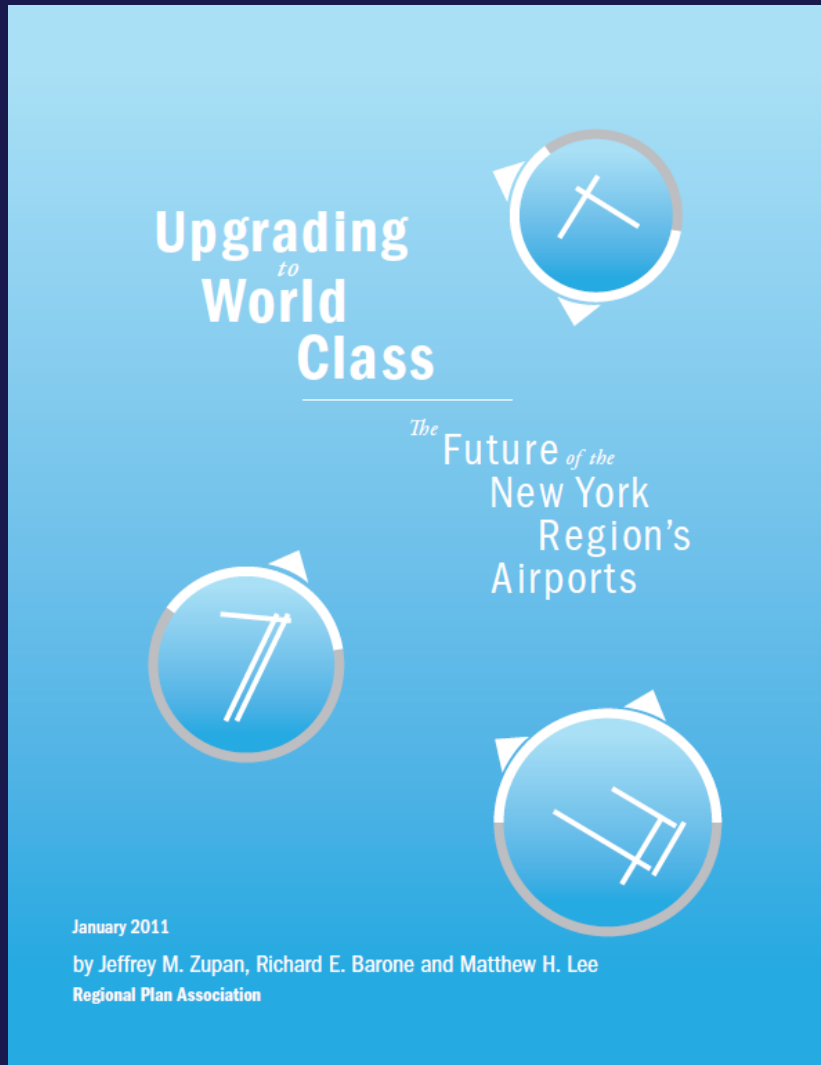


# **New York's Airports: The Prospects for Improved Access**

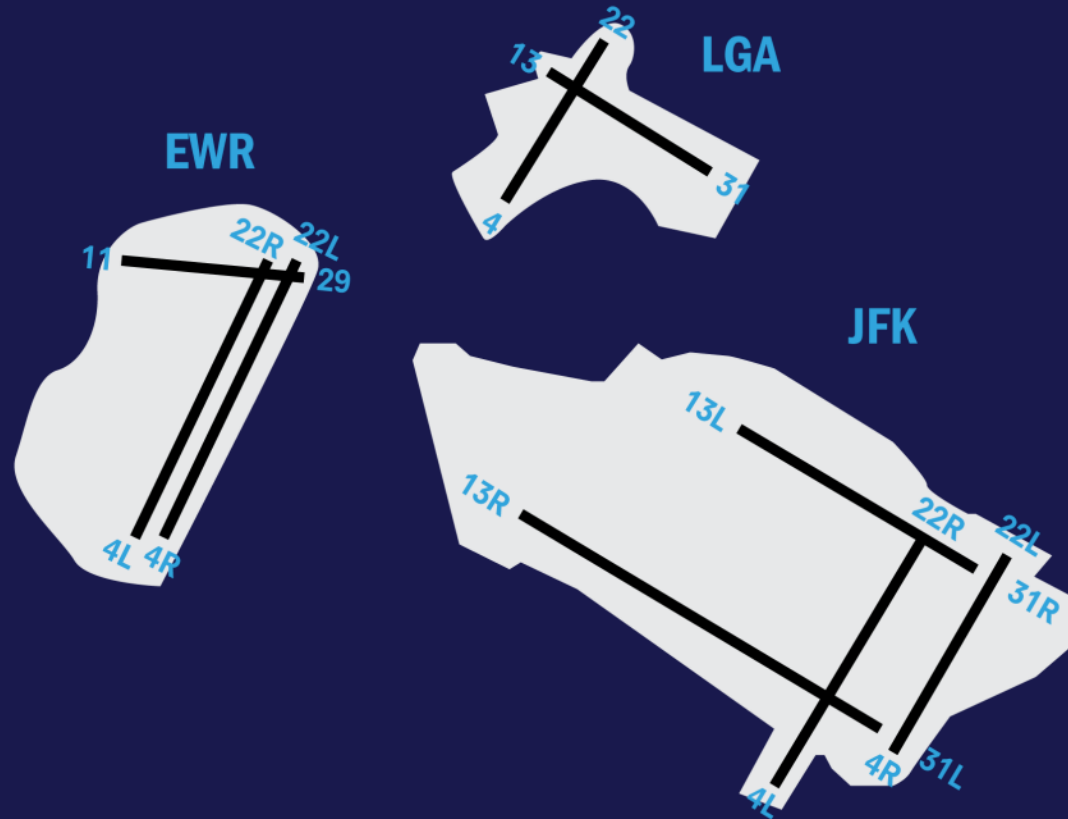
**Jeffrey M. Zupan  
Regional Plan Association  
International Air Rail Conference  
Venice, Italy  
October 27, 2011**

# The Report

- Released January 27<sup>th</sup> 2011 at half-day conference
- Over 300 attendees
- Including business, civic and aviation industry leaders

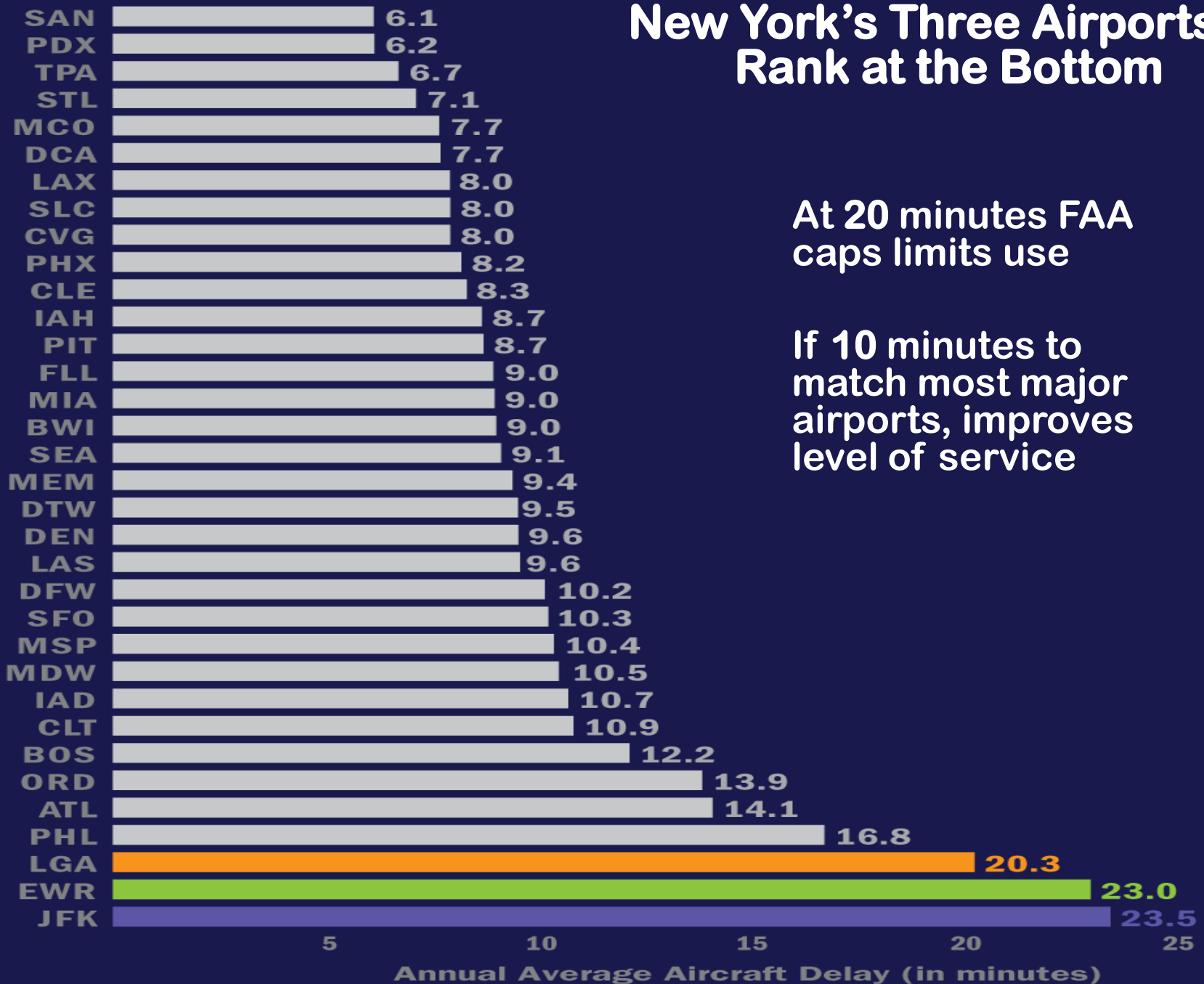


# Three Major Airports in Region



| Airport | Acres | # Runways | # Gates | Pass (mil.) | % Int'l |
|---------|-------|-----------|---------|-------------|---------|
| JFK     | 4,390 | 4         | 141     | 46.5        | 48      |
| EWR     | 2,207 | 3         | 104     | 33.1        | 32      |
| LGA     | 680   | 2         | 74      | 24.0        | 5       |

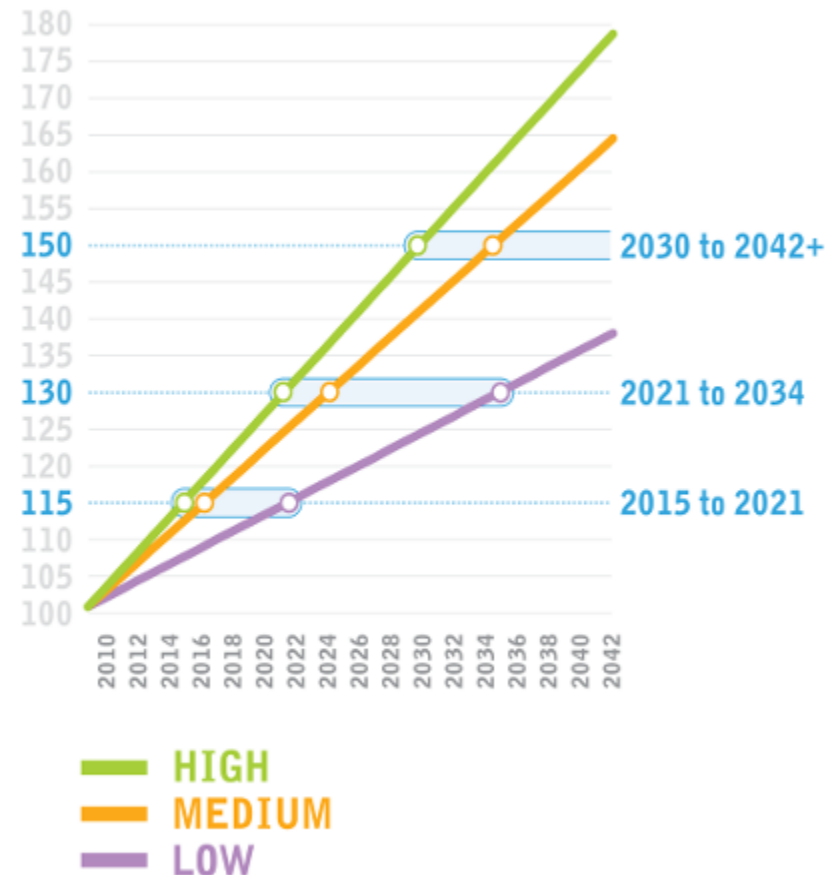
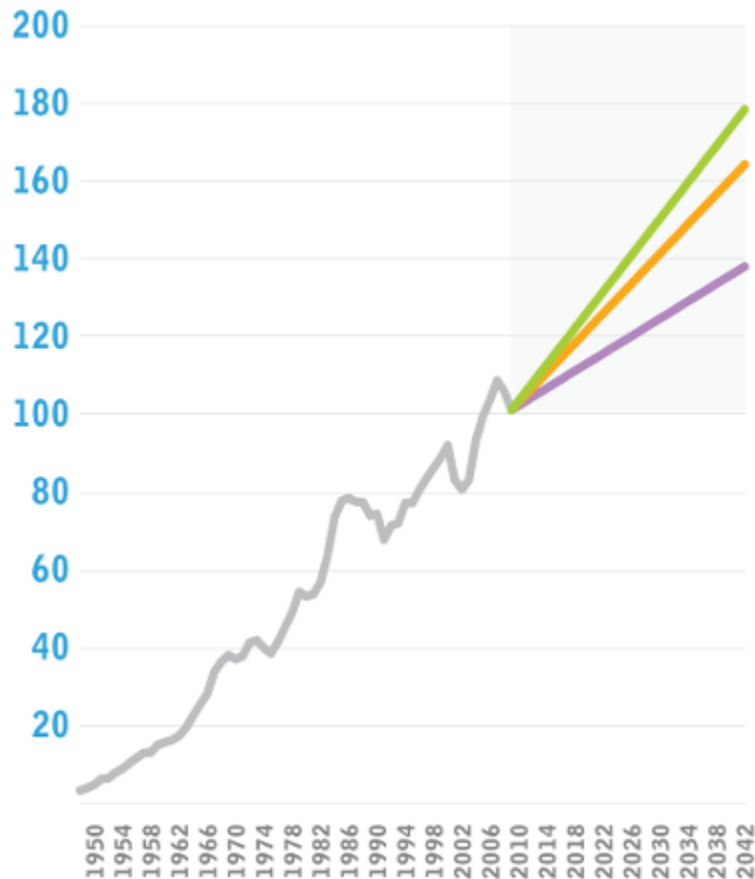
# New York's Three Airports Rank at the Bottom



At 20 minutes FAA caps limits use

If 10 minutes to match most major airports, improves level of service

# Air Passengers Projected to Increase by 45% by 2030



# What We Need by 2030s

---

- Capacity for 78 more aircraft movements per hour (up from 236 today)
- Capacity to serve 39 million more passengers
- Capacity to reduce average delay for today's 20+ minutes or more to 10 minutes



# What's At Stake?

---

- **39 million annual passengers not accommodated**
- **Accumulated cost is \$100 billion in sales not generated**
- **Over \$50 billion in wages not earned**

# **The Choice: Upgrade to World Class or Stay at Worst Class?**

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- **Global competitiveness – direct access to over 200 markets**
- **Maintain leadership in tourism growth – internationally and domestically**

# Potential Solutions

---

1. NextGen I and II
2. Outlying airports to free up capacity
3. Intercity rail to free up capacity
4. New airport to free up capacity
5. Manage demand to increase aircraft size and use in off-peak hours
6. Expansion at three major airports

# Expansion and Reconfiguration

Airspace screening : 20 combinations

LGA

1



2



3



4



EWR

1



2



3

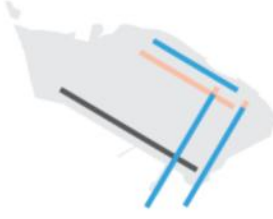


JFK

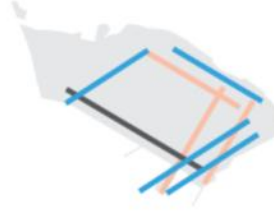
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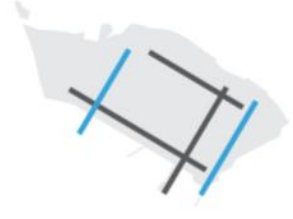
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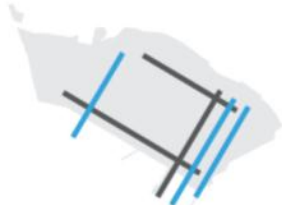
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4



5



6

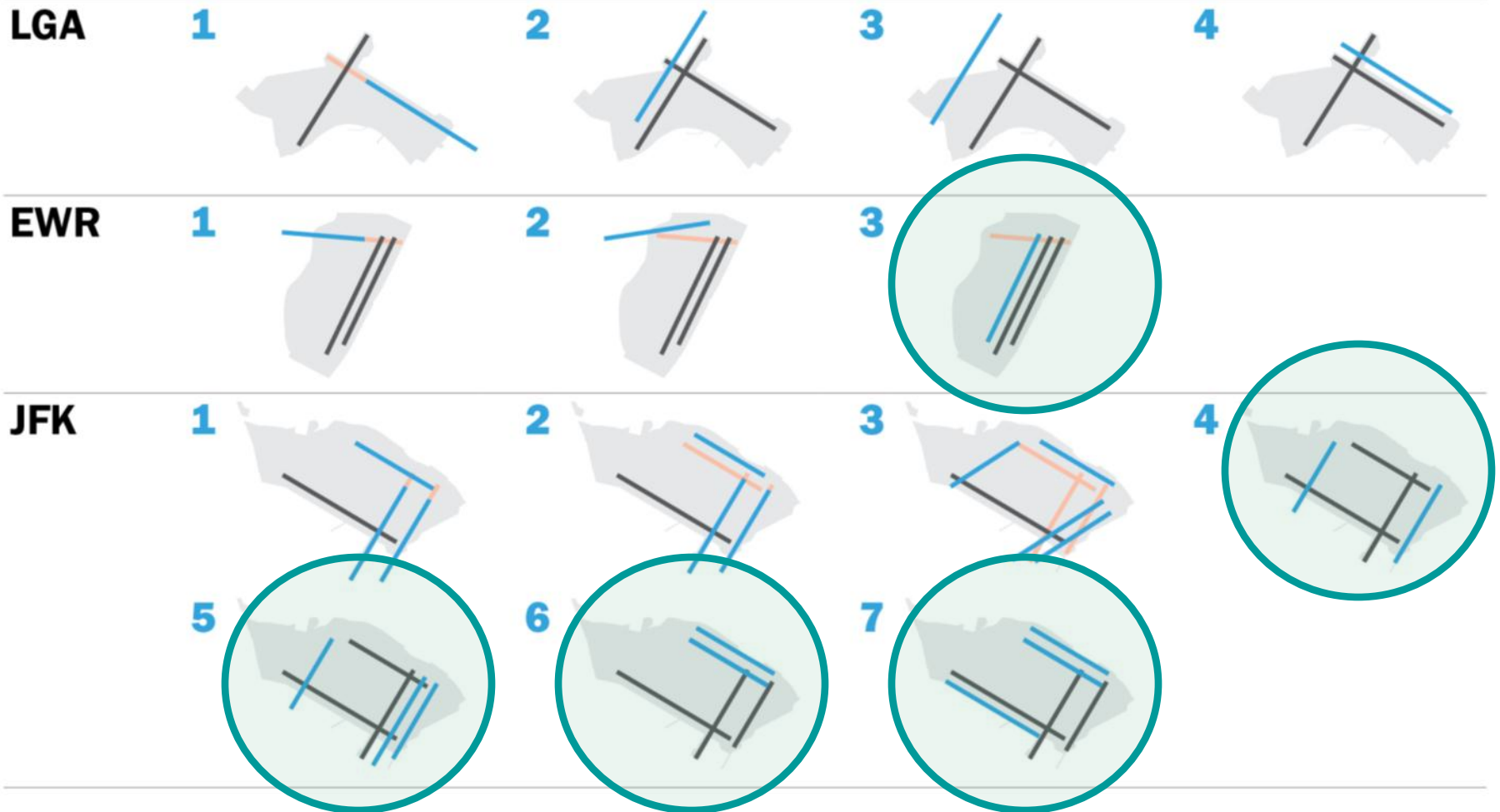


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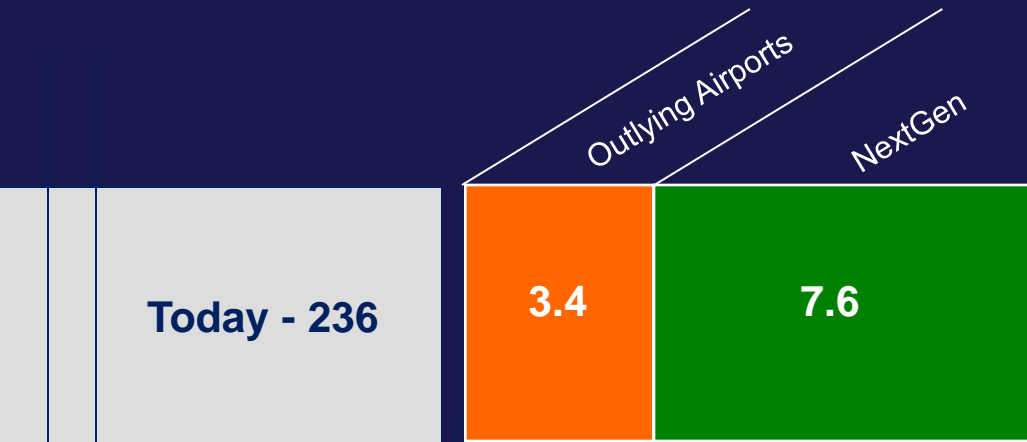
# Expansion and Reconfiguration

Survivors: 0 at LGA, 1 at EWR, 4 at JFK



# 115 MAP

## Next Five to Ten Years



11 Operations Needed

people



5 million  
more  
Passengers  
served

delays



20 minutes

capacity



Meets need

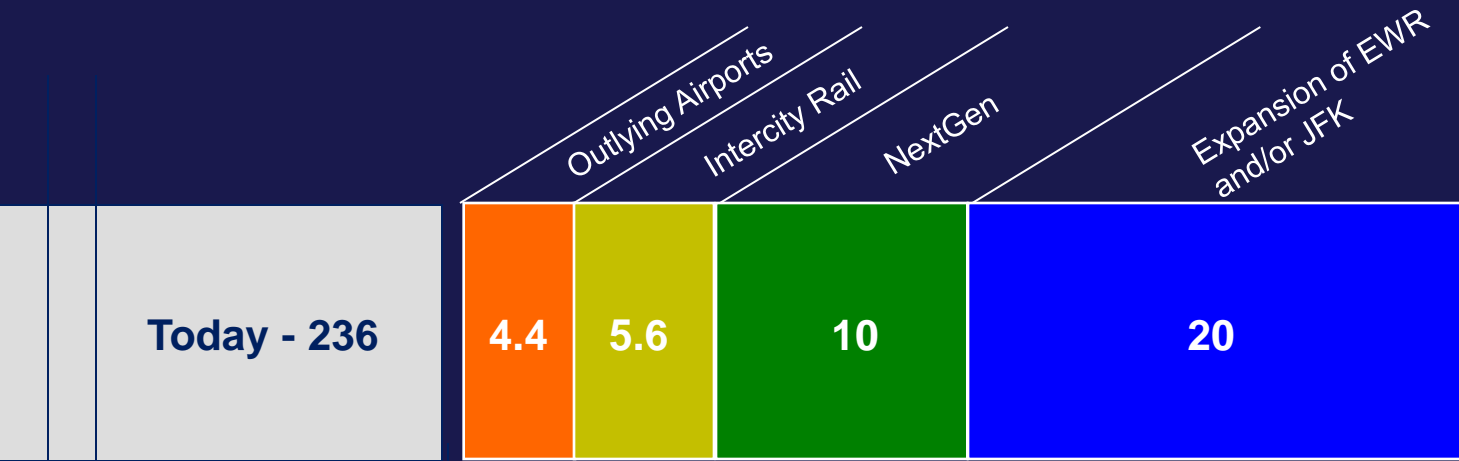
money



- 20,000 jobs
- \$2.6 billion sales
- \$1 billion in wages

# 130 MAP

## By the 2020's



40 Operations Needed

people



19.5 million more  
Passengers  
served

delays



15 minutes

capacity



*Meets need IF  
expansion*

9 ops per hr JFK

11 ops per hr EWR

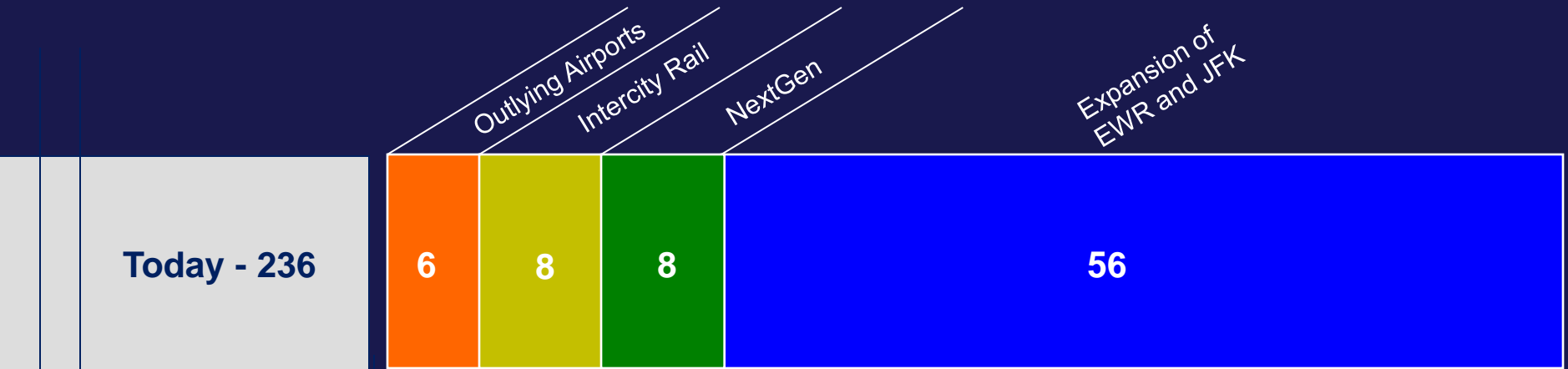
money



- 80,000 jobs
- \$10.2 billion sales
- \$3.7 billion in wages

# 150 MAP

## By the 2030's



78 Operations Needed

people



**+39 million  
more  
Passengers  
served**

delays



**10 minutes**

capacity



***Meets need IF  
expansion***

**32 ops per hr JFK  
24 ops per hr EWR  
7 ops per hr LGA**

money



- **127,000 jobs**
- **\$16.3 billion sales**
- **\$5.9 billion in wages**

# **The Status of Airport Ground Access in New York**

# Current Access Status

## The Region

| Airport | Percent Transit | Percent Rail | Current Best Option |
|---------|-----------------|--------------|---------------------|
| JFK     | 15.7            | 12.1         | Rail to AirTrain    |
| EWR     | 12.0            | 7.0          | Rail to AirTrain    |
| LGA     | 10.8            | 0.0          | Subway to Bus       |

## National & International

| Airport              | Percent Rail |
|----------------------|--------------|
| International (Avg.) | 30.0         |
| Washington D.C.      | 13.0         |
| Atlanta              | 10.0         |
| San Francisco        | 7.0          |
| Philadelphia         | 3.0          |

# A Success Story: JFK AirTrain



# Ground Access- JFK

## Short/Near Term

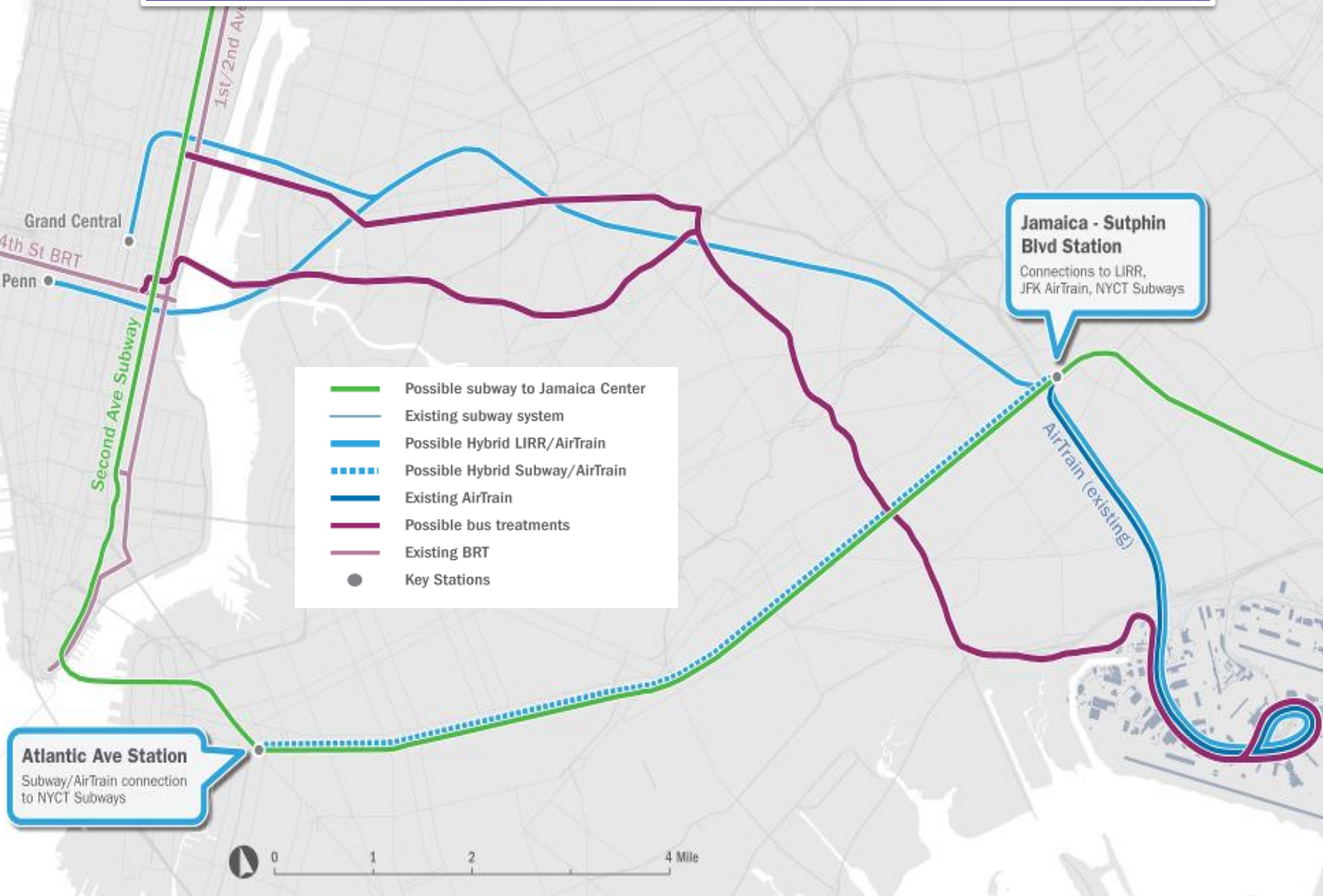
- Re-invigorate taxi sharing program
- Kew Gardens interchange improvements underway
- Ridership doubles on AirTrain since it opened, and continues to grow
- LIRR connection to Grand Central Terminal will further boost AirTrain use
- Bus rapid transit options
- Passenger car tolls into airport, as done elsewhere

## Long Term

- One-seat ride, either using LIRR right-of-way or subway and Atlantic Branch right-of-way
- Consideration of new highway capacity; Clearview extension tough but need to understand better



# JFK Preferred Transit Options



# Ground Access - LGA

## Short/Near Term

- Re-invigorate taxi sharing program
- Bus rapid transit options
- Passenger car tolls into airport, as done elsewhere

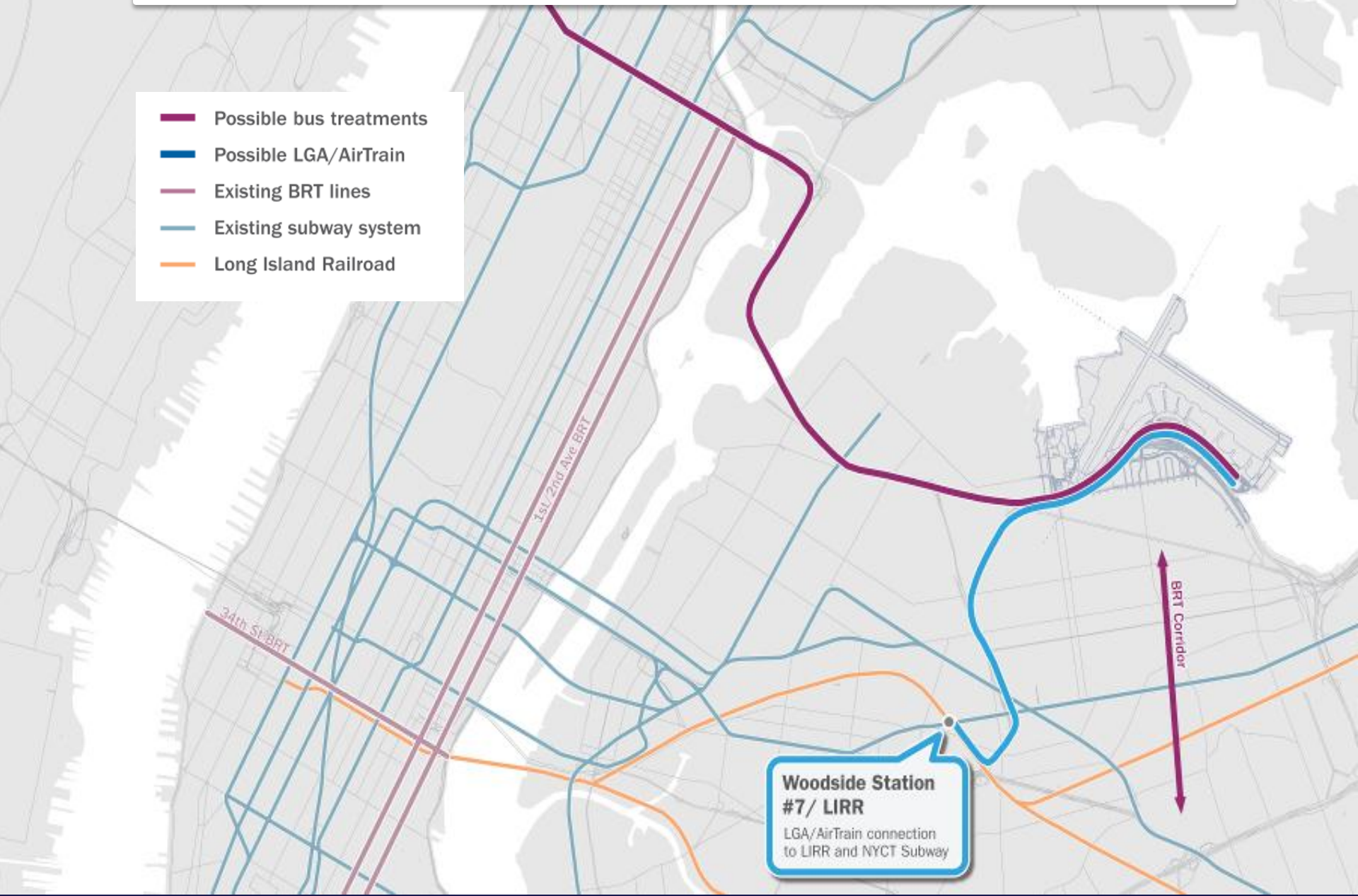
## Long Term

- AirTrain to Woodside for connections to LIRR and # 7 Flushing line



# LGA Preferred Transit Options

- Possible bus treatments
- Possible LGA/AirTrain
- Existing BRT lines
- Existing subway system
- Long Island Railroad



# Ground Access - EWR

## Short/Near Term

- Agreement to lower taxi fares between EWR and New York
- More regular service by NJT to airport station
- Bus rapid transit options

## Mid-Term

- Extension of PATH to NEC Station
- Strong interest in one-seat ride among Lower Manhattan business interests






## Long-Term

- Redesign of terminals possible and PATH extension onto airport or bring terminals closer to PATH extension to NEC Station
- Replace aging and unreliable people mover on airport



# EWR Preferred Transit Options



-  PATH Extension to NEC
-  PATH to Terminals
-  Existing PATH service
-  NJTransit / commuter rail
-  Key Stations



Grazie

Jeffrey Zupan

[jeff@rpa.org](mailto:jeff@rpa.org)