

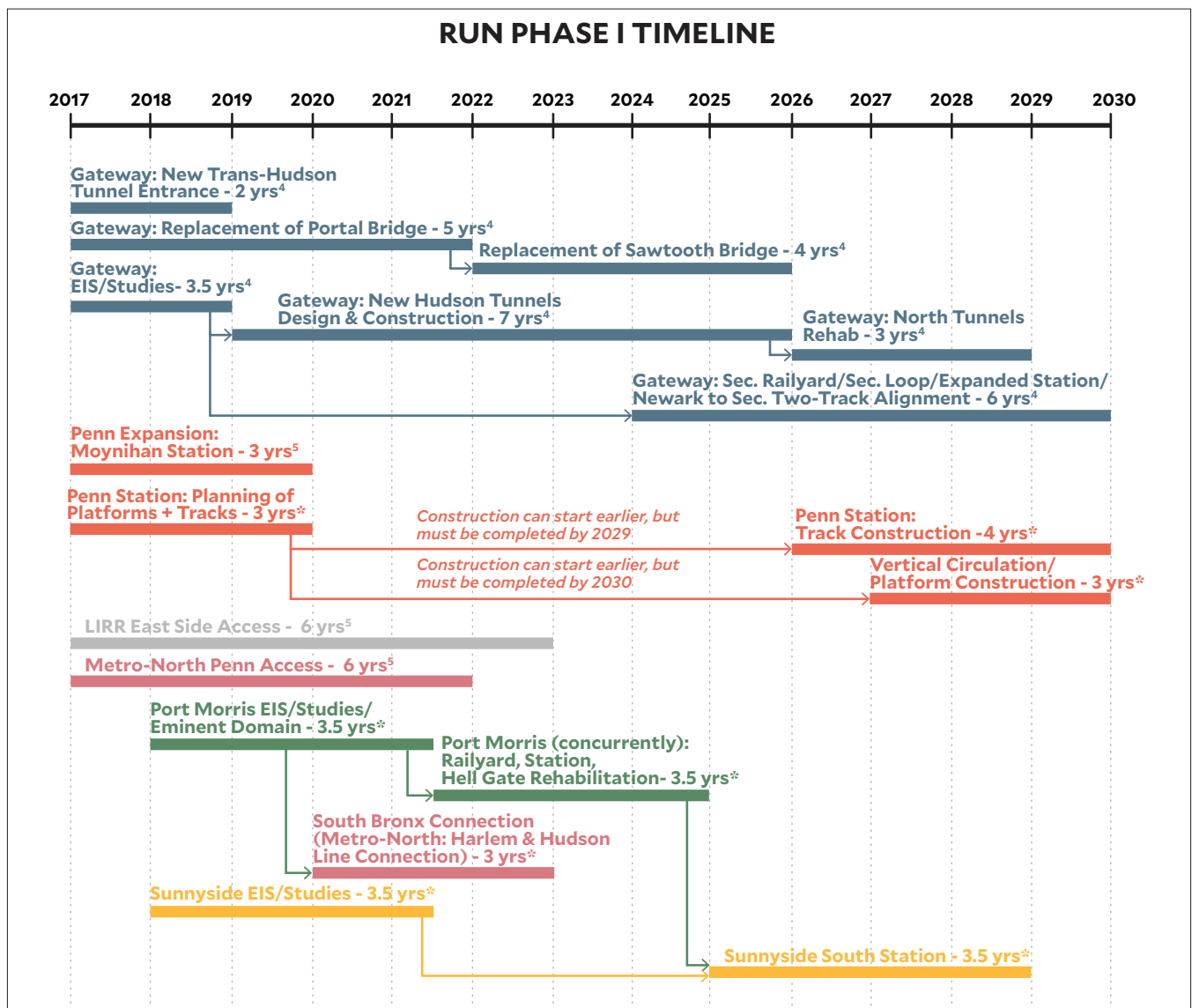
# An Affordable and Feasible Project

RUN modifies and coordinates existing proposals to make them more effective and maximize their benefit, which makes RUN achievable within the budget commitments the region has already set.

The implementation and phasing strategy for RUN is both adaptable and scheduled to achieve its goals on the same timetable as existing proposals. As described in more detail in the next chapter, Phase I of RUN establishes the core network. All future components detailed in Phase II can be added in any combination or order, which gives policymakers the flexibility to choose which specific projects to pursue and in which particular order based on conditions at the time.

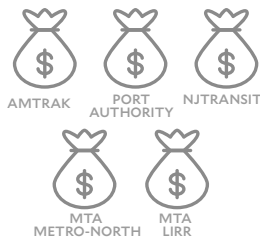
**Below:** The construction timeline of RUN shows the duration and dependencies of each component.

*\*Sources for RUN Phase I timeline can be found in Appendix: Cost Estimates & Phasing Timeline Sources*



**Right:** The comparative breakdown of general costs shows the ReThinkNYC revisions to existing projects and the reallocation of existing budgets.

\*Sources for RUN Phase I costs can be found in Appendix: Cost Estimates & Phasing Timeline Sources



**ONE REGIONAL PLAN**

<b>Existing Projects &amp; Costs</b>	
<b>Gateway Program</b>	<b>\$18 bil<sup>4</sup></b>
-New Hudson tunnels	
-Secaucus Loop, Expanded Secaucus Station	
-2-track alignment from Newark Penn to Penn Station New York	
-Expanding Penn Station to Moynihan Station	
-Penn Station South	<b>\$7 bil<sup>4</sup></b>
<b>Metro-North Penn Access</b>	
-Bring New Haven line into Penn by restoring tracks along the Northeast Corridor	<b>\$0.7 bil<sup>5</sup></b>
-Bring Hudson Line into Penn along the Empire Line	<b>\$0.3 bil<sup>5</sup></b>
<b>TOTAL= \$26 billion</b>	

<b>ReThinkNYC's Revisions</b>	
<b>Gateway Program</b>	<b>\$18 bil<sup>4</sup></b>
-New Hudson tunnels	
-Secaucus Loop, Expanded Secaucus Station, <b>+Additional track work</b>	<b>\$0.3 bil*</b>
-2-track alignment from Newark Penn to Penn Station New York	
-Expanding Penn Station to Moynihan Station	
<i>(ReThinkNYC does not support Penn Station South)</i>	
<b>Metro-North Penn Access</b>	
-Bring New Haven line into Penn by restoring tracks along the Northeast Corridor	<b>\$0.7 bil<sup>5</sup></b>
<i>(ReThinkNYC does not support bringing the Hudson Line along the Empire Line)</i>	
<b>South Bronx Connection</b>	<b>\$1.4 bil*</b>
-Tunnel from Port Morris to split	
-Harlem Line connection tunnel	
-Hudson Line connection tunnel	
<b>Sunnyside Phase I</b>	<b>\$1.3 bil*</b>
-Prelim Studies	
-Sunnyside South Station	
-Track work	
<b>Port Morris Phase I</b>	<b>\$1.7 bil*</b>
-Prelim Studies	
-Sunnyside South Station	
-Track work	
<b>Penn Station</b>	<b>\$1.1 bil*</b>
-Prelim Studies	
-Platforms	
-Vertical Circulation	
-Track Work	
-Staging	
<b>TOTAL= \$24.5 billion*</b>	

## End Notes

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<sup>4</sup> Berger, Paul. “Hudson Rail Project to Cost \$23.9B, Take 15 Years to Finish.” North Jersey.com, January 29, 2016. <http://archive.northjersey.com/news/timeline-cost-breakdown-released-for-gateway-project-1.1502306>

<sup>5</sup> Northeast Corridor Commission. “Northeast Corridor Five-Year Capital Plan Fiscal Years 2016-2020.” April 2015. <http://www.nec-commission.com/five-year-capital-plan/report/Northeast%20Corridor%20Five-Year%20Capital%20Plan.pdf>

<sup>6</sup> Thales Group. “SelTrac CBTC Communications-based Train Control for Urban Rail.” 2013. [https://www.thalesgroup.com/sites/default/files/asset/document/cbct\\_brochure\\_0.pdf](https://www.thalesgroup.com/sites/default/files/asset/document/cbct_brochure_0.pdf)

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<sup>8</sup> Regional Plan Association. “Moving Forward: Accelerating the Transition to Communications-Based Train Control for New York City’s Subways.” May 2014. <http://library.rpa.org/pdf/RPA-Moving-Forward.pdf>

<sup>9</sup> The Metropolitan Transportation Authority. “Penn Station Access Project Overview.” December 12, 2016. <http://web.mta.info/mta/news/books/docs/Penn%20Station%20Access%20Project%20Overview.pdf>

<sup>10</sup> New York City Economic Development Corporation. “Sunnyside Yard Feasibility Study 2017.” February 6, 2017. <http://www.nycedc.com/sites/default/files/filemanager/Sunnyside-Yard-Feasibility-Study-2017-Full-Report.pdf>

<sup>11</sup> The Metropolitan Transportation Authority. Metropolitan Transportation - A Program for Action. February 1968.

<sup>12</sup> The Metropolitan Transportation Authority. “MTA Capital Program 2015-2019: Renew. Enhance. Expand.” 2015. [http://web.mta.info/capital/pdf/CapitalProgram2015-19\\_WEB%20v4%20FINAL\\_small.pdf](http://web.mta.info/capital/pdf/CapitalProgram2015-19_WEB%20v4%20FINAL_small.pdf)

<sup>13</sup> Federal Transit Administration. “New York City 2nd Ave Subway Phase 2 Profile.” December 2016. [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/New\\_York\\_City\\_2nd\\_Ave\\_Subway\\_Phase\\_2\\_Profile.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/New_York_City_2nd_Ave_Subway_Phase_2_Profile.pdf)

<sup>14</sup> Barone, Richard E., Lee, Matthew H., and Zupan, Jeffrey M. “Upgrading to World Class: The Future of the New York Region’s Airports.” Regional Plan Association. January 2011. <http://www.rpa.org/pdf/RPA-Upgrading-to-World-Class.pdf>

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<sup>17</sup> New York Office of the Governor. “Governor Cuomo Presents 2nd Proposal of 2017 State of the State: Transforming JFK International Airport for the 21st Century.” Office of the Governor, January 4, 2017. <https://www.governor.ny.gov/news/governor-cuomo-presents-2nd-proposal-2017-state-state-transforming-jfk-international-airport>

<sup>18</sup> Cohen, Hope. “Unconventional: Trading in Javits for more. And better.” Regional Plan Association, January 4, 2012. <http://www.rpa.org/pdf/RPA-Unconventional.pdf>

<sup>19</sup> The Port Authority of NY & NJ. “Trans-Hudson Commuting Capacity Study.” September 21, 2016. [https://www.panynj.gov/about/pdf/Trans-Hudson\\_Communing\\_Capacity\\_Study-Summary\\_Report\\_9-21-16.pdf](https://www.panynj.gov/about/pdf/Trans-Hudson_Communing_Capacity_Study-Summary_Report_9-21-16.pdf)

<sup>20</sup> The Port Authority of NY & NJ. “Lincoln Tunnel Exclusive Bus Lane Enhancement Study.” March 2005. [http://www.panynj.gov/CommutingTravel/tunnels/pdfs/01\\_09\\_XBL-II\\_nwslt-tr\\_285fri.pdf](http://www.panynj.gov/CommutingTravel/tunnels/pdfs/01_09_XBL-II_nwslt-tr_285fri.pdf)

<sup>21</sup> The Port Authority of NY & NJ. “Lincoln Tunnel Hot Lane Feasibility Study.” December 2009. <https://www.panynj.gov/about/pdf/Lincoln-Tunnel-HOT-Lane-Feasibility-Study.pdf>

<sup>22</sup> New York Metropolitan Transportation Council. “Hub Bound Travel Data.” 2015. [https://www.nymtc.org/Portals/0/Pdf/Hub%20Bound/2015%20Hub%20Bound/DM\\_TDS\\_Hub\\_Bound\\_Travel\\_2015.pdf?ver=2017-01-11-123902-670](https://www.nymtc.org/Portals/0/Pdf/Hub%20Bound/2015%20Hub%20Bound/DM_TDS_Hub_Bound_Travel_2015.pdf?ver=2017-01-11-123902-670)

<sup>23</sup> New York City Department of Transportation. “34th Street Bus Priority/Transitway.” 2008. <http://www.nyc.gov/html/dot/downloads/pdf/34thshortandlong.pdf>

<sup>24</sup> Gregor, Alison. “Without Cars, a Different Sort of 42nd St.” The New York Times, October 13, 2009. [http://www.nytimes.com/2009/10/14/realestate/commercial/14rail.html?\\_r=1&scp=1&sq=Without%20cars,%20a%20different%20sort%20of%2042nd%20Street&st=cse](http://www.nytimes.com/2009/10/14/realestate/commercial/14rail.html?_r=1&scp=1&sq=Without%20cars,%20a%20different%20sort%20of%2042nd%20Street&st=cse)

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## Cost Estimates & Phasing Timeline Sources

The cost estimation and phasing timeline for RUN Phase I (see: Overview chapter) was estimated with reference to existing projects that have been completed or are currently underway. The sources for these references are listed below:

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### **Penn Station**

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