

Extending the No. 7 to Secaucus

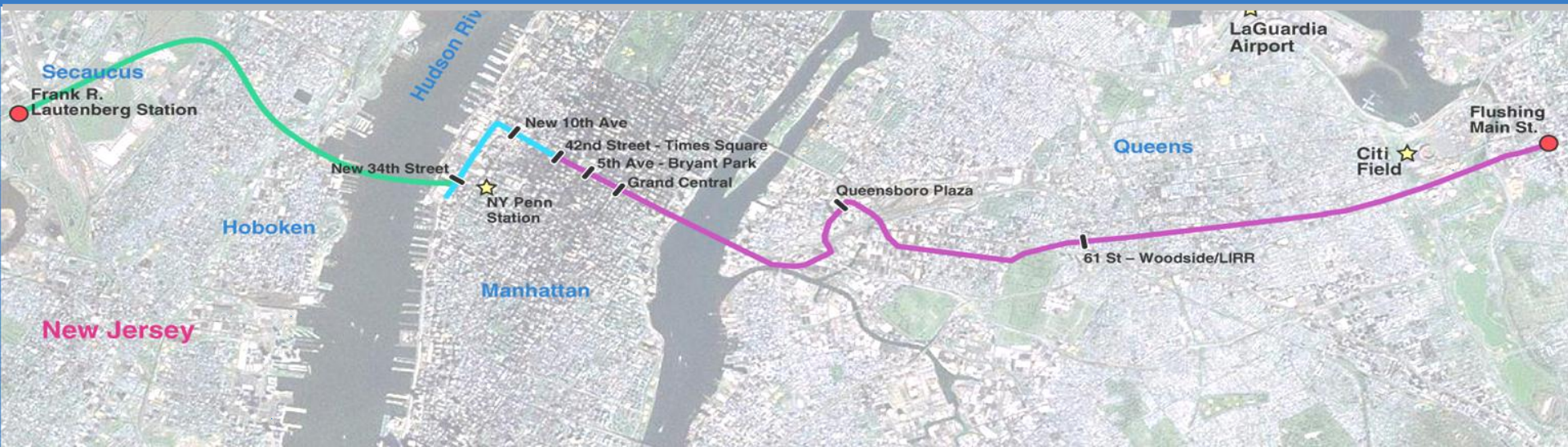
A Trans-Hudson Transportation and Economic Solution

August 2013

Office of the Deputy Mayor for Economic Development

Robert K. Steel, Deputy Mayor for Economic Development

Tim Sullivan, Chief of Staff



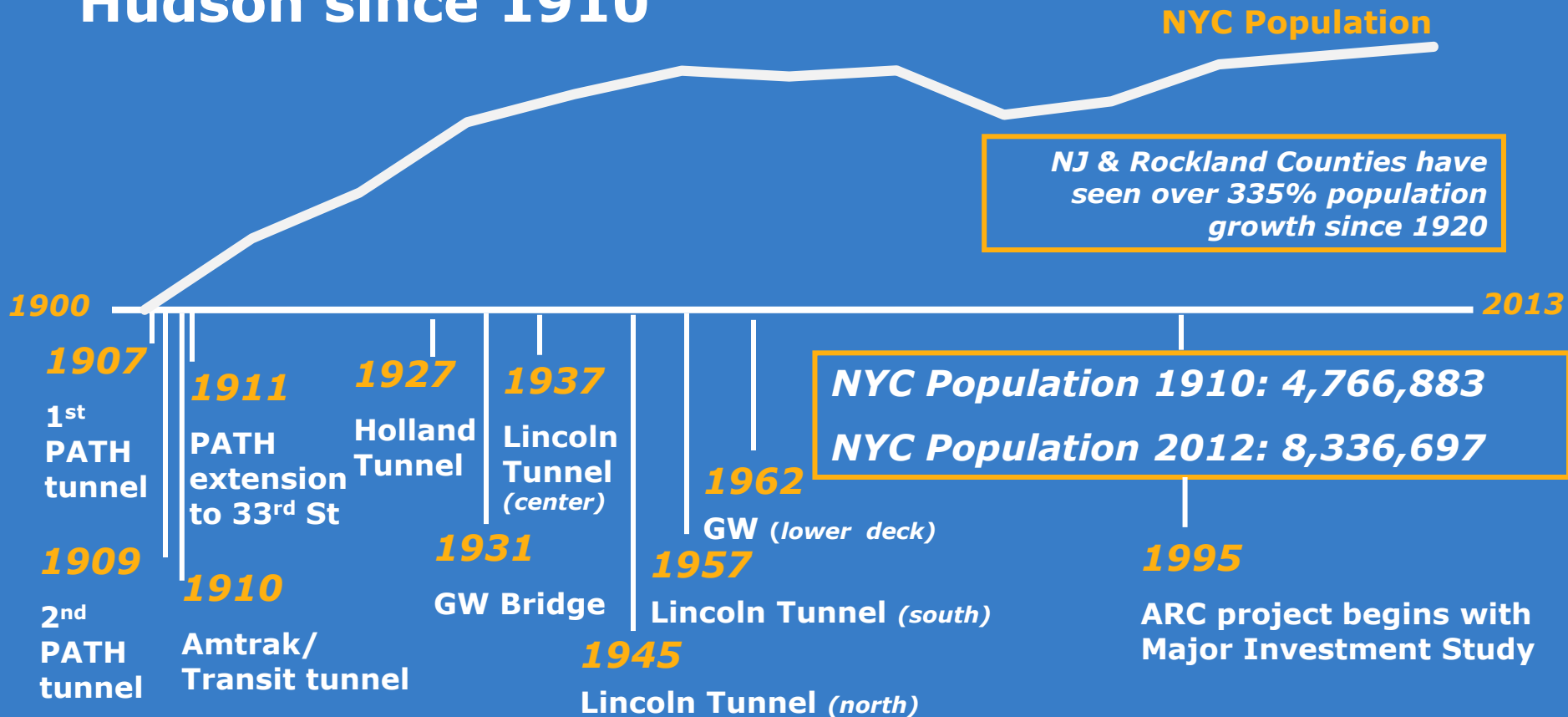
Agenda

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



Trans-Hudson Today: The Price of Congestion

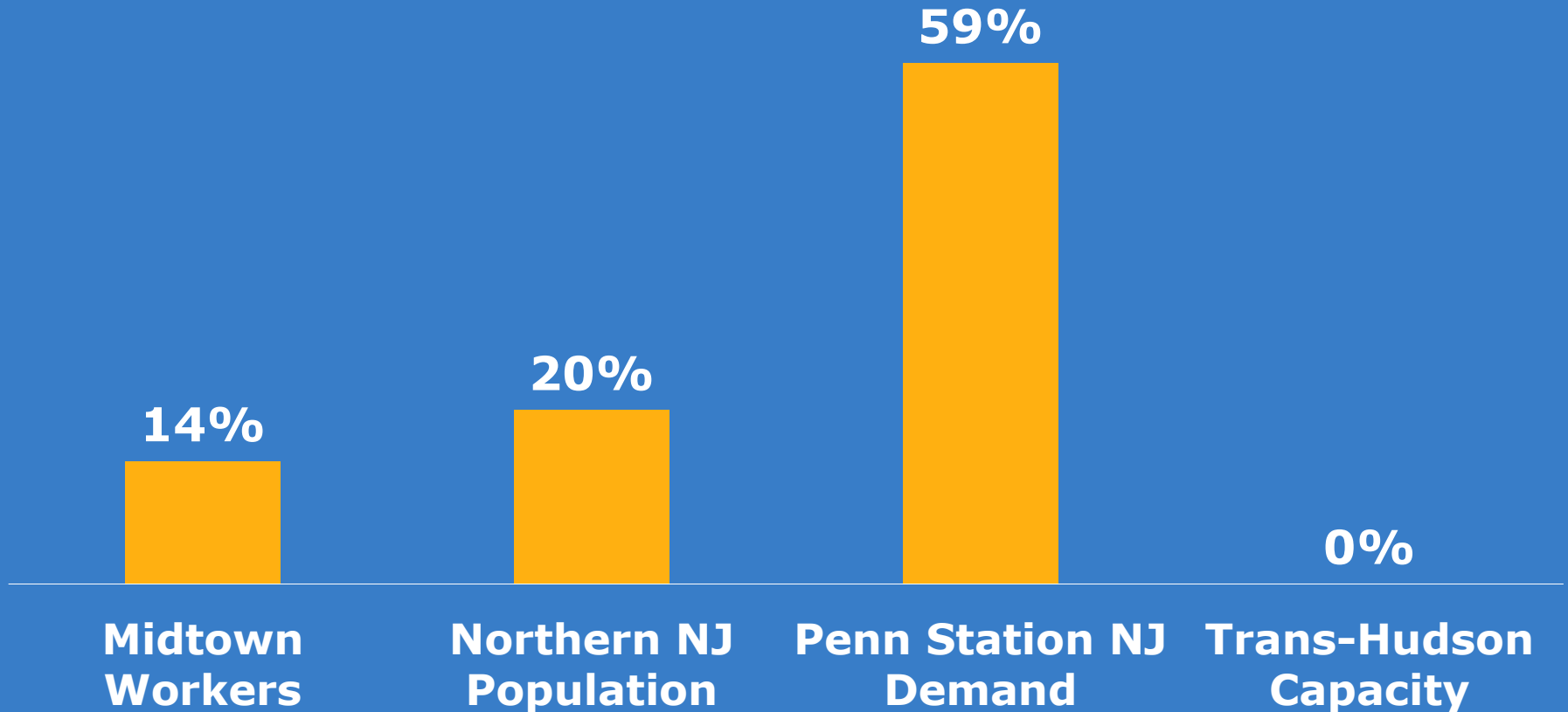
“The lack of new transit investment is creating a serious and urgent threat to NYC’s economic competitiveness.” – Mayor Bloomberg

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



Hudson Yards Vision



Photo Credit: Related

Hudson Yards Vision



Photo Credit: Extell



Photo Credit: Moinian

Hudson Yards Vision



Photo Credit: Related

Hudson Yards Vision



Photo Credit: Related

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.



No. 7 Extension to 34th St. and 11th Ave.



Photo Credit: MTA

MTA N7L LINE EXTENSION SITE J & P CANOPIES IN HUDSON PARK & BOULEVARD
ARCHITECT: HYDC | NYCEDC | MICHAEL BAKER CORPORATION ASSOCIATES | TODD WOOD ARCHITECT
New York City Transit Capital Construction

No. 7 Extension to 34th St. and 11th Ave.



Photo Credit: MTA

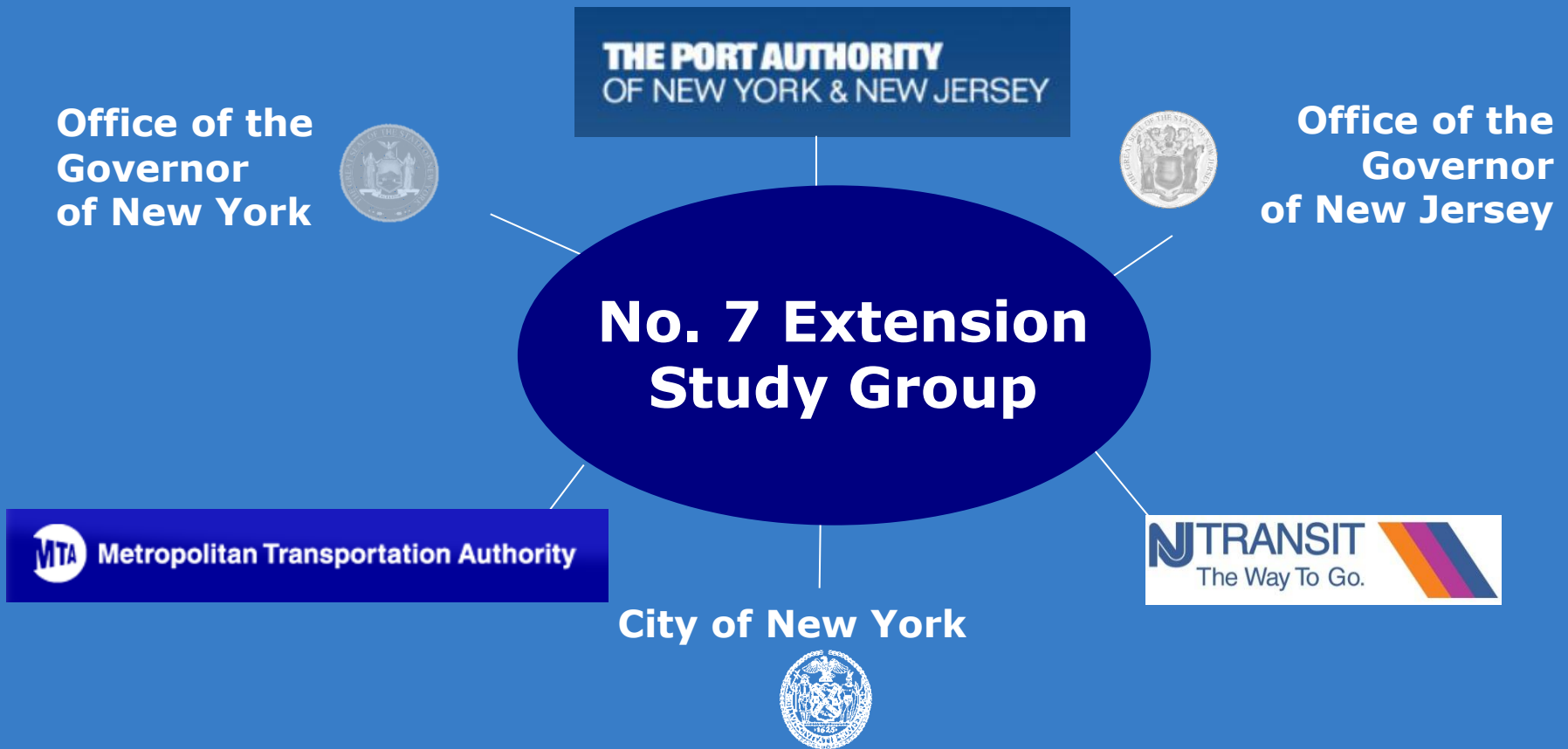
Agenda

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



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

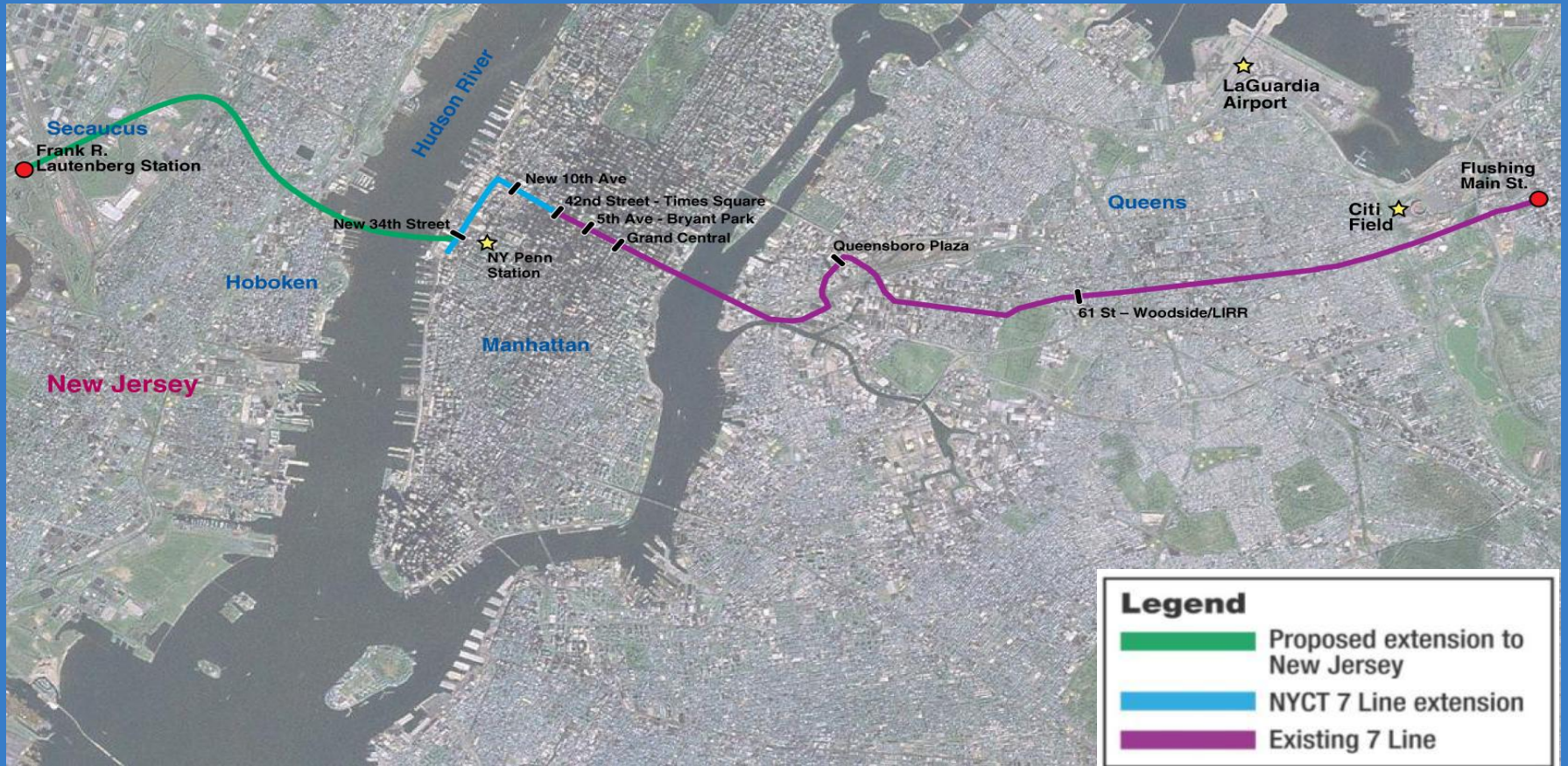
- Extension of the No. 7 to FRL Station via a new Hudson River tunnel and alignment in NJ approximately 40' south of the Northeast Corridor (NEC) right-of-way
 - This would provide an area for possible future expansion of Amtrak or NJ TRANSIT service along the NEC
- An expanded No. 7/Bus Multimodal Facility 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

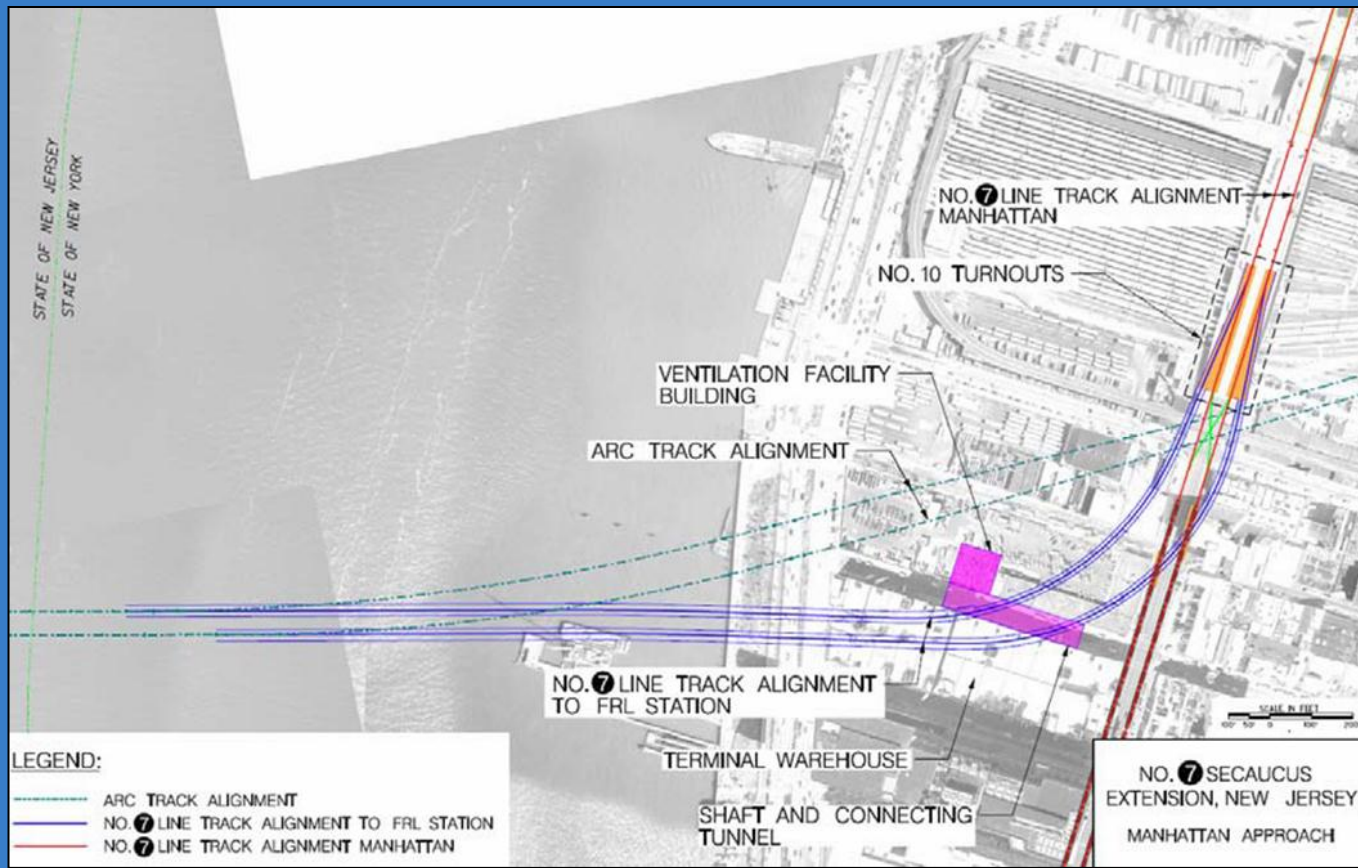
- **No. 7:** Commuters
- **Gateway:** Inter-city rail, high-speed rail
- No. 7 preliminary design specifically preserved Amtrak's right of way to allow Gateway or similar project
- Opportunities exist to collaborate and coordinate, which could reduce cost overlap

Proposed No. 7 Extension to Secaucus



Key Design Elements of Extending the No. 7 train to the Lautenberg Station

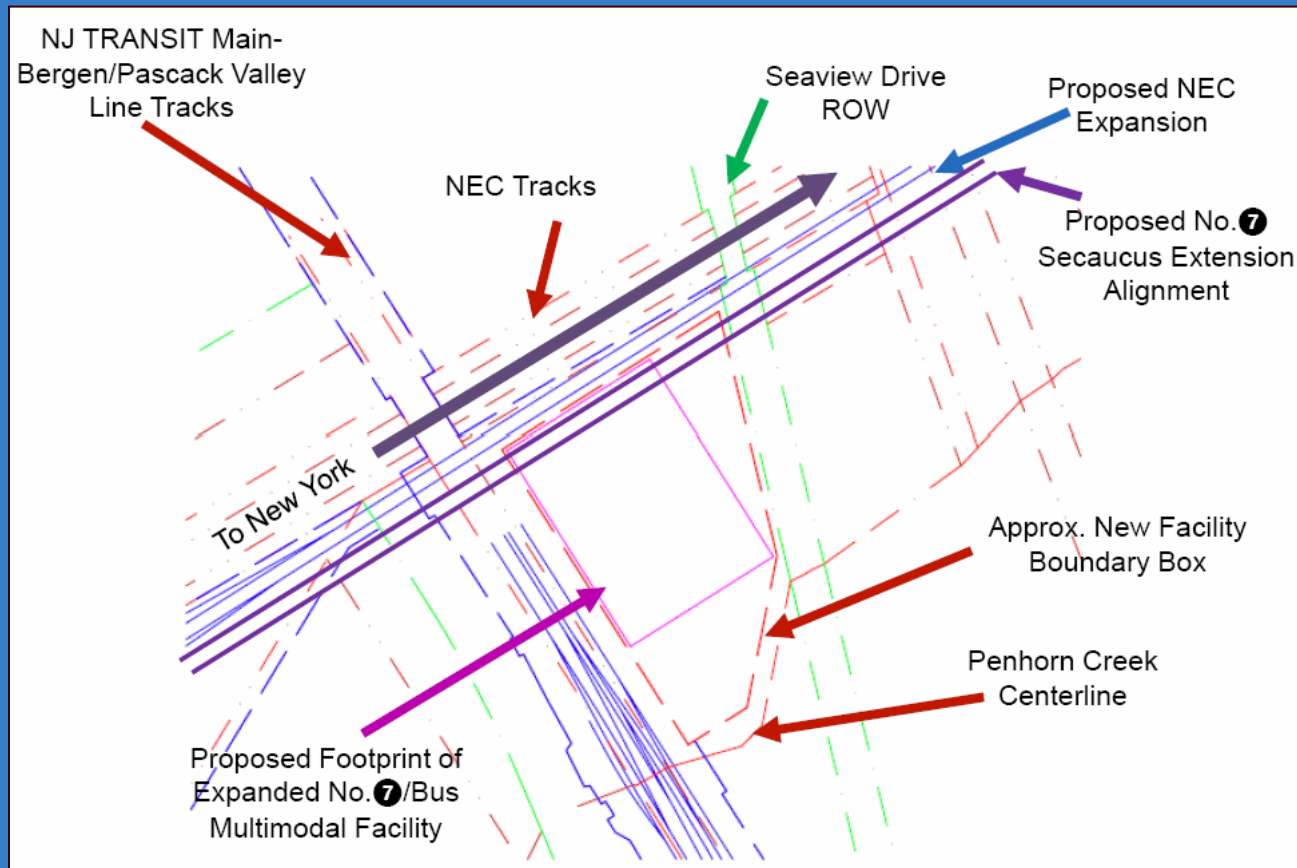
Proposed No. 7 Extension NY Alignment



Source:
Parsons Brinckerhoff

Key Design Elements of Extending the No. 7 train to the Lautenberg Station

Proposed Expanded No. 7/Bus Multimodal Facility Footprint

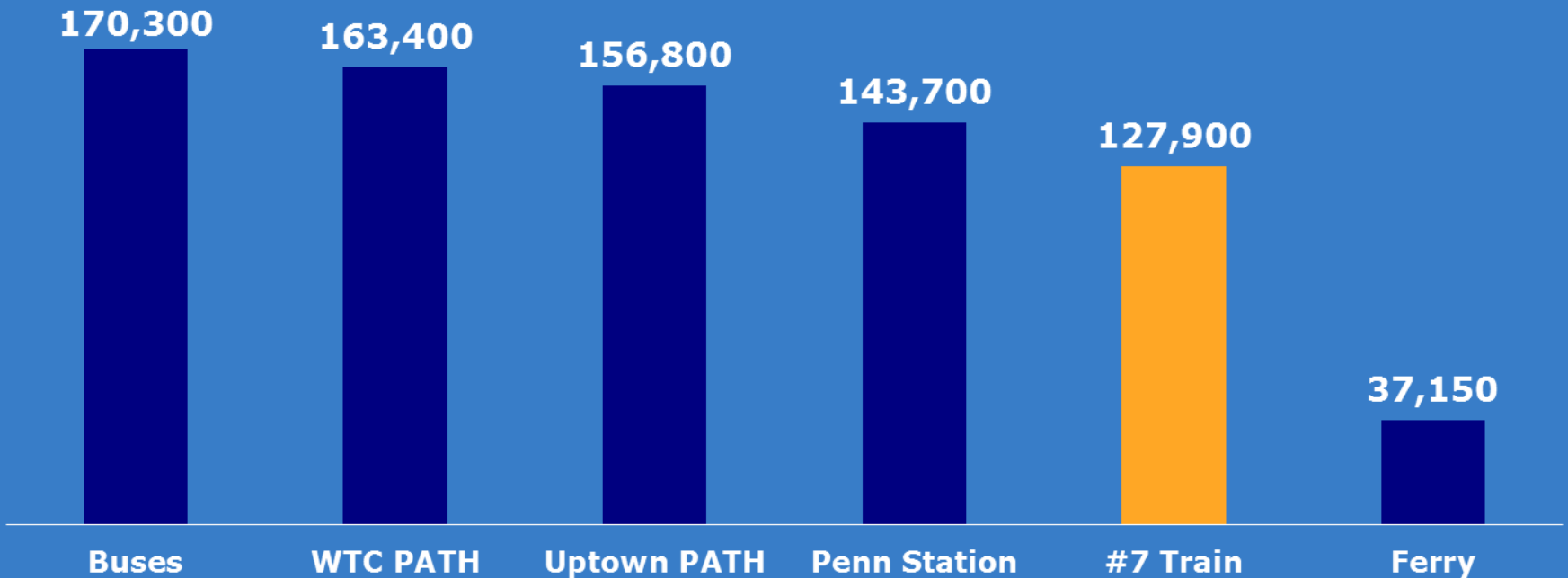


Source:
Parsons Brinckerhoff

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



Source: NJ Transit

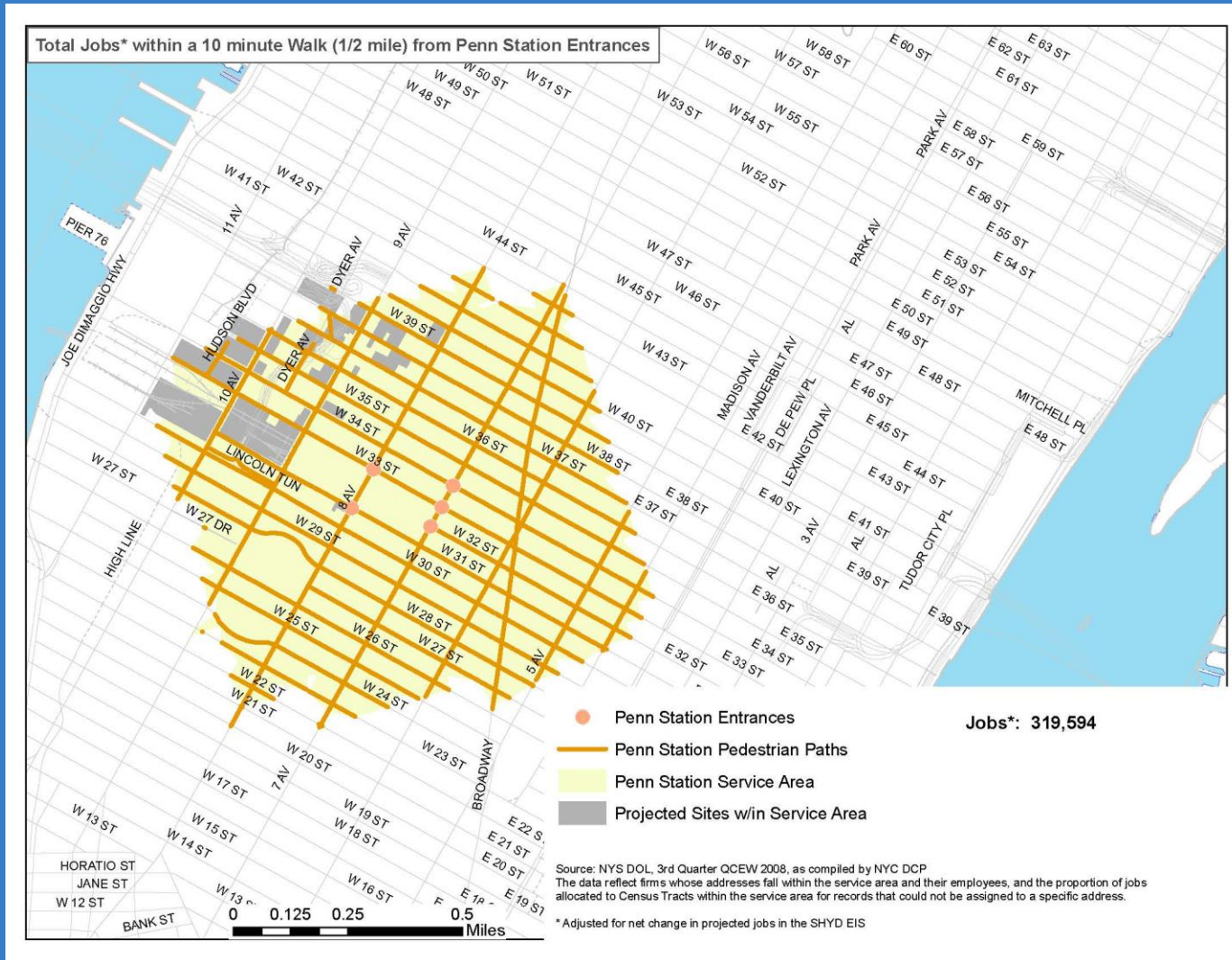
Trans-Hudson Ridership

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

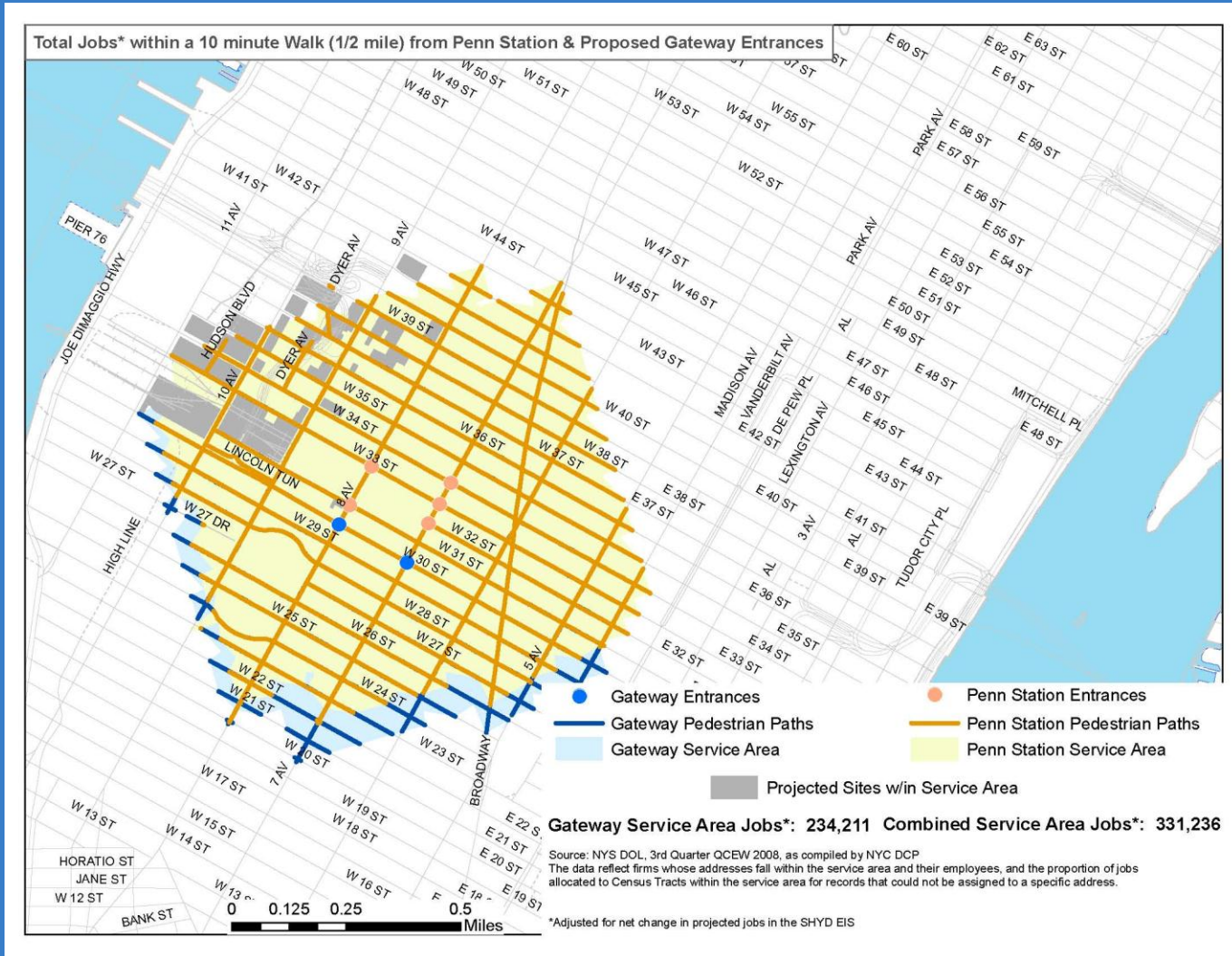
Where the Riders Come From	
Existing Rail Trips diverting from Penn Station	18,000
Trips diverting from Uptown PATH	14,700
Trips diverting from Downtown PATH	16,400
Trips diverting from Lincoln Tunnel Buses	41,300
Trips diverting from Other Buses	1,700
Trips diverting from Ferry	12,250
Trips diverting from Auto	24,400
Total Trips (Eastbound and Westbound)	128,750^e
Other Key Facts	
TOTAL NO. 7 Secaucus Extension Daily Ridership	127,900
Inbound Rail to No. 7 Secaucus Extension Transfers	
- Upper Level FRL Station	14,800
- Main/Bergen/Port Jervis/Pascack Valley	46,700
Total Rail to No. 7 Secaucus Extension Transfers	61,500
Express Bus Transfers to Inbound No. 7 Secaucus Extension at FRL Station	46,700
Local Bus Transfers to Inbound No. 7 Secaucus Extension at FRL Station	8,700
Automobile Park and Drop-Off	5,200
Reverse-Peak Flows (Attraction End at FRL Station)	5,800

Source: NJ Transit

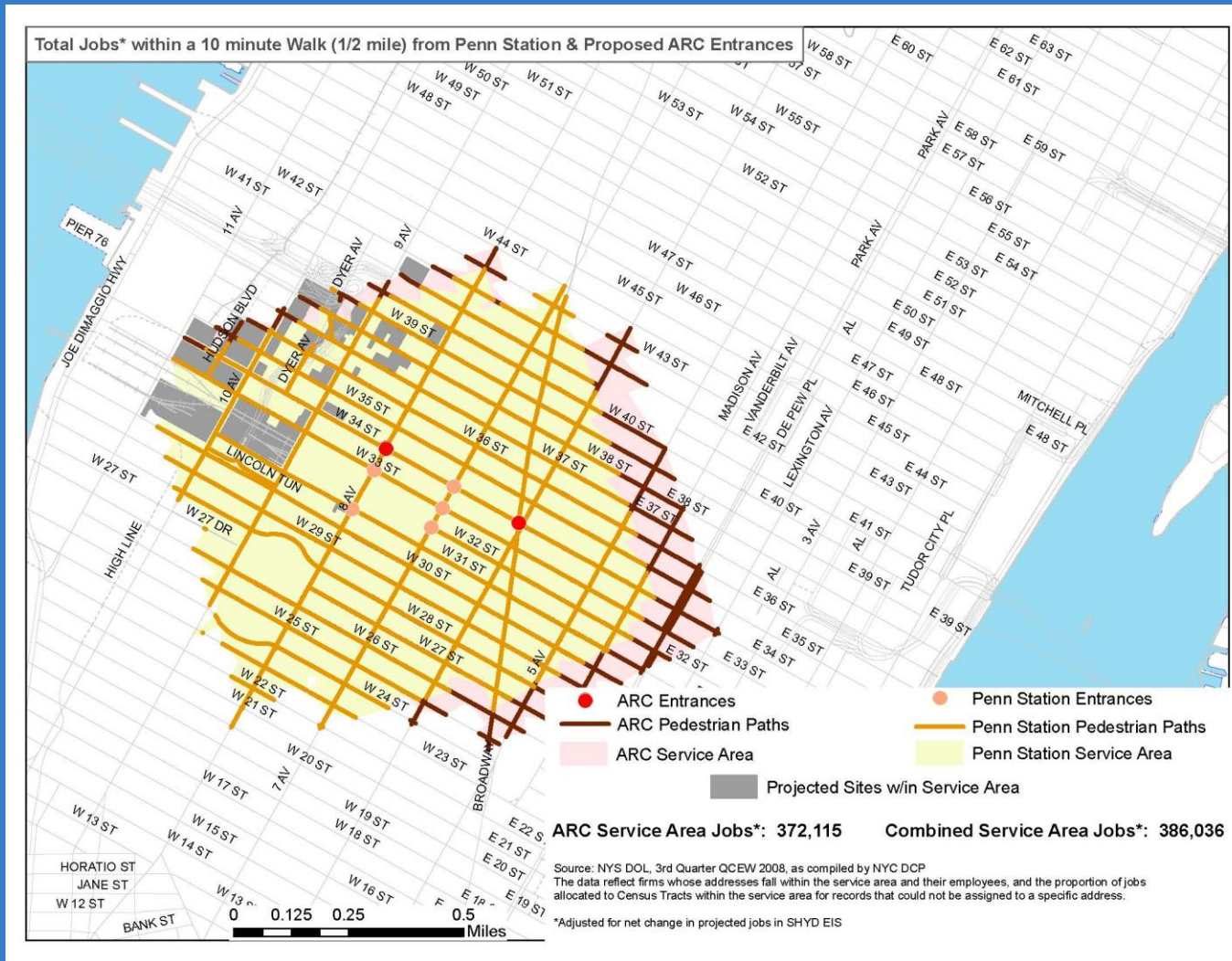
Jobs Footprint Impact – Penn Station



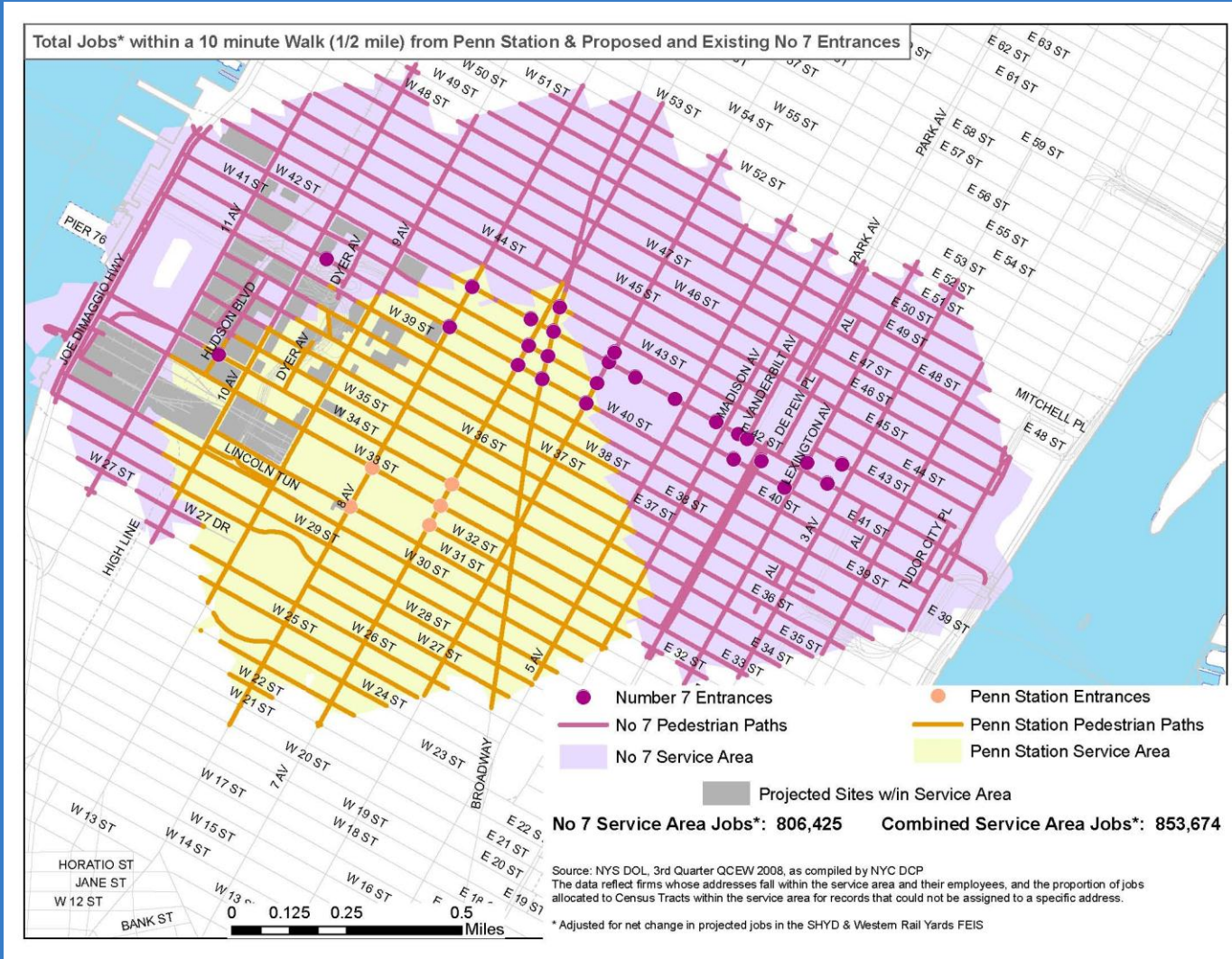
Jobs Footprint Impact – Gateway



Jobs Footprint Impact – ARC



Jobs Footprint Impact – No. 7



Key Benefits of No. 7 Secaucus Extension

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

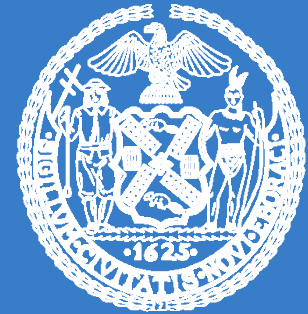
- Provides a direct commuter connection from NJ to:
 - 4 CBDs (Times Square, Grand Central Station, LIC, and Downtown Flushing)
 - Times Square, 5th Ave, Grand Central areas of Midtown
- Promotes growth and economic vitality through increased rail and bus service in NJ
 - 200 peak-hour buses would no 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.



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