

Regional Rail Should Be a Top Transportation Priority for the Port Authority of NY-NJ

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
REGIONAL	SPRINGFIELD	0:50 LATE		3:03P	2164	ACELA EXPRESS
RYSTONE	EMR		15W	3:05P	85	REGIONAL
PIRE SERVICE	ALBANY		6E	3:07P	3853	NE CORR SEC EMR
SCENT	NEW ORLEANS	ON TIME		3:14P	6639	MID DIRECT SEC
E SHORE LTD	CHICAGO		7W	3:19P	6251	MIDTOWN DIRECT
AST SEC EMR	LONG BRANCH	ON TIME		3:23P	3503	COAST SEC EMR
A EXPRESS	WASHINGTON	ON TIME		3:30P	119	METROLINER
SEC - STOPS AT MEMPHIS AIRPORT						
SEC - STOPS AT SECRUCUS EMR - STOPS AT MEMPHIS						



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Presentation for the senior planning leadership at the Port Authority
of NY&NJ

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IRUM urges PANYNJ to Take Four Key Steps:

1. **Advocate** for regional rail
2. **Press** for a second pair of tracks across the Hudson by way of Hoboken
3. **Release** details of 2003 ARC study of Penn Station-GCT link
4. **Upgrade** the quality of the regional transportation planning process

1. IRUM urges PANYNJ to take the lead in advocating for regional rail

The PANYNJ should urge the governors of NY and NJ to take immediate steps to remake the region's three commuter rail lines into a ***regional rail system***

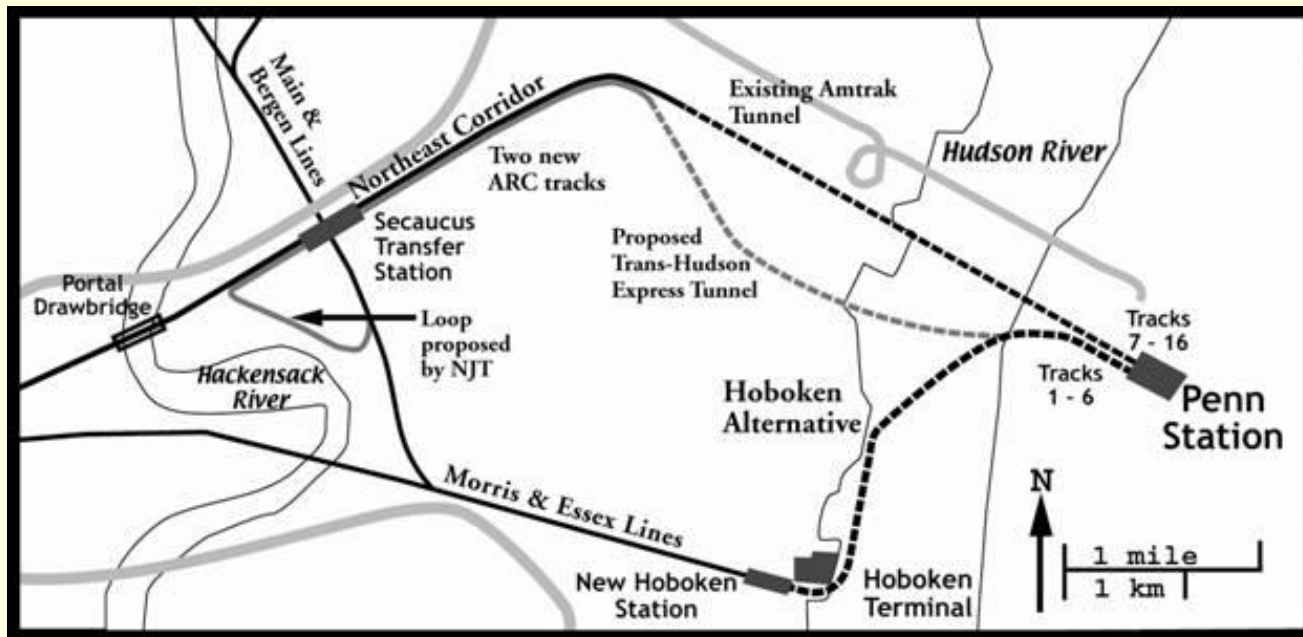
The PANYNJ can do the analysis needed to underpin the case for a regional rail system with Integrated fares, frequent service and through-running at Penn Station

2. IRUM urges PANYNJ to press for a second pair of tracks across the Hudson by way of Hoboken

- The new tunnels should be *independent* of the current Amtrak line
- The new tunnel should be routed by way of the Hoboken/Jersey City business district

Route new Hudson River tunnels by way of Hoboken Terminal

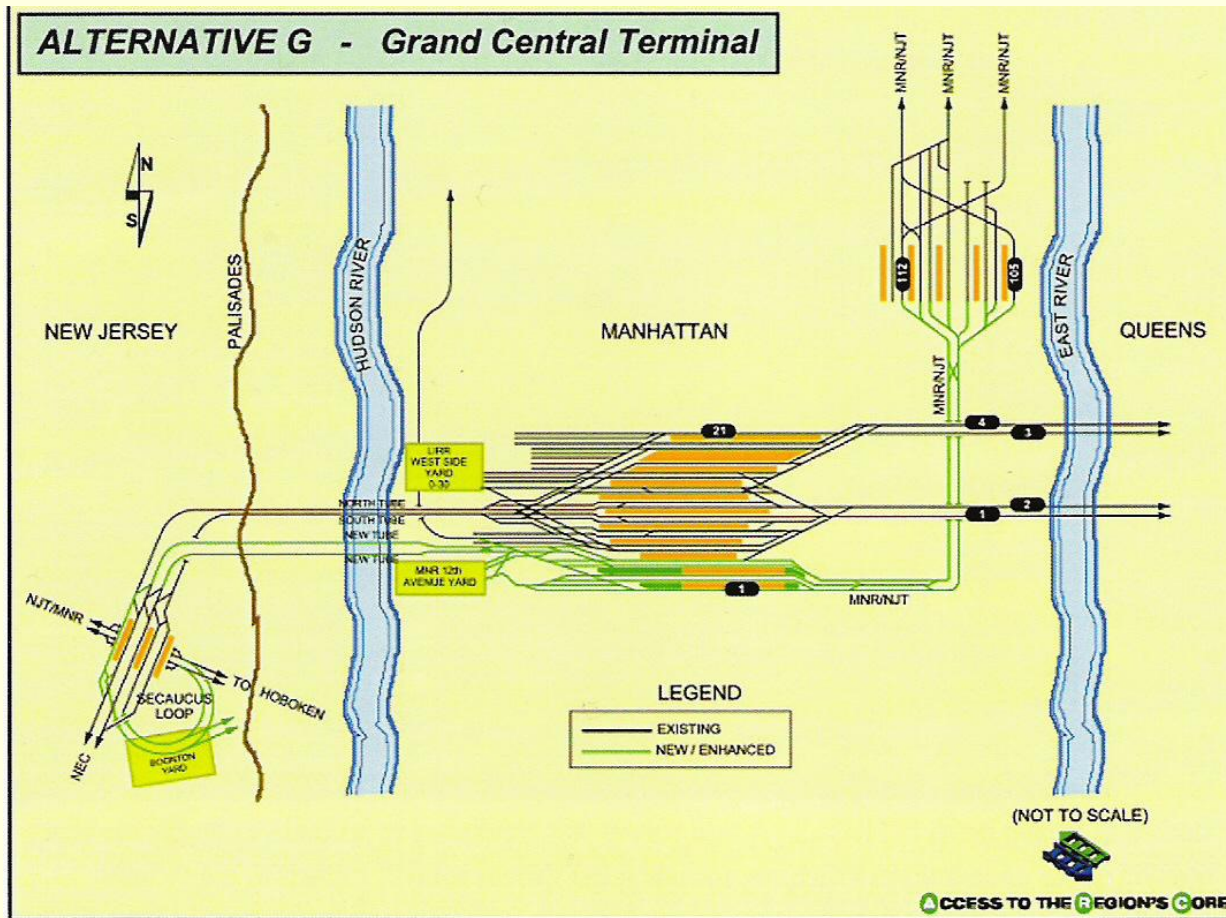
- Serves Jersey City-Hoboken Business District – NJ's Largest
- Links Hoboken-Penn Station-GCT
- Makes better use of existing infrastructure
- Uses existing Hackensack River bridge



3. Release details of 2003 ARC study of Penn Station-GCT link

- Only a 31 page Summary Report was released
- PA was one of three sponsors of ARC
- It should request that NJ Transit and MTA join in demanding release of relevant information

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



4. Upgrade the quality of the regional transportation planning process

- PANYNJ has a charter mandate to plan for passenger and freight rail in the Port District
- Can host an informal “working group” of key agencies to advance planning for regional rail in the 23 million person NY-NJ-CT metropolitan area

What is Regional Rail?

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

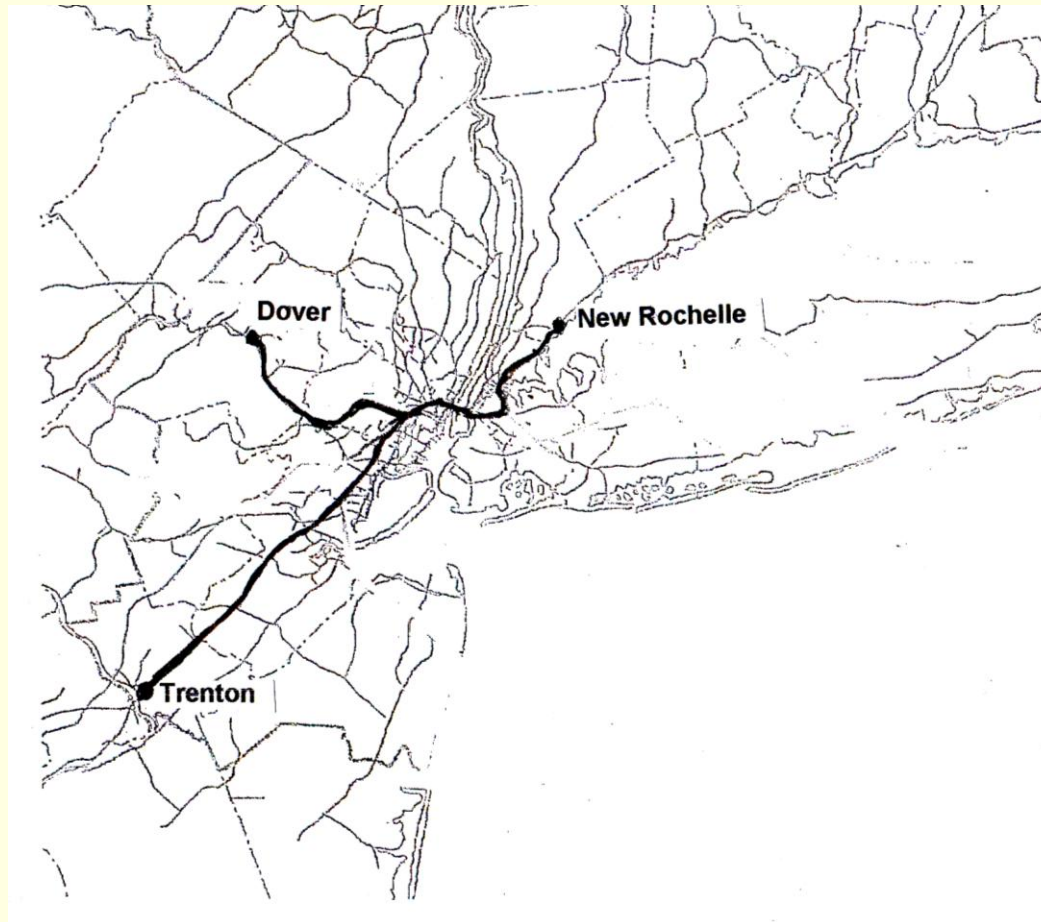
- Through-running
- Integrated fares
- Frequent service

Through-running at Penn Station now!

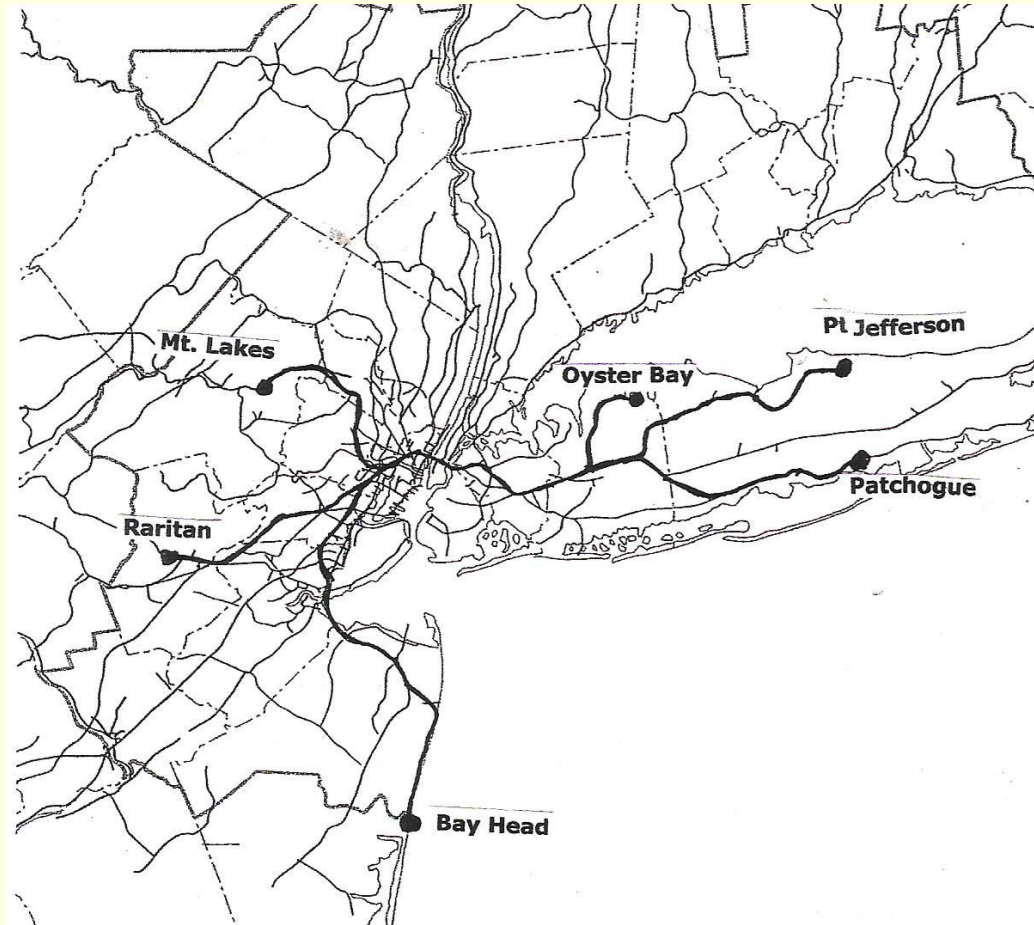
Increases capacity by avoiding conflicts between inbound and outbound trains



Extend Existing NJ Transit Electric Services to Westchester



Use existing dual mode locomotives to operate through service



How *Frequent* is Frequent?

- Trains should operate at least every 20 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



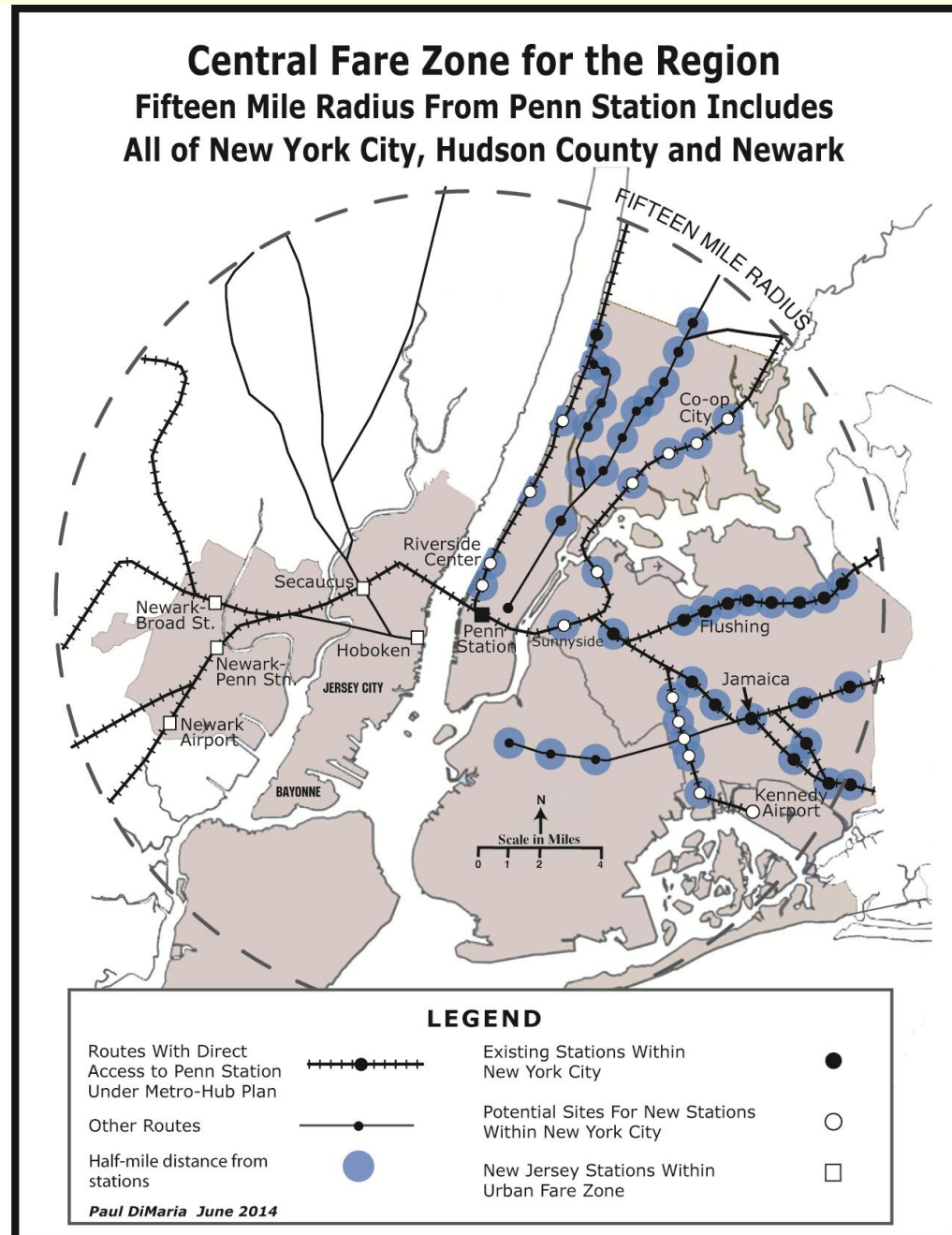
Metro-North Tremont station in the Bronx is an example of an under-utilized station that could offer much more frequent service to a dense surrounding neighborhood.

Integrate fares on Regional Rail lines in NYC

- Extend *City Ticket*, now used on commuter rail on weekends, with an expanded 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 two hour and 24 hour, unlimited ride passes

Create central fare zone in NYC and 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





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

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

Port Authority can take the lead

- coordinate Region Rail planning for the 23 million person NY-NJ-CT metropolitan area – the nation’s largest
- Outline Short term “immediate action” steps
- Detail subsequent steps

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