

# ***MAKING THE CONNECTION***

***MOVING FORWARD ON REGIONAL RAIL***

***The Case for Regional Rail***

presented by  
***IRUM The Institute for Rational Urban Mobility, Inc.***



***Making the Connection:  
Moving Forward on Regional Rail***

***Q: Why are we, IRUM, here today?***

***A: We want NYMTC staff & the executive directors of NYMTC & their New Jersey sister agency, NJTPA, to come see & discuss the Making the Connection show at Conde Nast.***

# ***Making the Connection***

## ***Moving Forward on Regional Rail***

### **Goal:**

***Improve our region's mobility, sustainability, & competitiveness by recasting the region's commuter rail lines into a **Regional Rail System.*****

# MAKING THE CONNECTION

MOVING FORWARD ON REGIONAL RAIL

## The Case for Regional Rail

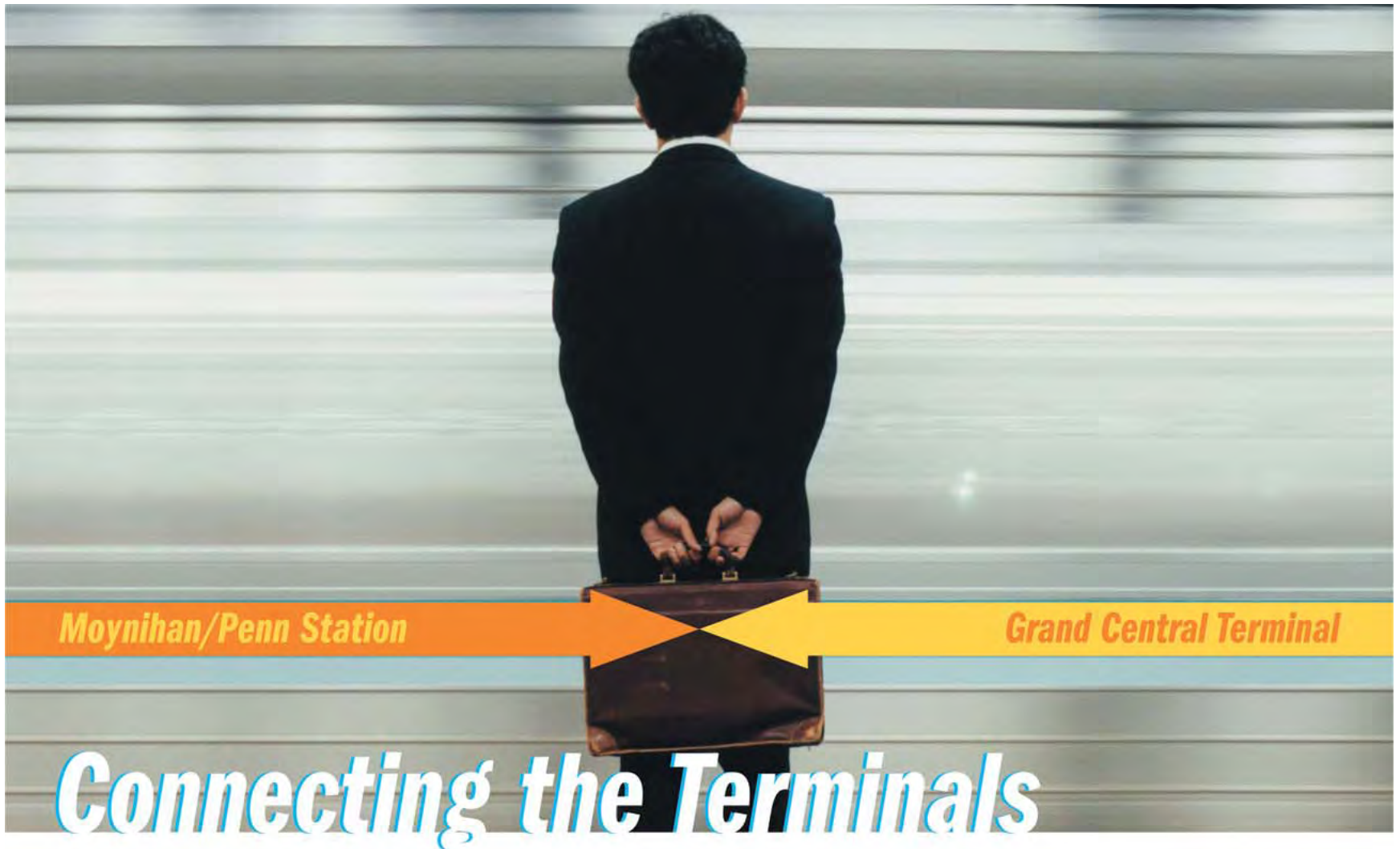
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***Making the Connection  
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***Features of Regional Rail:***

- ***Frequent service***
- ***Integrated fares***
- ***Thru running***



*Moynihan/Penn Station*

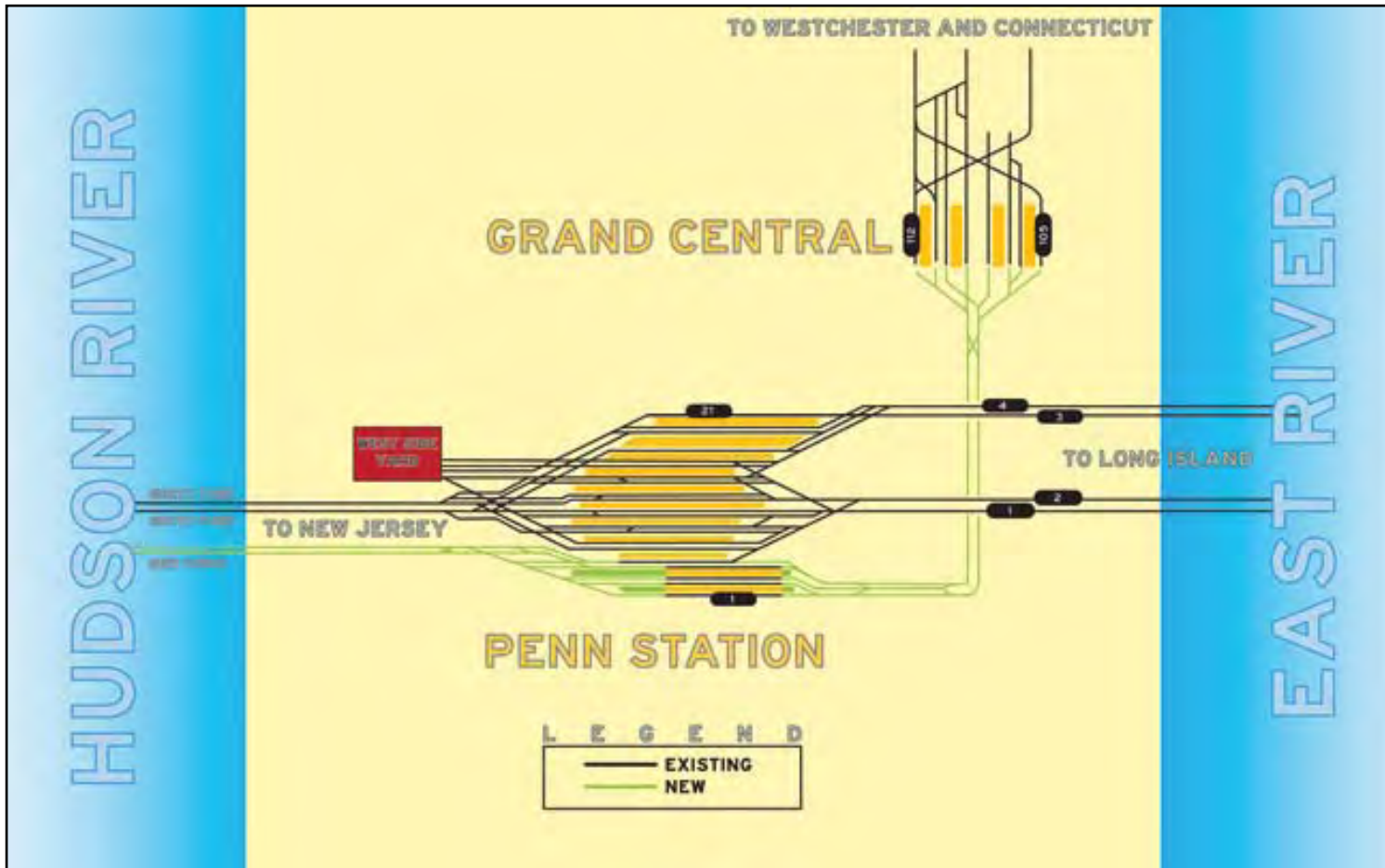
*Grand Central Terminal*

# *Connecting the Terminals*

## **Why Connect Penn Station and Grand Central?**

## Connecting the Terminals

# The Last Mile: Penn – Grand Central



## **Connecting the Terminals**

### **Key Gains from the Connection:**

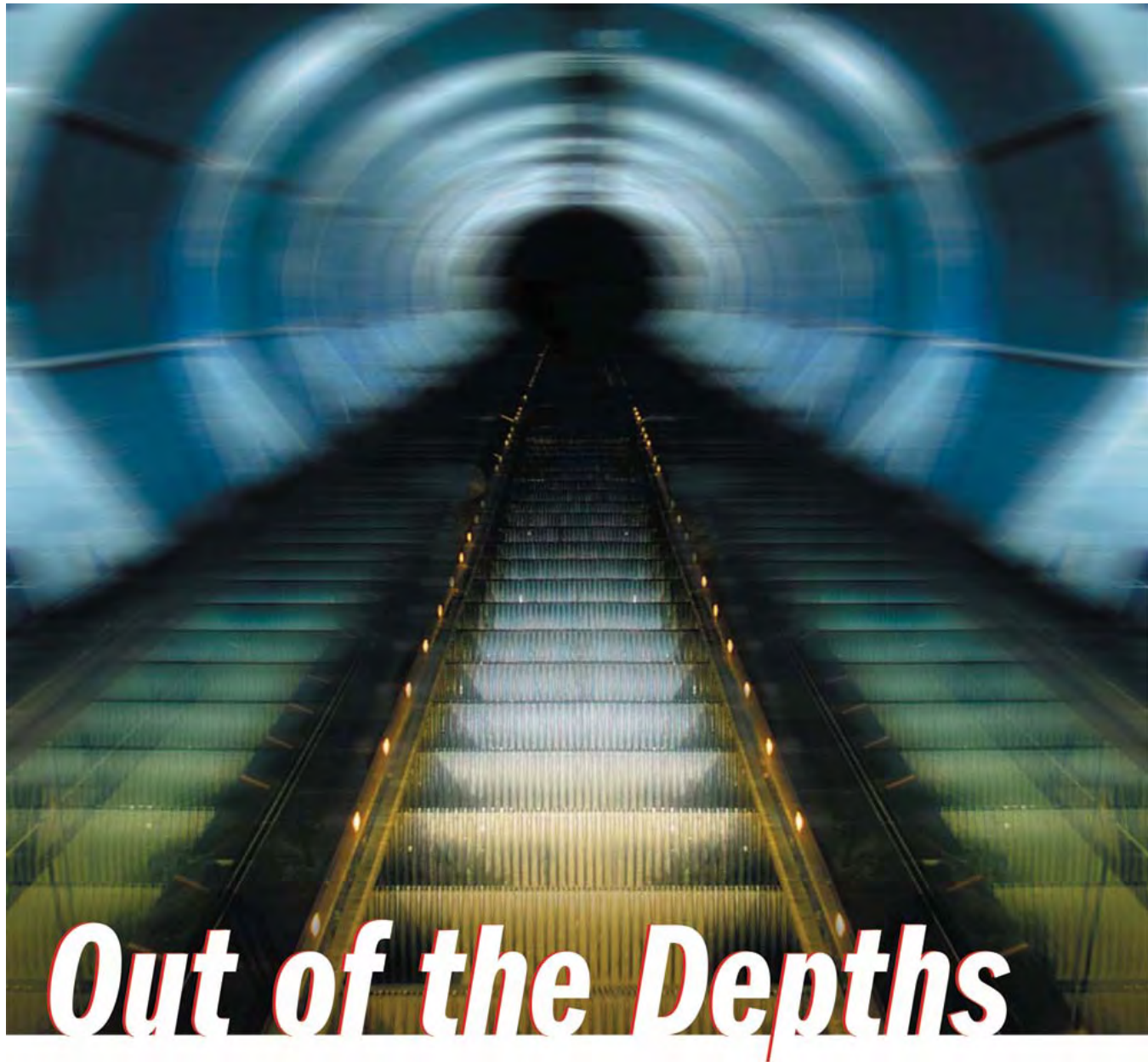
- **Access to East Midtown for NJT commuters**
- **Avoid time-consuming access to Deep Cavern station under 34th St**
- **Increase train capacity at GCT**
- **Access to West Midtown for Metro-North commuters**



## **Connecting the Terminals**

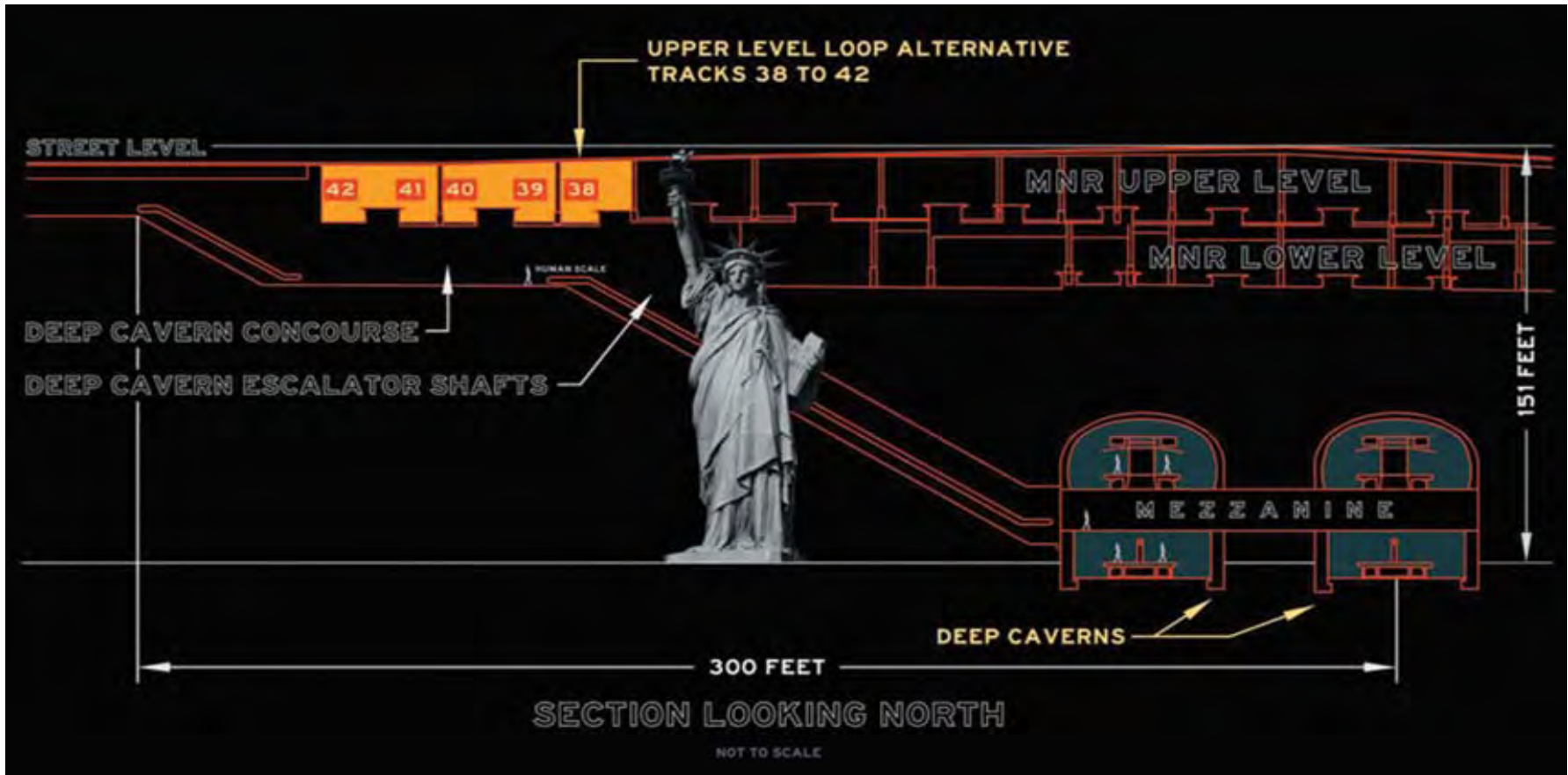
### ***Additional Gains from the Connection:***

- ***Ease travel between west of Hudson & north of GCT communities***
- ***Attract travelers to NEC High Speed service routed via GCT***
- ***Attract travelers to upstate service routed through GCT & on to Phila/DC***
- ***Improve access to Newark/Liberty Airport***
- ***Reduce capital & operating costs of new Hudson river tunnel plan***



## Out of the Depths

# Why not bring LIRR into existing Grand Central tracks & platforms?





# *A Ticket to Anywhere*

## ***A Ticket to Anywhere***

# ***Designing a New Penn Station and Regional Rail Operating Plan***

## ***Three thru services at Penn Station***

- ***NJ – Penn – Long Island thru service; possible today***
- ***Hoboken – Penn – GCT; new tunnel thru service***
- ***West Side Line – Penn – Hell Gate; new thru service via new Penn-West Side connection***

## ***A Ticket to Anywhere***

# ***Designing a New Penn Station and Regional Rail Operating Plan***

## ***Other Regional Rail services***

- ***Long Island – GCT***
- ***Long Island – Brooklyn***
- ***Rail Freight – off-peak Penn Station***



***One City, One Fare!***



**15 mile radius Central Zone  
Enhanced service at 60 new or  
existing stations**

## ***One City, One Fare!***

### ***Special Features of Central Zone:***

- ***Midtown-JFK one-seat ride***
- ***Includes JFK & Newark Airports***
- ***Carrots & Sticks: Regional Rail and Congestion Pricing***





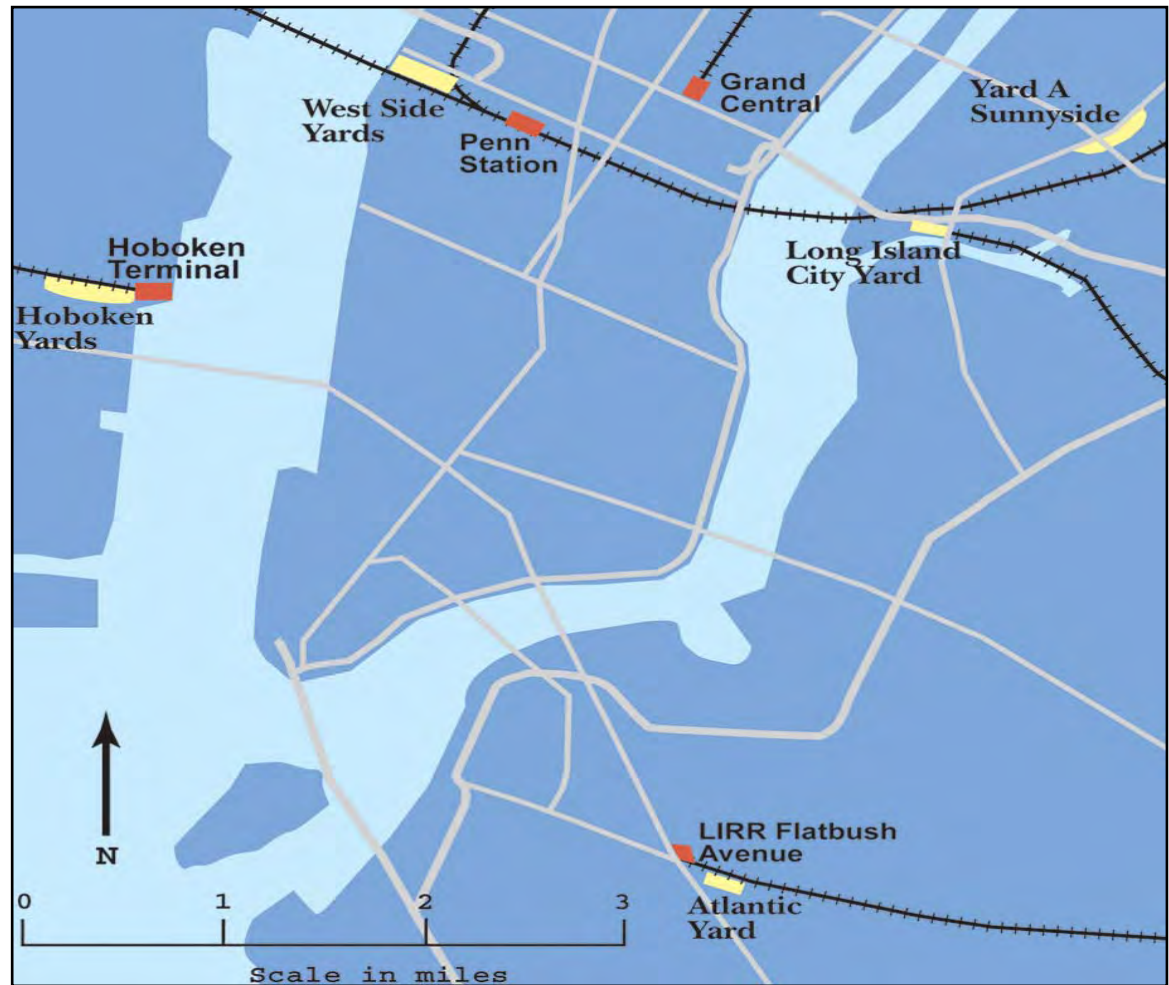
# ***Regional Rail and Real Estate***

**With frequent service and thru operation for Regional Rail, the need for close-in real estate to store rail cars, midday, diminishes.**



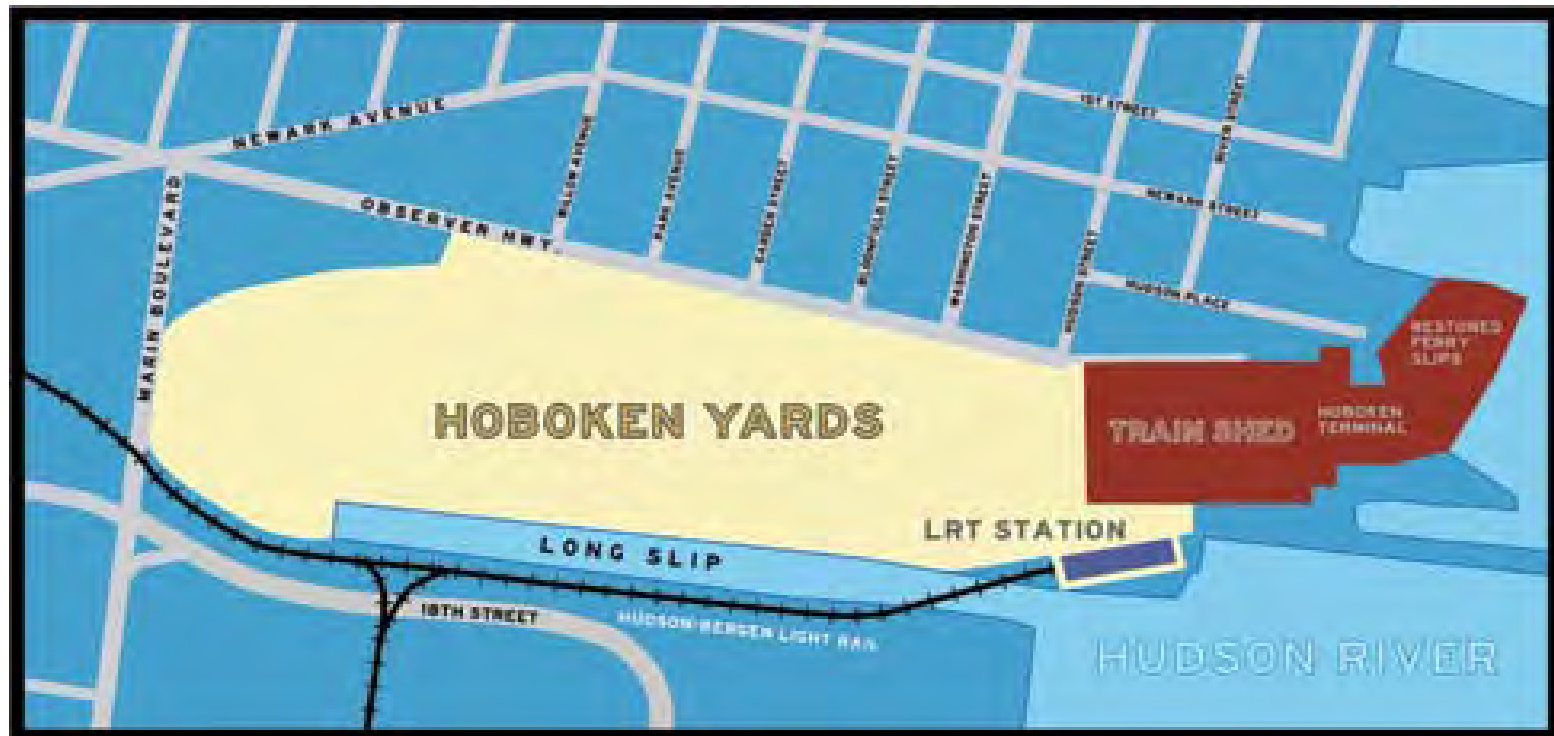
## **Regional Rail & Real Estate**

### **Five Yards: Released From Midday Storage**



## *Regional Rail & Real Estate*

***Hoboken: No longer a stub-end terminal & great access all the way from Connecticut!***





***Berlin, London, Philadelphia - Why not here?***  
**REGIONAL RAIL SYSTEMS ARE UNDER DEVELOPMENT THROUGHOUT THE GLOBE.**

## **Making the Connection**

### **Moving Forward on Regional Rail**

#### **Opportunities with new leadership in statehouse:**

- **Energize efforts on both sides of the Hudson River to advance Regional Rail *immediately*, beginning with pilot Penn Station thru-running service.**
- **Return focus of ARC tunnel project to East Midtown via a Penn Station – Grand Central connection *immediately*.**
- **Initiate objective review of Grand Central upper level alternative *immediately* to avoid deep cavern station for LIRR East Side Access.**

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