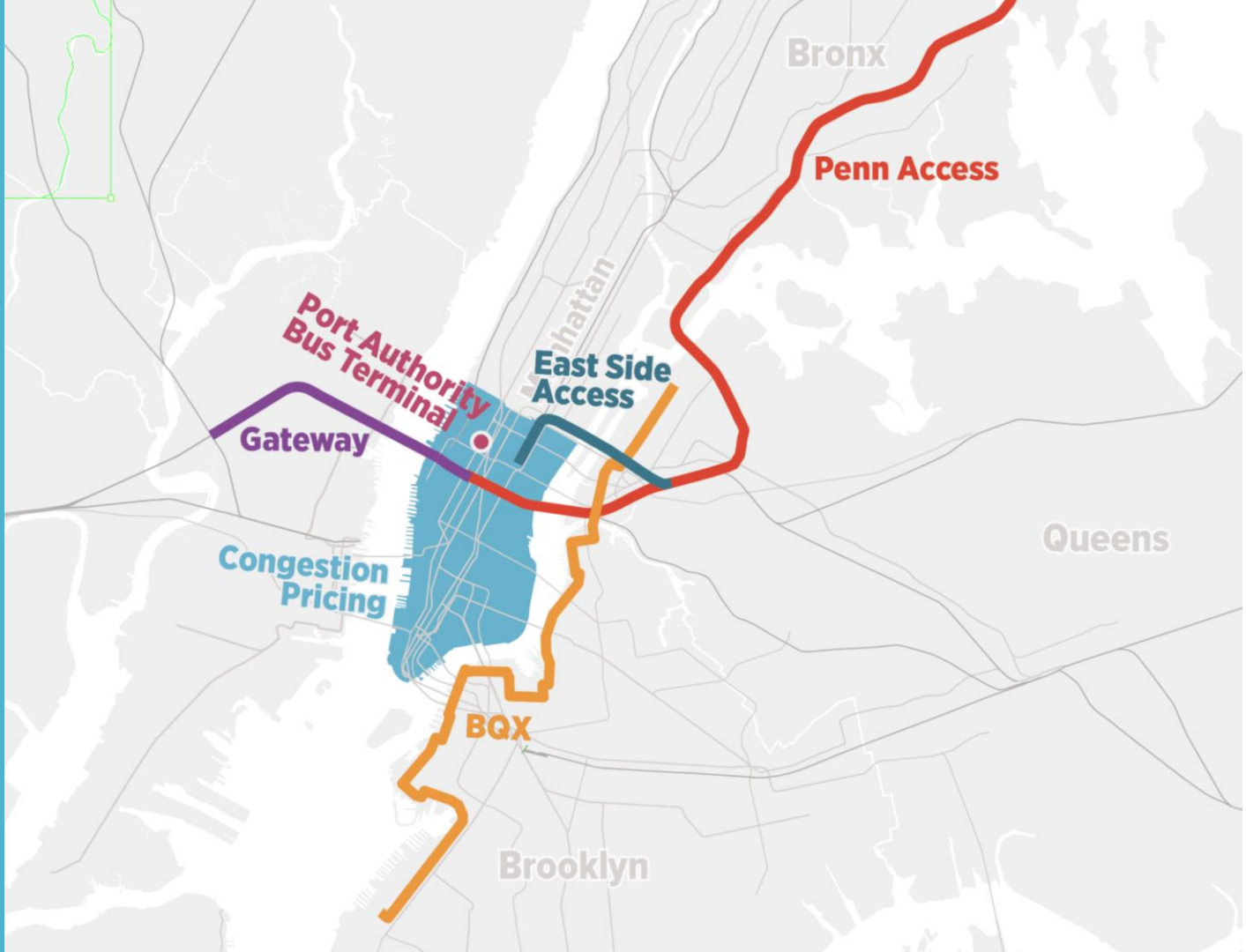


# Expanding the Region's Commuter Rail Network



# Critical Investments

- East Side Access
- Penn Access
- Gateway



# East Side Access

- Opening 12/22
- \$11 Billion
- 160K trips/day
- One-seat ride from Long Island to Grand Central
- Direct transfer to Long Island from NHL
- 50% of LIRR riders expected to shift from Penn Station to GCT, opening up slots at Penn for MNR trains
- Allow MNR to run trains on the NHL directly to Penn Station



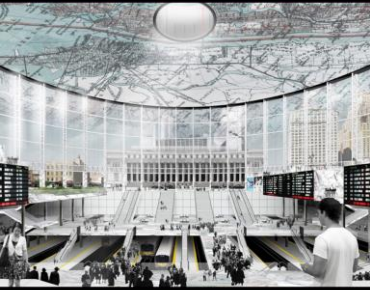
Map: MTA

# Penn Access

- Begins once ESA is completed, freeing up space at Penn Station; Opening 2025?
- \$1 Billion
- 275K trips/day
- Will use existing track, owned by Amtrak
- Only 3 miles of new track on an existing r-o-w needed for the project
- Create resiliency in the system for MNR
- Provides one-seat ride from Westchester and Fairfield to Penn Station
- 4 new stations in the Bronx

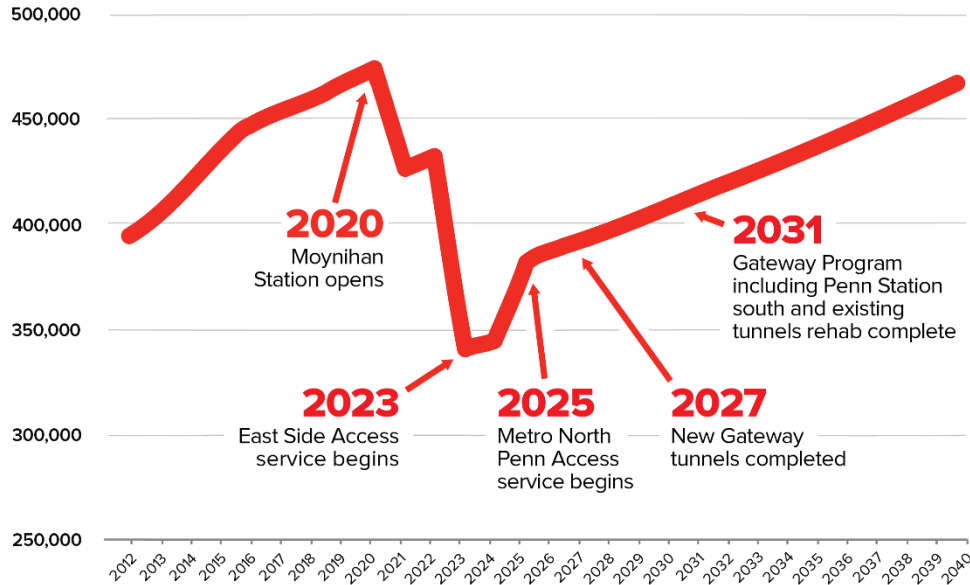
Map: NY Times





## THE TIME IS NOW TO FIX PENN STATION

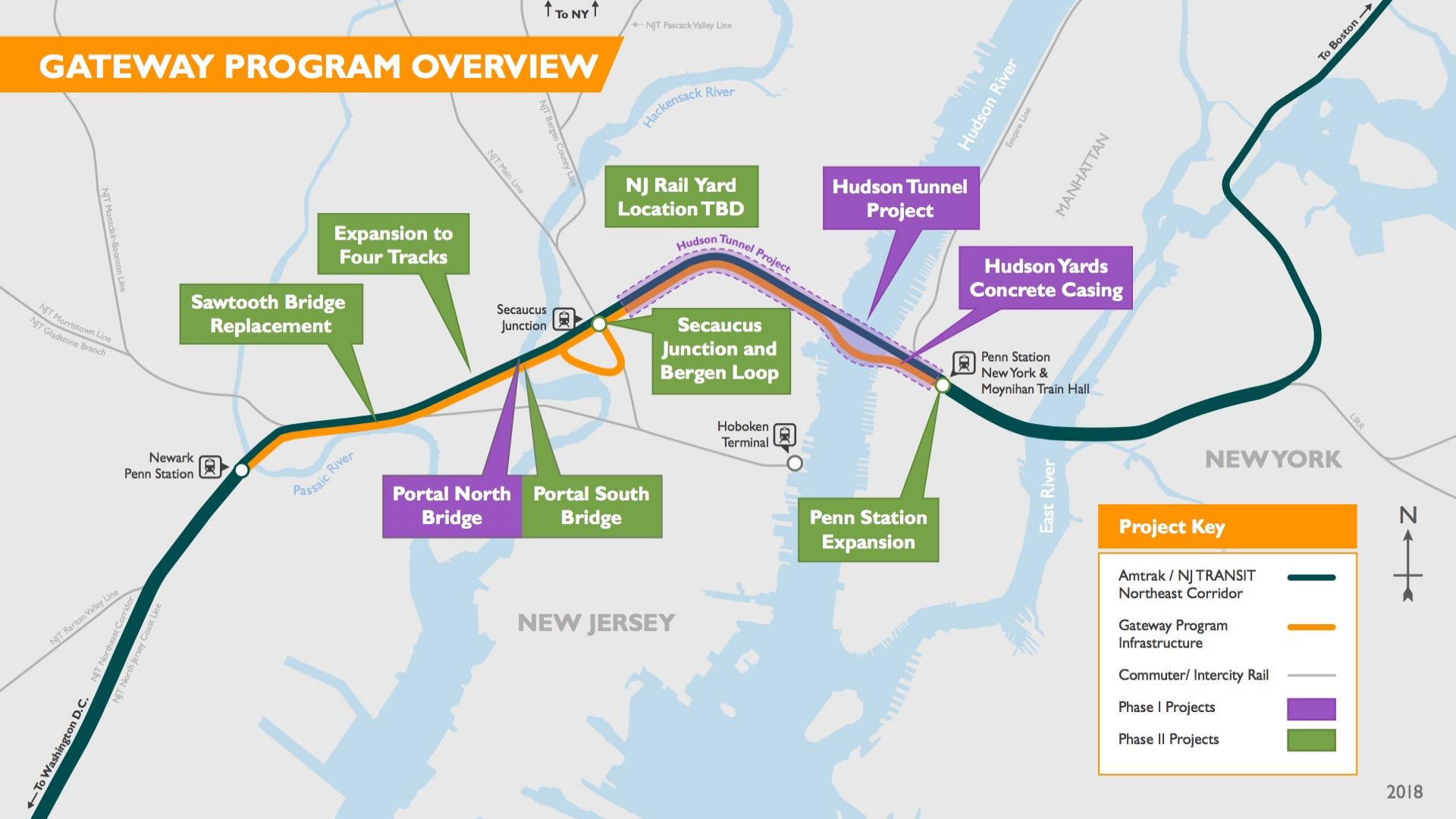
Ridership at Penn Station 2012-2040\* (projected)



\*Excludes subway ridership

- Penn Station designed to serve 250,000/day; serves 650,000 commuters/day
- With opening of Moynihan Station & East Side Access there will be a short window where ridership at Penn Station will be at a generational low.
- Doing work then will be less disruptive and more cost effective.

# GATEWAY PROGRAM OVERVIEW



Project Key	
Amtrak / NJ TRANSIT Northeast Corridor	
Gateway Program Infrastructure	
Commuter/ Intercity Rail	
Phase I Projects	
Phase II Projects	





# A partial shutdown of the Hudson River Tunnel would cost the US ~\$16B over four years







# Commuter Rail Issues

## **Review of Deficiencies and Challenges of Existing Commuter Rail**

Service is oriented to the peak of the peak, poor reverse, off-peak and weekend service

- High fares and infrequent service in urban areas

No commuter or regional through service

- Imbalanced access the core – east, west and northern sectors (bus vs. rail)

Limited employment districts reachable via one-seat ride, most require urban transit connection for “last mile”

- Slow travel times and indirect service between region’s sub-centers

Lack of redundancy

- State of good repair and modernization backlog

# Three Layered Services

## **Metro (M)**

New transit-like service within NYC/Core suburbs

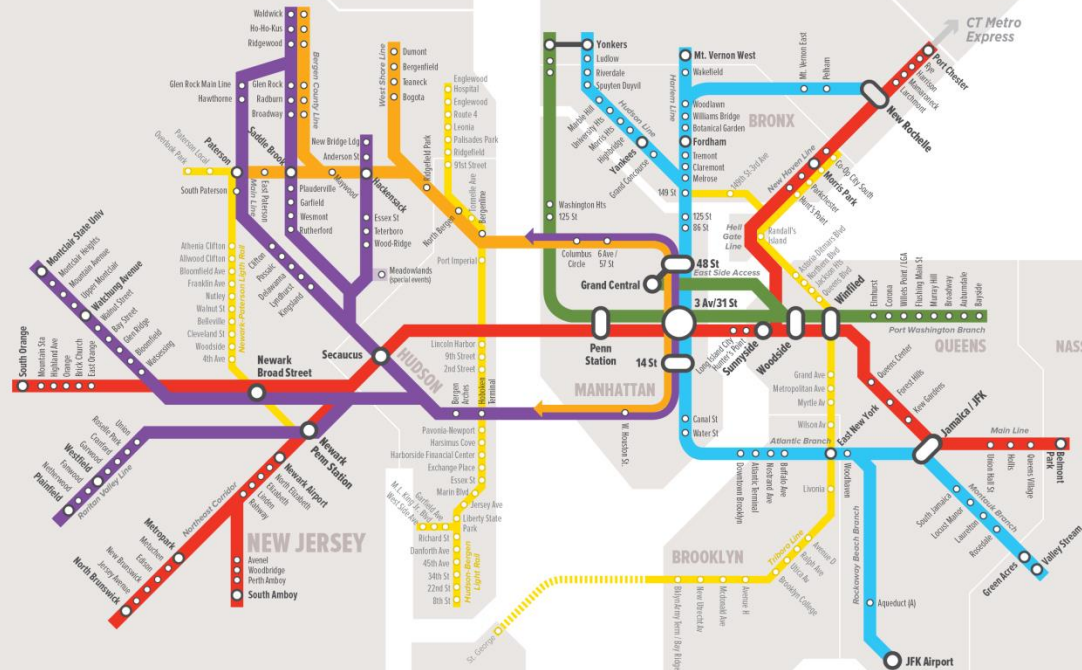
## **Regional Express (RX)**

Very Similar to today's zonal express commuter rail services (better headways)

## **Trans-Regional Limited (TRL)**

New Intra-Regional service that will connect the Region's hubs

# Metro



NEW YORK

CONNECTICUT

CT Metro Express

BRONX

MANHATTAN

QUEENS

NASSAU

SUFFOLK

STATEN ISLAND



TRL



# Regional Infrastructure Increase

