Extending the No. 7 to Secaucus
A Trans-Hudson Transportation and Economic Solution

August 2013
Office of the Deputy Mayor for Economic Development

Robert K. Steel, Deputy Mayor for Economic Development
Tim Sullivan, Chief of Staff
Agenda

I. Background of Trans-Hudson Capacity

II. No. 7 to Secaucus Study
Investments in Trans-Hudson Capacity Fueled the Region’s Growth

No new rail tunnel has been built under the Hudson since 1910

NYC Population 1910: 4,766,883
NYC Population 2012: 8,336,697

NJ & Rockland Counties have seen over 335% population growth since 1920

Office of the Deputy Mayor for Economic Development
Trans-Hudson Today: The Price of Congestion

“The lack of new transit investment is creating a serious and urgent threat to NYC’s economic competitiveness.” – Mayor Bloomberg

Decades of under investment in new capacity have led to a series of challenges:

• Usage has doubled at Penn Station, swamping operational capacity
• The Port Authority Bus Terminal (PABT) is full and buses line the streets in the afternoons, adding to congestion and pollution
• With 7,400 daily bus trips, the PABT brings more people into NYC on a daily basis than NJ TRANSIT and Amtrak
• PABT needs to reduce buses to create swing spaces to renovate the terminal
• 30% of NYC's job market is comprised of suburban workers. Between 2015-2030, over half of the suburban population growth will be west of the Hudson in New Jersey and Rockland County
Trans-Hudson Demand is Growing

Projected Growth in the Coming Decades

- Midtown Workers: 14%
- Northern NJ Population: 20%
- Penn Station Demand: 59%
- NJ Trans-Hudson Capacity: 0%

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Hudson Yards Vision

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Hudson Yards Vision

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Hudson Yards Vision

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Hudson Yards Economic Impact

• ~120,000 direct jobs (and potential for another 120K of indirect jobs)
• ~$60B of tax revenue to the State and City (over 30 years)
• 26 million SF of Class A office space
  • 3-4x the office space that exists at Rockefeller Center
  • More than 65% of NYC’s existing Class A office space in 2011 is more than 50 years old
• 20,000 units of housing
• 3 million SF of hotels
• 2 million SF of retail
• 750 seat school
• 15+ acres of new parks and public open space
No. 7 Extension to 34th St. and 11th Ave.
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I. Background of Trans-Hudson Capacity

II. No. 7 to Secaucus Study
No. 7 Study – A Regional Collaboration

Post-ARC cancellation, a multi-agency working group was established to study the feasibility of extending the No. 7 line to Secaucus.

Office of the Governor of New York

Office of the Governor of New Jersey

No. 7 Extension Study Group

MTA Metropolitan Transportation Authority

City of New York

Office of the Mayor

Office of the Deputy Mayor for Economic Development
No. 7 to Secaucus Conceptual Feasibility Study Overview

The working group studied an important set of fundamental questions:

**Planning and Engineering**
- Alignment
- Ridership
- Preliminary geotechnical work

**Environmental Review**
- Reviewed prior ARC work
- Review of required approvals

**Legal**
- Operative and labor issues
- Jurisdictional issues
- Property acquisition
Key Design Elements of Extending the No. 7 train to the Lautenberg Station

The study evaluated the operational and engineering feasibility of No. 7 extension

- Extension of the No. 7 to FRL Station via a new Hudson River tunnel and alignment in NJ approximately 40' south of the Northeast Corridor (NEC) right-of-way
  - This would provide an area for possible future expansion of Amtrak or NJ TRANSIT service along the NEC
- An expanded No. 7/Bus Multimodal Facility with a No. 7 terminal station and multi-modal bus terminal directly south of the NEC and integrated with FRL Station to accommodate increased bus feeder service
- No. 7 train storage, maintenance facility, and crew quarters in Secaucus
- The previously deferred No. 7 station at 10th Avenue and other improvements to existing No. 7 stations in Manhattan
A Tale of Two Tunnels: No. 7 and Gateway

The No. 7 and Gateway are complimentary projects

- **No. 7**: Commuters
- **Gateway**: Inter-city rail, high-speed rail
- No. 7 preliminary design specifically preserved Amtrak’s right of way to allow Gateway or similar project
- Opportunities exist to collaborate and coordinate, which could reduce cost overlap
Proposed No. 7 Extension to Secaucus
Key Design Elements of Extending the No. 7 train to the Lautenberg Station

Proposed No. 7 Extension NY Alignment

Source: Parsons Brinckerhoff
Key Design Elements of Extending the No. 7 train to the Lautenberg Station

Proposed Expanded No. 7/Bus Multimodal Facility Footprint

Source: Parsons Brinckerhoff
Trans-Hudson Ridership

128,000 total daily trips are forecast to use the No. 7 Secaucus Extension in 2035

Year 2035 Total Daily Trans-Hudson Ridership

<table>
<thead>
<tr>
<th>Mode</th>
<th>Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buses</td>
<td>170,300</td>
</tr>
<tr>
<td>WTC PATH</td>
<td>163,400</td>
</tr>
<tr>
<td>Uptown PATH</td>
<td>156,800</td>
</tr>
<tr>
<td>Penn Station</td>
<td>143,700</td>
</tr>
<tr>
<td>#7 Train</td>
<td>127,900</td>
</tr>
<tr>
<td>Ferry</td>
<td>37,150</td>
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</tbody>
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Source: NJ Transit
Trans-Hudson Ridership

Projected No. 7 commuters are currently using a variety of transportation options

<table>
<thead>
<tr>
<th>Where the Riders Come From</th>
<th></th>
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<tbody>
<tr>
<td>Existing Rail Trips diverting from Penn Station</td>
<td>18,000</td>
</tr>
<tr>
<td>Trips diverting from Uptown PATH</td>
<td>14,700</td>
</tr>
<tr>
<td>Trips diverting from Downtown PATH</td>
<td>16,400</td>
</tr>
<tr>
<td>Trips diverting from Lincoln Tunnel Buses</td>
<td>41,300</td>
</tr>
<tr>
<td>Trips diverting from Other Buses</td>
<td>1,700</td>
</tr>
<tr>
<td>Trips diverting from Ferry</td>
<td>12,250</td>
</tr>
<tr>
<td>Trips diverting from Auto</td>
<td>24,400</td>
</tr>
<tr>
<td><strong>Total Trips (Eastbound and Westbound)</strong></td>
<td><strong>128,750</strong></td>
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</tbody>
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<table>
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<tr>
<th>Other Key Facts</th>
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</thead>
<tbody>
<tr>
<td><strong>TOTAL NO. 7 Secaucus Extension Daily Ridership</strong></td>
</tr>
<tr>
<td>Inbound Rail to No. 7 Secaucus Extension Transfers</td>
</tr>
<tr>
<td>- Upper Level FRL Station</td>
</tr>
<tr>
<td>- Main/Bergen/Port Jervis/Pascack Valley</td>
</tr>
<tr>
<td><strong>Total Rail to No. 7 Secaucus Extension Transfers</strong></td>
</tr>
<tr>
<td>Express Bus Transfers to Inbound No. 7 Secaucus Extension at FRL Station</td>
</tr>
<tr>
<td>Local Bus Transfers to Inbound No. 7 Secaucus Extension at FRL Station</td>
</tr>
<tr>
<td>Automobile Park and Drop-Off</td>
</tr>
<tr>
<td>Reverse-Peak Flows (Attraction End at FRL Station)</td>
</tr>
</tbody>
</table>

Source: NJ Transit
Jobs Footprint Impact – Penn Station

Total Jobs* within a 10 minute Walk (1/2 mile) from Penn Station Entrances

- Penn Station Entrances
- Penn Station Pedestrian Paths
- Penn Station Service Area
- Projected Sites within Service Area

Jobs*: 319,594

Source: NYS DOL, 3rd Quarter QCEW 2009, as compiled by NYC DCP.
The data reflect firms whose addresses fall within the service area and their employees, and the proportion of jobs allocated to Census Tracts within the service area for records that could not be assigned to a specific address.

*Adjusted for net change in projected jobs in the SHYD EIS.
Jobs Footprint Impact – Gateway

Total Jobs within a 10 minute Walk (1/2 mile) from Penn Station & Proposed Gateway Entrances

Gateway Service Area Jobs*: 234,211
Combined Service Area Jobs*: 331,236

Source: NYO DOL, 3rd Quarter QCEW 2008, as compiled by NYC DCP
The data reflect firms whose addresses fall within the service area and their employees, and the proportion of jobs allocated to Census Tracts within the service area for records that could not be assigned to a specific address.

*Adjusted for net change in projected jobs in the SHYD EIS
Jobs Footprint Impact – ARC

Total Jobs* within a 10 minute Walk (1/2 mile) from Penn Station & Proposed ARC Entrances

ARC Service Area Jobs*: 372,115

Combined Service Area Jobs*: 386,036

Source: NYS DOL, 3rd Quarter OCEW 2008, as compiled by NYC DCP.
The data reflect firms whose addresses fall within the service area and their employees, and the proportion of jobs allocated to Census Tracts within the service area for records that could not be assigned to a specific address.

*Adjusted for net change in projected jobs in SHYD EIS.
Jobs Footprint Impact – No. 7

Total Jobs* within a 10 minute Walk (1/2 mile) from Penn Station & Proposed and Existing No 7 Entrances

Number 7 Entrances
No 7 Pedestrian Paths
No 7 Service Area

Penn Station Entrances
Penn Station Pedestrian Paths
Penn Station Service Area
Projected Sites within Service Area

No 7 Service Area Jobs*: 806,425
Combined Service Area Jobs*: 853,674

Source: NYS DOL, 3rd Quarter QCEW 2008, as compiled by NYC DCP
The data reflect firms whose addresses fall within the service area and their employees, and the proportion of jobs allocated to Census Tracts within the service area for records that could not be assigned to a specific address.

* Adjusted for net change in projected jobs in the SHYD & Western Rail Yards FEIS
Key Benefits of No. 7 Secaucus Extension

The extension of the No. 7 line facilitates bi-state economic growth in a fiscally responsible manner

- Provides a direct commuter connection from NJ to:
  - 4 CBDs (Times Square, Grand Central Station, LIC, and Downtown Flushing)
  - Times Square, 5th Ave, Grand Central areas of Midtown
- Promotes growth and economic vitality through increased rail and bus service in NJ
  - 200 peak-hour buses would no longer use the Lincoln Tunnel, Helix or PABT, reduces roadway and air quality issues
- Reduces Penn Station congestion and creates capacity along 7th/8th Ave subway lines
- Generates significant potential economic activity at FRL Station
- Creates capacity and relieves congestion by redirecting commuter traffic using PATH and NJ Transit to and from Penn Station
- Creates option for deferred 10th Ave Station through an economical design solution
- Additional redundancy and resiliency in the transportation system
Next Steps

An advanced study should be led by a transit agency, or a consortium of transit agencies

- Pursue $1.8M Advanced Feasibility Study to:
  - Create a detailed project plan, including full analysis of the Project’s economic benefits
  - Conduct additional analysis to finalize capital costs* and to refine operations, ridership revenues, project financing, design, construction schedule, and resolve potential legal/jurisdictional issues
  - Incorporate public outreach, including analysis of other alternatives (i.e. Hoboken, Jersey City)
- Study of No. 7 extension could be conducted in conjunction with studies of other priority trans-Hudson projects (Gateway)
- This study will provide the basis to determine whether to seek Federal and/or State funding

* Capital costs are determined based upon the year of the midpoint of construction. The year of midpoint of construction is not known at this time.
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