



# THE **I**NTER**B**OROUGH **E**XPRESS:

Studying a New Transit Line for  
Brooklyn and Queens



# Project Context

- The Interborough Express (**IBX**) would **provide a transformative new transit connection between Brooklyn & Queens**
- It would be built along an existing rail corridor running from Bay Ridge to Jackson Heights that is currently solely used for freight
- Would add passenger service while preserving freight service and ensuring compatibility with the Port Authority's Cross Harbor Freight Program
- Northern portion in Queens (~3 miles) owned by CSX
- Southern portion in Brooklyn (~11 miles) owned by LIRR and operated by New York & Atlantic Railway



# Corridor Context

## Diverse study area\* ...



**7 in 10**  
People of color



**1 in 2**  
Zero-car households



**3 in 10**  
Households below 150%  
of the poverty line



**1 in 4**  
Residents for whom  
English is not the primary  
language

## ...with a high concentration of jobs & people



population

**900k**  
2020

**941k**  
2045



jobs

**260k**  
2020

**275k**  
2045

## Key Destinations for IBX Commuters

— Interborough Express  
● Study Area



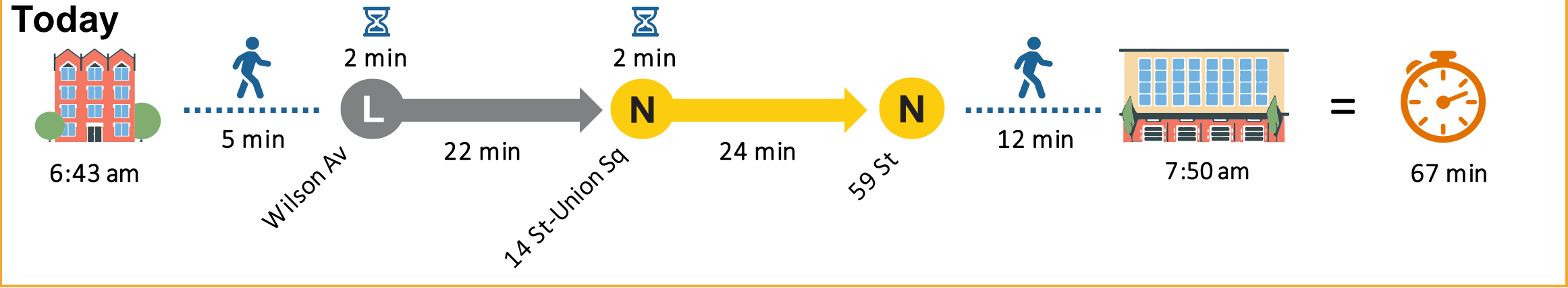
\*study area defined as census block groups within 1/2 mile of corridor

# Project Benefits – Travel Time Savings

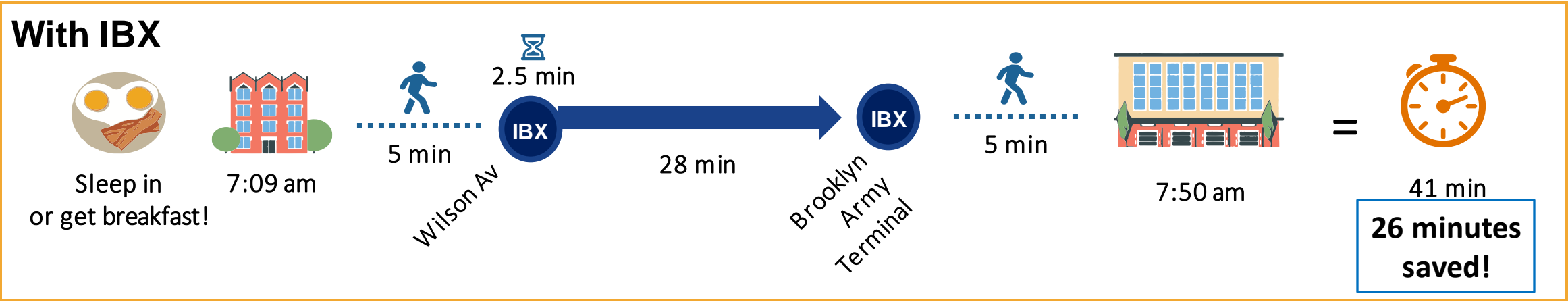


Jane is going from her home in Bushwick to her job at the Brooklyn Army Terminal.

## Today



## With IBX



# Planning Study

In January 2023, Governor Hochul announced the results of the Planning and Environmental Linkages Study.
















The study set out to:

- Select the **transit mode**
- Identify potential **station locations**
- Advance additional **engineering, transit planning, and environmental evaluation**






# Mode Selection

Mode	Summary of Considerations
<b>Light Rail</b>	The best service for riders and is most cost effective
<b>Conventional Rail</b>	Not cost effective and would have required adding significant construction risk <i>Key Constraint: Need for a new tunnel under All Faiths Cemetery</i>
<b>Bus Rapid Transit</b>	Could not meet projected demand or provide reliable service <i>Key Constraint: Bus capacity is less than one-fourth that of a Light Rail train</i>

Comparison of IBX Alternatives			
	LRT	CR	BRT
<b>Capacity</b>	 +	 +	 -
<b>Reliability</b>	 +	 +	 -
<b>Constructability</b>	 +	 -	 +
<b>Vehicle Specialization</b>	 +	 =	 =
<b>Cost Per Rider</b>	 +	 -	 =

**Evaluation Scores:**

-  Positive
-  Moderate
-  Negative

# Mode

Light Rail was chosen because it will provide the best service for riders at the best value

**39 minutes**

*estimated runtime*

**360**

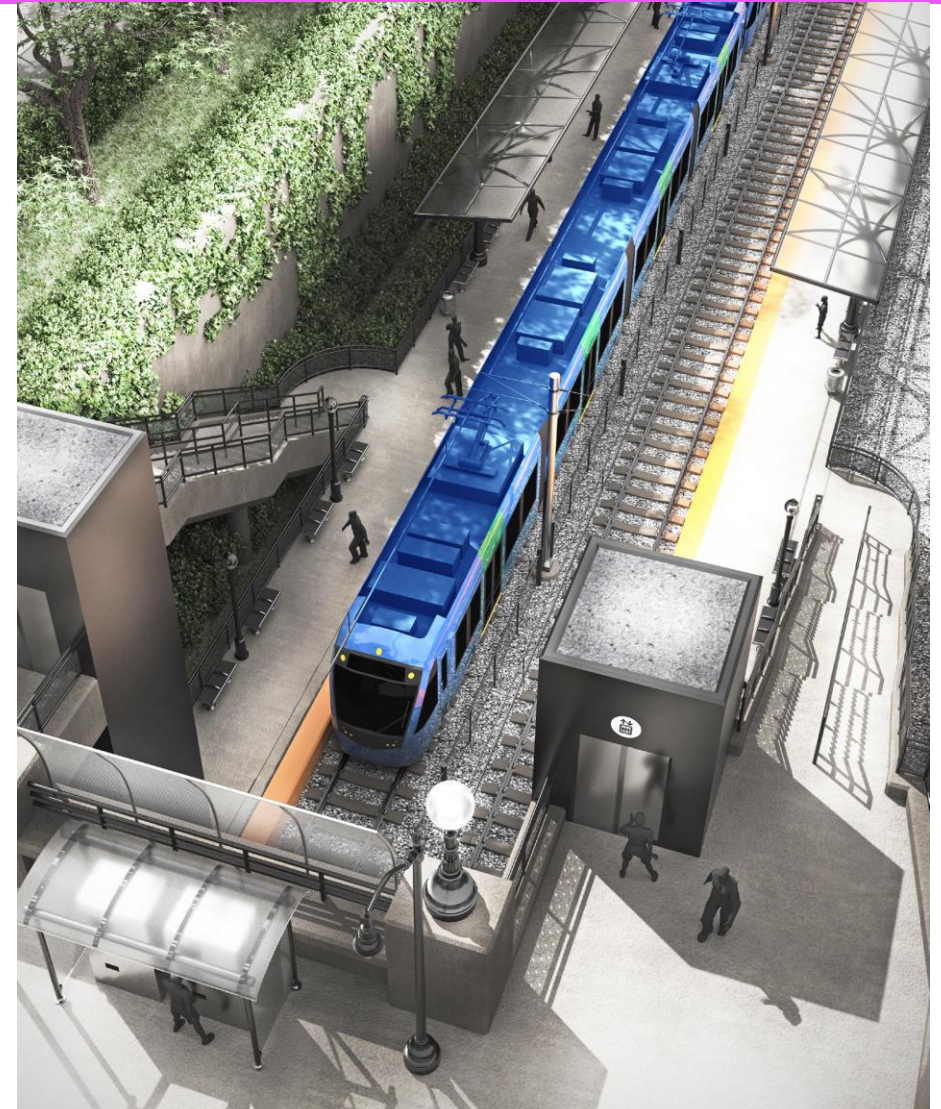
*passenger capacity of each Light Rail train*

**115,000**

*projected daily weekday riders*

**\$48,000**

*cost per daily rider, in 2027 inflation-adjusted dollars*



# Station Locations

The current station program was developed to maximize connections within MTA networks & major arterial roadways.

**19**

*IBX stations*



**up to 17**

*Subway lines connecting with IBX*

**13**

*IBX stations with subway transfers*

**51**

*current bus route connections*

**LIRR**

*Connection at Atlantic Avenue*





# Station Locations

The station program was developed with:

- **Public feedback** – over 1,000 “pin drops” and other station comments received from the public
- **Ridership** – whether enough riders would use a proposed station
- **Transfers** – where the project could integrate with the MTA system
- **Constructability** – whether a station can be reasonably constructed in a given location
- **Spacing** – stations should be spaced to balance ridership and run times

More advanced station-level conceptual design will occur during the environmental review process.



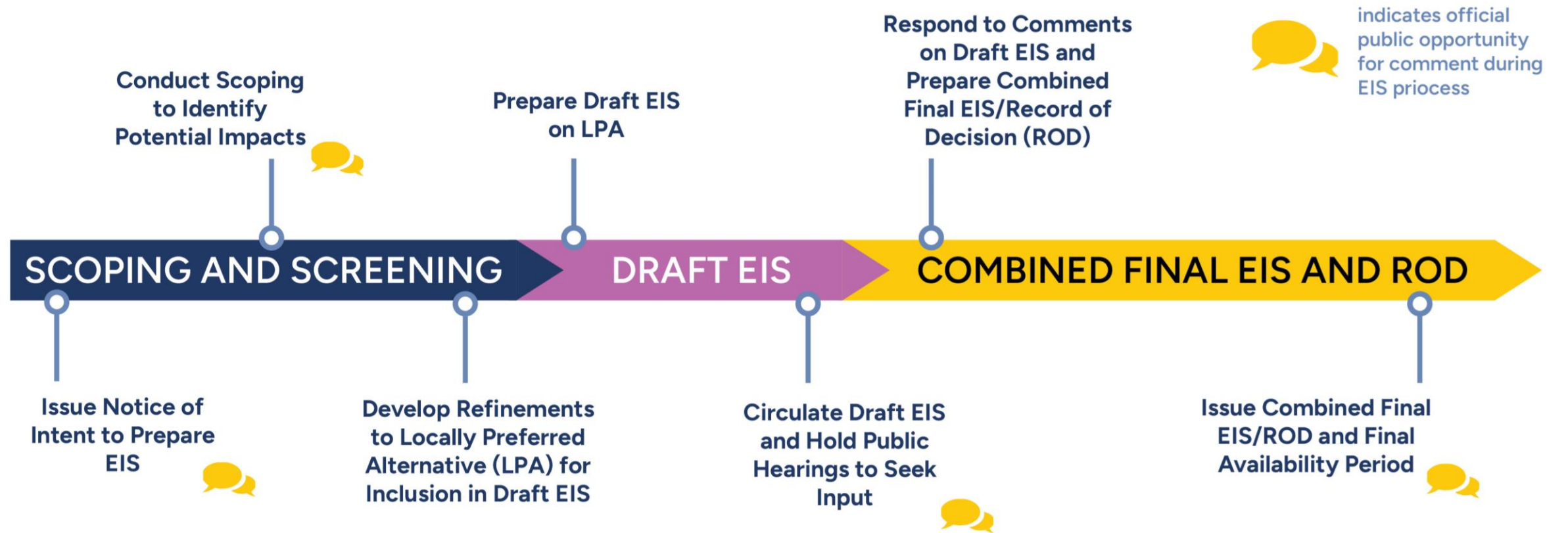
# Next Steps: Overall Process



Public and stakeholder outreach to be conducted throughout process



# Next Steps: Environmental Impact Statement (EIS) Process



# Upcoming Outreach: Fall Open House Events

1 Tonight – thank you for joining!

PS 007Q

80-55 Cornish Avenue  
Elmhurst, NY 11373

Wednesday, November 15 @ 6:30 – 8:30PM

Widdi Catering Hall

5602 6th Avenue  
Brooklyn NY 11220

Thursday, November 30 @ 6:30 – 8:30PM

Register here:  
<https://bit.ly/3M3QKZw>



SCAN HERE

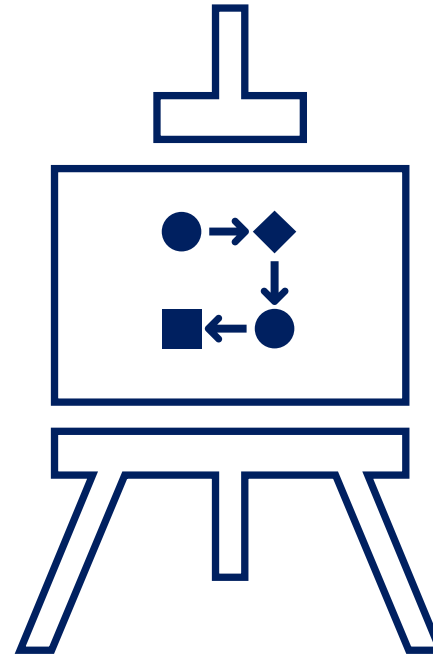


# How to Engage Tonight



## IBX History & Background

- Learn about existing rail lines and communities & resources they can connect
- Read up on the project purpose, needs & goals



## Next Steps for the IBX

- Learn about what's ahead for this project
- Deep-dive on the Environmental Impact Statement (EIS) process



## Interactive Boards

- Share Your IBX Story
- Share Your IBX Connection
- Teach Us About Your IBX Stop

# Additional Engagement Opportunities

- **Virtual engagement tool:** help spread the word on our interactive feedback tool available starting tomorrow at [new.mta.info/ibx](http://new.mta.info/ibx)
- **Ongoing updates**, including with elected officials, Community Boards, Borough Boards, and agencies
- **Pop-up engagements and scoping meetings** to begin this Winter



An aerial photograph of a city, likely New York City, showing a dense grid of streets and buildings. A prominent pink dashed line traces a path through the city, starting from the top right, moving south, then west, then south again, and finally west towards the bottom left. The path follows major thoroughfares and appears to be a proposed transit route. The Hudson River is visible on the left side of the image.

# Thank you!

**Project Webpage:** [new.mta.info/ibx](http://new.mta.info/ibx)  
**Email:** [IBXOutreach@mtacd.org](mailto:IBXOutreach@mtacd.org)

The logo for the Metropolitan Transportation Authority (MTA), consisting of the letters "MTA" in a bold, sans-serif font inside a white circle.

**MTA**