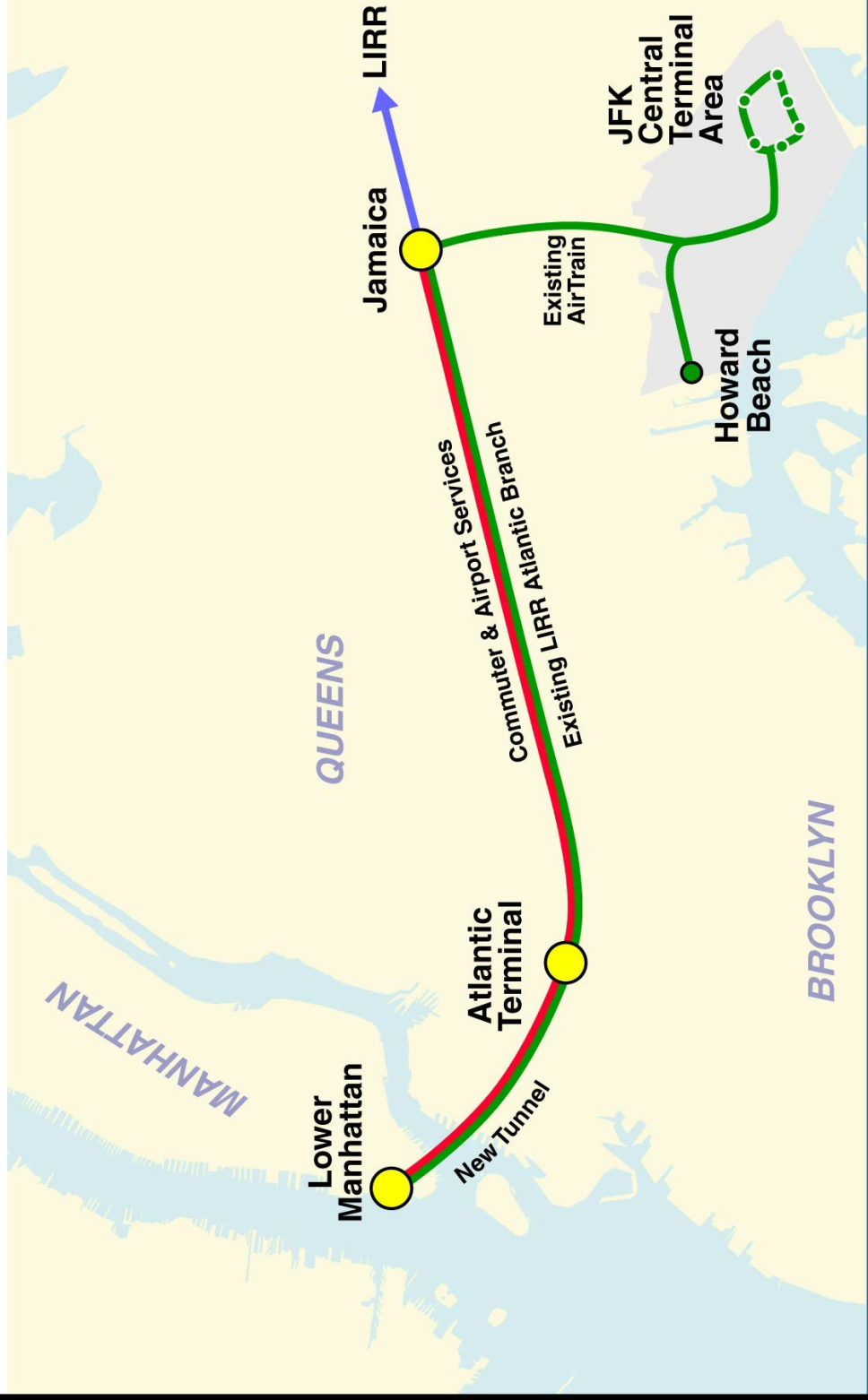


**Lower Manhattan Rail Link:
Long Island Commuter and JFK Airport Services
May 5, 2004**



Lower Manhattan Rail Link: Long Island Commuter and JFK Services



■ Airport Service ■ Commuter Service

STUDY FINDINGS

The Lower Manhattan Development Corporation, the Metropolitan Transportation Authority, the Port Authority of New York and New Jersey, and the New York City Economic Development Corporation undertook a transportation study to identify a feasible rail link that will (1) serve Long Island commuters by creating a direct connection between Lower Manhattan and the Long Island Rail Road's Jamaica station, and (2) serve JFK airport passengers by improving the connection between Lower Manhattan and JFK International Airport.

The study identified two leading options:

- (1) **CONSTRUCTING A NEW TUNNEL** across the East River, and
- (2) **UTILIZING THE EXISTING MTA-NYCT'S MONTAGUE TUNNEL** which currently serves the M and R subway services.

The joint agency study team is recommending the **NEW TUNNEL** as the recommended option.

New Tunnel – Key Characteristics

Cost	Approximately \$6 Billion
Operational by 2013	
Commuter Service	
Travel time (Jamaica-Fulton) <i>Current = 36 min</i>	21 to 22 minutes
Frequency	At least every 6 minutes (10 trains per hour)
Number of stops between Jamaica and Fulton	3 (East New York, Nostrand Ave., Atlantic Avenue)
LM station location	Connection to WTC-Fulton Street Complex
Daily Ridership	Up to 100,000
Future connections to larger transit system	Potential for connection to Second Avenue Subway or E Train (not yet studied)
Airport Service	
One seat ride possible?	Yes
Frequency	Every 15 minutes (4 trains per hour)
Travel time <i>Current = 55 min</i>	36 minutes
Number of stops between Jamaica and Fulton	1 (Atlantic Ave)
Terminal location	Connection to WTC-Fulton Street Complex
Potential for baggage handling?	Yes
Daily Ridership	4,000-6,000
Future connections to larger transit system	Potential for connection to midtown on existing lines via E (not yet studied)

New Tunnel – Advantages

- Time Savings: The proposed operating times from Jamaica to Lower Manhattan will be up to 15 minutes shorter than experienced today. That represents about a 40% time savings.
- JFK One-Seat Ride: The new tunnel option provides a no-transfer trip between the airport stops of the existing AirTrain system, Downtown Brooklyn and a new terminal in Lower Manhattan. Air passengers will board the train at the airport and will not need to leave their seats until they arrive in Lower Manhattan. The Lower Manhattan terminal has the potential to offer airport-style amenities including baggage handling.
- NYC Transit Connections: The new tunnel will add capacity to the regional transit network. The tunnel has the potential to facilitate the extension of the Second Avenue Subway across the East River to Brooklyn and beyond. Another potential connection is to the E Train. These potential connections require study.
- No Negative Impact on Existing Transit Riders: The service using the new tunnel will not adversely affect existing subway riders. In fact, the new service will help to decongest existing transit lines (such as the 2/3 from Penn Station). The new service will also provide additional commuter/transit service to residents in Brooklyn and Queens.

The Montague Tunnel Option -- Key Characteristics

Cost	\$3.5 to 4.5 Billion ¹
Operational by 2013	
Commuter Service	
Travel time (Jamaica-Fulton St) <i>Current = 36 min</i>	29 to 31 minutes
Frequency	Every 6 minutes (10 trains per hour)
Number of stops between Jamaica and Fulton	7
LM station location	Broad St, Fulton St, Chambers St, Canal St
Daily Ridership	Approximately 80,000
Connections to larger transit system	Serves existing subway stations in Brooklyn and Manhattan
Airport Service²	
One seat ride possible?	Yes
Frequency	Up to 4 trains per hour Note: Service will be subject to variability of the transit system.
Travel time <i>Current = 55 min</i>	42 minutes
Number of stops between Jamaica and Fulton	1 (Atlantic Ave)
Potential for baggage handling?	No
Daily Ridership	4,000-6,000

¹ This Montague alternative does not include an airport terminal in Manhattan. The project cost does not include airport terminal expenses.

² Due to potential capacity and operational constraints, tradeoffs would likely be required between airport service and commuter service to achieve desired directness, frequency, and reliability. More study is required on this point.

OVERALL RATIONALE AND KEY ECONOMIC BENEFITS

There are several key reasons why the Long Island/JFK service merits investment and establishment.

➤ ***Maintains and enhances Lower Manhattan as a leading central business district***

Commuter Service -- Jamaica to Lower Manhattan: For Lower Manhattan employers, easing the trip to work of Long Island commuters is a clear priority. Already, 34% of trips from suburban areas to Lower Manhattan originate in Long Island (second only to New Jersey among commuter origins). Given both its existing percentage of labor force contribution and its projected rate of growth, Long Island is a logical focus for enhanced commuter service.

Airport Service -- JFK International Airport: Improved access to the region's airports is critical to the continued competitiveness of New York City and the long-term economic vitality of Lower Manhattan. Downtown will join the ranks of Chicago, London, Tokyo, and Hong Kong, cities that have a direct connection from their central business districts to their airports. Improved access to JFK will aid the growth and the visitor experience of JFK, the airport in the region with the greatest capacity for growth.

➤ ***Logical connections: maximizing existing infrastructure***

A new commuter and airport service to Lower Manhattan is a logical extension of existing transit infrastructure. In fact, much of the infrastructure required for this service already exists. In making use of the existing LIRR Atlantic branch, this project essentially entails filling one main gap in the path to Lower Manhattan -- making a connection from downtown Brooklyn to downtown Manhattan.

➤ ***Benefiting the transit system***

The service would take pressure off of Penn Station-bound LIRR trains, while also relieving congestion on the 2/3 subway line that Long Islanders use to get downtown. A further benefit is that the new service will provide additional service to Brooklyn, where significant population growth is projected over the next ten years.

➤ ***Economic benefits to the region:***

As part of this study, an economic impact analysis was conducted by the firm Hamilton, Rabinovitz & Alschuler. The chart below presents HR&A’s low and high end estimates of the projected economic output, employment, new development, and new City and State tax revenues that are estimated to occur as a result of the transportation improvements proposed by this project.

In conjunction with the series of improvements planned for Lower Manhattan, the rail link will create an incentive for major companies to locate, remain, or expand Downtown. The result will be an economic output of as much as \$9 to 12 billion annually in the region generated by activity in Lower Manhattan and Brooklyn.

Low end estimate			
	Direct	Indirect & Induced	Total
<i>New SF developed</i>	9 million	2 Million	11 million
<i>Total Jobs</i>	35,998	20,873	56,871
<i>Total Output (\$Billions)</i>	\$5.97	\$2.73	\$8.69 billion
<i>New City and State Taxes</i>			\$550.00 million
High end estimate			
	Direct	Indirect & Induced	Total
<i>New SF developed</i>	12.5 million	3 Million	15.5 million
<i>Total Jobs</i>	49,998	29,127	79,125
<i>Total Output (\$Billions)</i>	\$8.34	\$3.80	\$12.15 billion
<i>New City and State Taxes</i>			\$780.00 million

Source: HR&A

Manhattan:

- The proposed improvements in access will permit Lower Manhattan to achieve its 20-year development potential, inducing new direct and indirect office location and expansion of 9-13 million square feet.
- New development occurring as a consequence of improved access will result in the location of between 56,000 and 80,000 jobs to the Lower Manhattan and Downtown Brooklyn.

Brooklyn, Jamaica, and Long Island

- In Brooklyn, the new service would complement the Downtown Brooklyn Rezoning Plan.
- The proposed improvements will help Downtown Brooklyn to achieve its development potential -- building out the rezoning – of 4.5 million square feet.
- Downtown Brooklyn, and – for the first time – Jamaica, will be positioned as prime back office markets for firms headquartered in Lower Manhattan.

- The rail link will improve access to jobs in the Jamaica office district and the downtown Brooklyn commercial zone. It will improve access from the Brooklyn and Queens labor markets to Long Island-based jobs, including in the growing health service sector.
- In conjunction with Penn Station service and future East Side Access, Long Island will be given access to the principal business district nodes in Manhattan: Lower Manhattan and East & West Midtown.
- In conjunction with the proposed LIRR Main Line Corridor Improvements (“third track”), the Lower Manhattan-Jamaica service will enable a robust reverse commute from Lower Manhattan and Brooklyn to jobs in Nassau County.
- As new jobs are created and new residents locate to the New York area, the increase in access between Long Island and Lower Manhattan will increase Long Island residents’ share of these jobs. New Lower Manhattan employees will be particularly concentrated in high value financial and service sectors.

* * *

NEXT STEPS AND IMPLEMENTATION

The project’s immediate next step is to begin the formal environmental review process, which the involved agencies will initiate this summer and which will require approximately two years to complete. Preliminary engineering, planning and design will continue until approximately 2007, when construction will begin. The new service will be built and operational by 2013.