



BQX Update

APTA Annual Meeting – Streetcar Subcommittee

October 13, 2019



Outline

1. Context
2. Project Summary
3. Environmental Review
4. Challenges

Context

1

Context

Brooklyn/Queens Waterfront

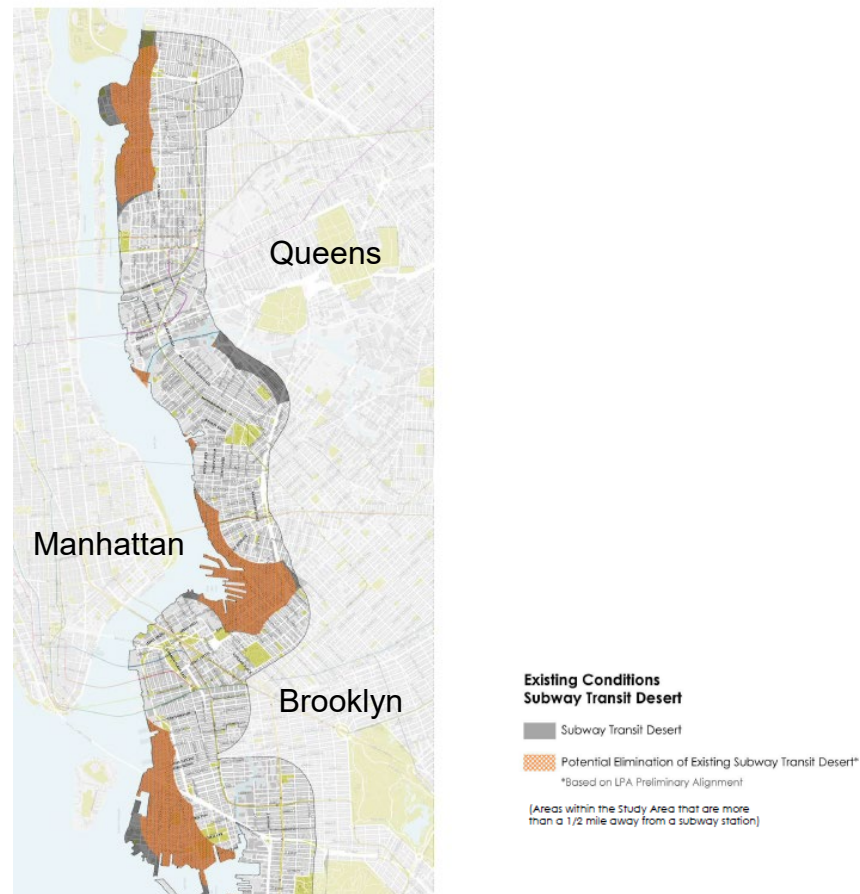
- Major rezonings resulting in significant development
 - Long Island City (2001)
 - Downtown Brooklyn (2004)
 - Williamsburg/Greenpoint (2005)
- Since 2000, 120,000 new residents, 170,000 new jobs
- Corridor population growing at twice the rate of City as whole (12.7% between 2008-2015)
- Growing job hubs alternatives to Manhattan CBDs
 - Downtown Brooklyn
 - Brooklyn Navy Yard
 - Long Island City



Context

Brooklyn/Queens Waterfront

- Limited north-south transit options
- Several “subway deserts”
- New commuting patterns



Project Summary

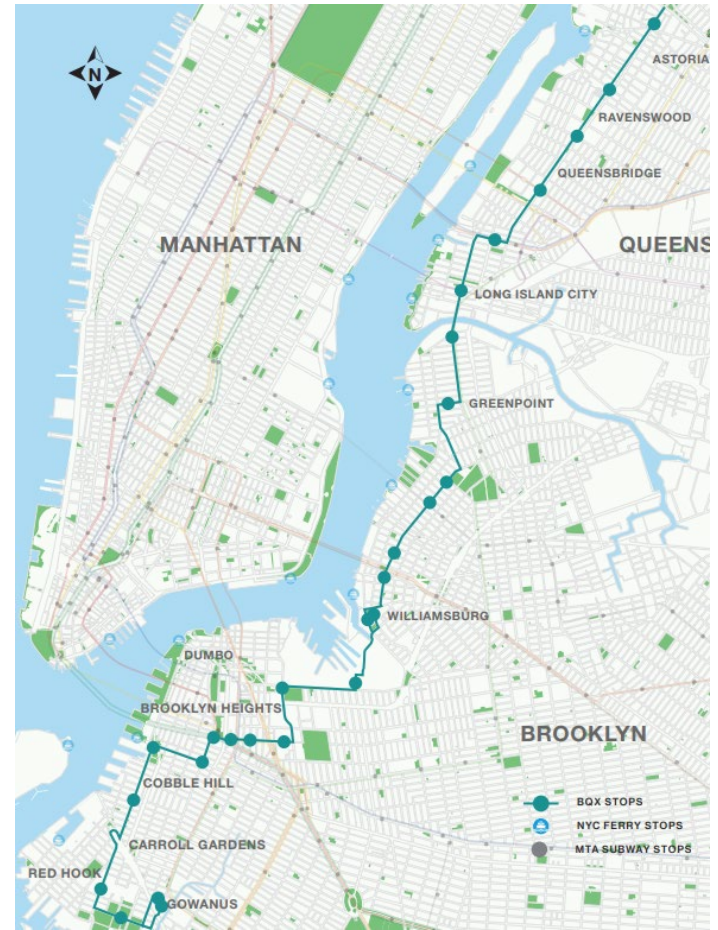
2

Project Summary

Proposed Alignment

- Red Hook, BK to Astoria, QN
- ~25 stops
- Connects to 14 subway lines
- Serves:
 - Three major employment centers
 - Three subway deserts
 - 40,000 public housing residents

Note: Conceptual Design Only (5%)
Alignment subject to adjustment.



Project Summary

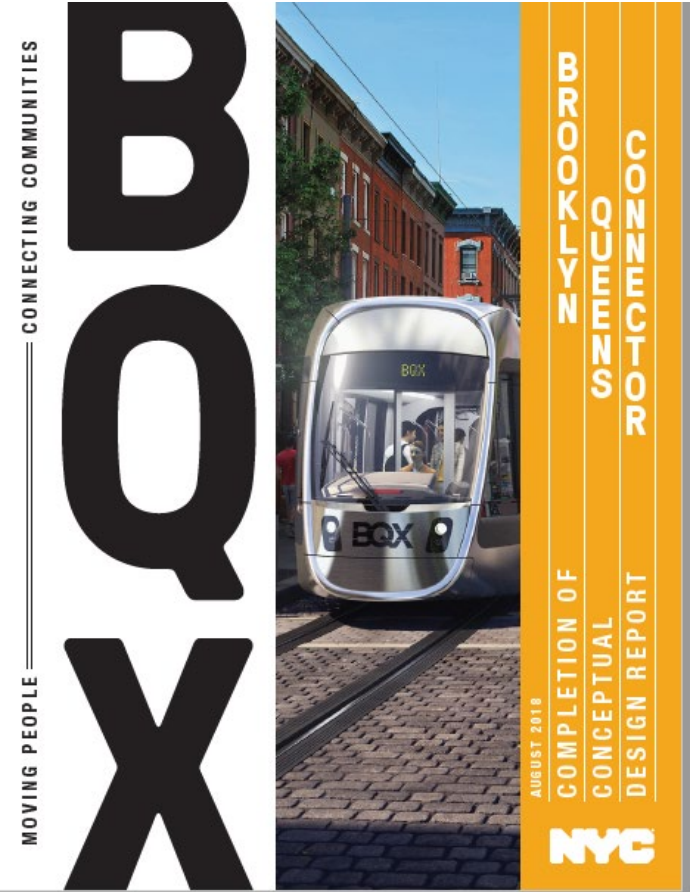
2018 Report

Alignment

- Migrated inland from initial concept
- Unproductive Sunset Park segment eliminated
- Focus on direct streamlined routing

Conceptual Design

- 70% dedicated right-of-way
- Center-running, side-running, and transitway segments
- Impacts to parking, vehicle capacity unavoidable



Project Summary

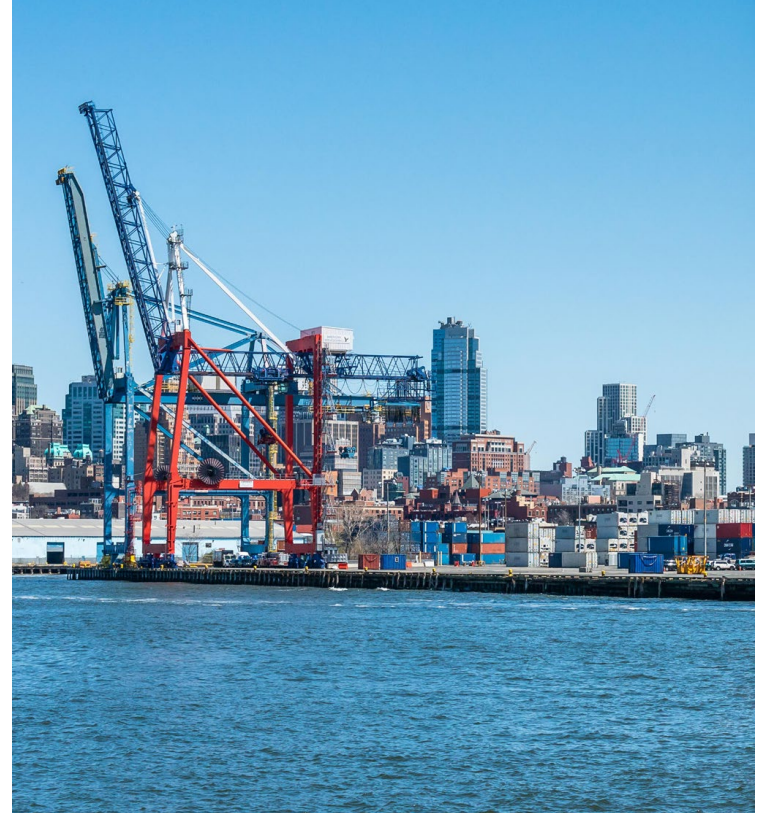
2018 Report

Ridership

- Projected 50,000 daily riders initially, to increase to 80,000 or more
- Ridership model projects 70% will use BQX to transfer to/from subways or buses
- Reliability and speed drive high ridership

Economic Impact

- 16,000 construction jobs, spurs creation of 4,000 permanent jobs
- Catalyzes nearly \$30B in economic impact
- Generates value capture revenue



Project Summary

Capital Cost Estimate

- \$2.7B
- \$1.3B covered by value capture
- City will pursue other funding sources, incl. federal

Construction	\$ 1,415,250,000
Trackbed, Guideway, Catenary (OCS), Controls and Power Systems	\$ 453,000,000
Utilities	\$ 398,250,000
Stops	\$ 7,000,000
Maintenance Yard	\$ 136,000,000
Newtown Creek Bridge	\$ 241,000,000
Hazardous Materials and Special Conditions	\$ 35,000,000
Vehicles	\$ 145,000,000
Soft Costs	\$ 1,175,492,652
Construction Contingency	\$ 325,507,500
Professional Services	\$ 261,113,625
Design Contingency	\$ 100,093,556
Escalation	\$ 488,777,971
Real Estate Acquisition	\$ 136,000,000
TOTAL COST	\$ 2,726,742,652

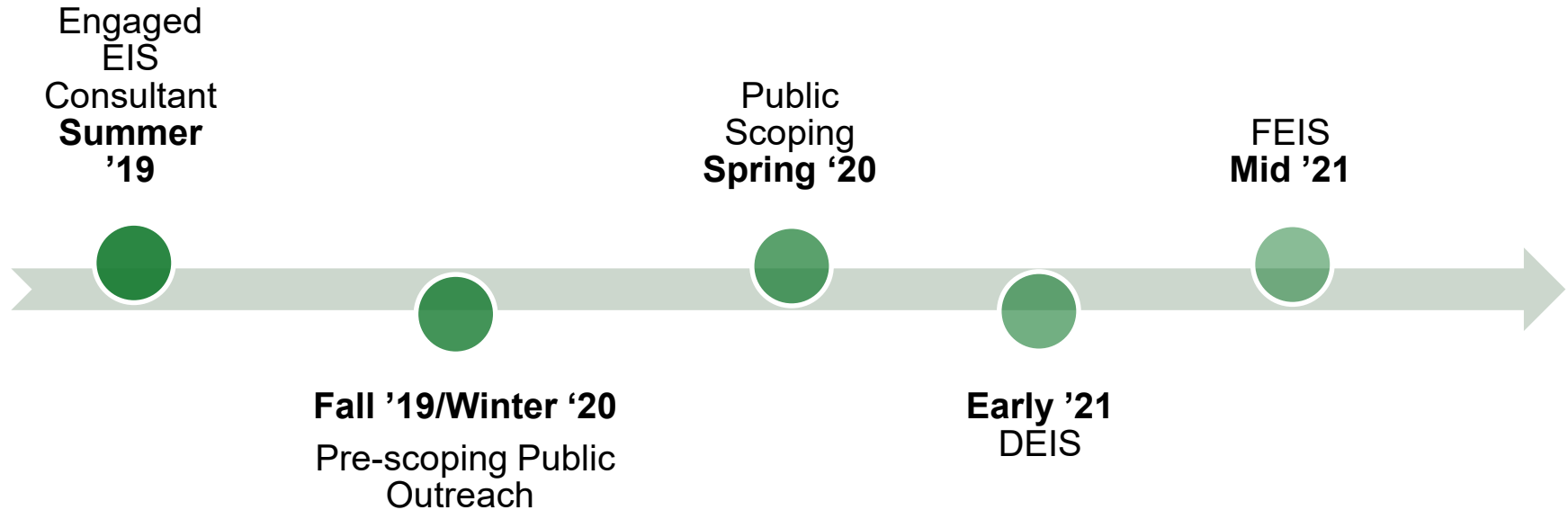
Environmental Review

3

Environmental Review

Timeline

2019-21 City Environmental Review (CEQR) EIS



Environmental Review

Opportunities

- Build public support through robust public process
- Full evaluation of modal alternatives
 - Streetcar
 - BRT
 - Neighborhood mobility improvements
- Continued technical analysis to refine project proposal:
 - Potential for alignment modifications
 - Operations and Maintenance Facility siting challenges remain
 - Confirm conceptual design



Project Challenges

4

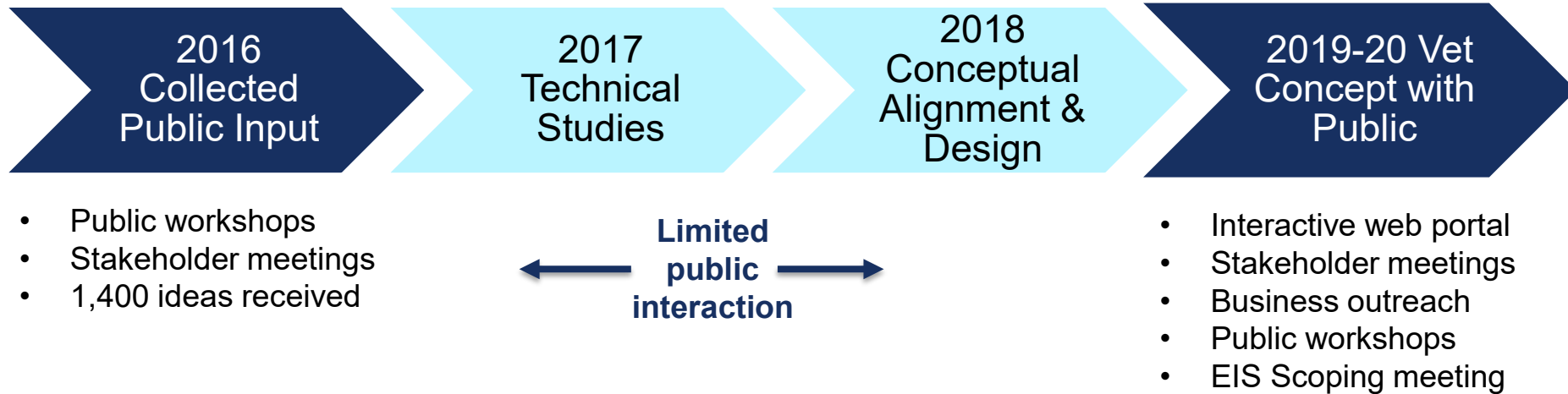
Project Challenges

Funding

- \$1.3 - \$1.4B funding gap with value capture
- New Starts
 - BQX should score well but competitive program
 - NYC region applicants include:
 - Second Avenue Subway Phase 2 - \$2B sought
 - Gateway Project (Hudson Rail Tunnel) - \$6.8B sought
 - PATH to Newark Airport extension
- Other potential options
 - Private investment
 - Federal flexible funding
 - Additional City funds
- Perception among some:
 - Funding for BQX will come at expense of other transit investments
 - BRT would be more affordable

Project Challenges

Public Outreach Timeline



Project Challenges

Political

- Many players
 - Two Borough Presidents
 - Six City Council members
 - Five community boards
 - State/federal elected officials
- Local approvals requiring City Council votes
- Planning/design/construction will span multiple administrations



Queens Community Board 1



New York City Council



Brooklyn Community Board 6

Community Board No. 1
BROOKLYN, NEW YORK CITY



Project Challenges

Some Inspiration...



14th Street Transit and Truck Priority © NYC DOT

Thank You!

Questions?



NYCDOT



nyc_dot



nyc_dot



NYCDOT