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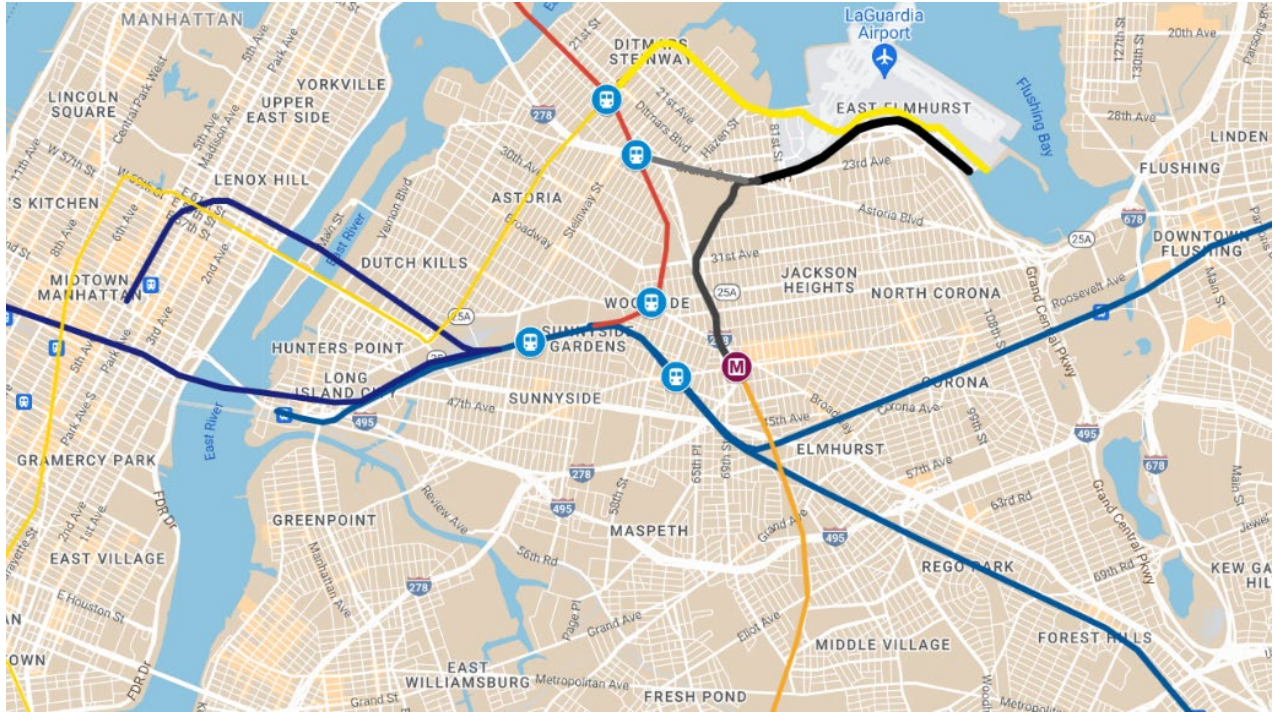
With Wrong-Way AirTrain Gone, Better Transit Options to LGA Open! PCAC Statement March 13, 2023

We commend and support the Port Authority of New York & New Jersey (PANYNJ) and its expert panel for their decision to scrap the proposed LaGuardia Airport AirTrain. The project had ballooned in cost to \$2.4 billion, a staggering amount for a project that would have produced minimal time-savings for travelers. The decision correctly included a recommendation to advance airport transit improvements that can be implemented on a faster timeline to benefit riders, and yield a greater return on investment.

At the same time, we believe the solution to the LaGuardia transit accessibility problem should not be binary, with the cost-effective bus alternatives being considered as *the only* solution. We support a “yes, and” approach that includes near-term improvements to existing bus service, including separate, dedicated bus lanes, and a new shuttle from the end of the N/W Subway line in Astoria, in addition to long-term improvements that build on the success of the city and region’s extensive and robust rail network.

We believe that the city and the PANYNJ must continue to plan for a long-term solution that expands access to the NYC Subway, the Long Island Rail Road, and Metro-North to enable a more seamless trip to LaGuardia for millions more travelers and thousands of airport workers, and allow transit to better compete with its strongest competition: taking a taxi or private car. These could come in the form of an extension of the N/W line from Astoria to the airport; a future extension of the proposed Interborough Express (IBX); and/or building a new light rail shuttle from Woodside Station, a major subway and LIRR transfer hub in Central Queens. We also support a potential Queens stop on the Penn Access route that would add greater regional connectivity.

[This graphic](#) demonstrates the myriad opportunities to provide connections to LaGuardia that should be considered in the longer-term, even as the more immediate solution of dedicated bus lanes and a shuttle service are put into place.



(Key: Blue line – Existing LIRR network, Red line – planned Metro-North Penn Access, Orange line – proposed Interborough Express (IBX), Dark yellow line – Existing Astoria Blvd (N/W) Subway, Bright yellow – Potential N/W line extension, Light grey line – potential light rail alignment, Dark grey line – potential light rail alignment, Purple circle – proposed IBX terminal, Blue circle – Potential commuter rail station)

We are confident that with continued planning and investment, these options can one day become a reality. We applaud the decision to scrap the wrong-way AirTrain project, and urge the Port Authority, city, and MTA to continue to plan for the future.

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