



FOR IMMEDIATE RELEASE  
December 18, 2014

Contact: John Collins  
(212) 681-1380

## TAXI WINS GGA'S "RACE TO NEWARK," PATH COMES IN LAST

### \$74 Cost of Fastest Option from Lower Manhattan

#### GGA and Advocates Renew Support for PATH Extension to Newark Airport

**(New York/New Jersey)** – A New York City taxi came in first in Global Gateway Alliance's "Race to Newark," beating New Jersey Transit (NJT) to Newark AirTrain and the PATH train to a Newark Airport Bus, GGA, the Alliance for Downtown New York, and the Regional Plan Association announced today. The new GGA race measured the journey times and costs of three viable transit routes to Newark Airport to gauge the need for better access to the hub from Lower Manhattan.

Although the airport is located only 14.7 miles from the World Trade Center – making it the closest airport to workers and residents of downtown Manhattan (JFK at 26 miles and LaGuardia at 16.4 miles) – all public transport routes took over an hour and involved multiple changes, affirming GGA's belief in the need for the PATH extension to Newark Airport. The extension will provide passengers with direct, easy and affordable access to and from the airport in an estimated time of 36 minutes.

Setting off on Monday afternoon from 7 World Trade, survey participants found that the taxi was able to make the trip in 40 minutes while the subway-NJT-AirTrain route took just over an hour. The PATH Train, while conveniently located in Lower Manhattan, took over 73 minutes, making the longest ride. Public transportation options were found to be time-consuming yet cost efficient, especially when compared to the taxi which cost a whopping \$74.

"This race affirms what we already know to be true: millions of travelers need easier, faster and more cost efficient access to our airports," **said GGA Chairman and Founder Joseph Sitt.** "That's why our coalition supports the PATH extension creating a direct ride from the World Trade Center to Newark Airport. It's a win for the airport, the region and the passengers who will reap the benefits of 21<sup>st</sup> Century transportation access."

"Having a direct link from a central business district to an international airport is important anywhere. When that central business district is Lower Manhattan and that airport is Newark it will prove to be indispensable. Lower Manhattan's future as an international center of finance, media and technology will be well served by the fast, safe and convenient connection the planned PATH extension will provide," **said Jessica Lappin, President of the Alliance for Downtown New York.**

"While other global cities have reliable, efficient transit links to their airports, travelers to Newark Liberty International from Lower Manhattan are forced to choose between prohibitively expensive taxis or slow transit links with multiple transfers. It doesn't have to be that way. Extending PATH to Newark Airport will benefit the entire region," **said Tom Wright, Executive Director of Regional Plan Association.**

Each travel option had serious drawbacks. For instance, while the taxis are not an affordable option for all travelers, the multi-seat public transportation rides are often complex and challenging, particularly for passengers laden with luggage. Full race results are below.

Rank	Mode	Travel Time	Start Time	Finish Time	Transfers	Cost
1	Taxi	40 mins	3:40 p.m.	4:20 p.m.	0	\$73.75
2	Subway to NJT to AirTrain	63 mins	3:40 p.m.	4:43 p.m.	2	\$15.25
3	PATH to 62 Bus	73 mins	3:40 p.m.	4:53 p.m.	1	\$4.25

In the “Race to Newark Liberty Airport,” several GGA staff members dedicated their time to find the fastest and cheapest ways to travel to EWR Terminal C. Participants in the study departed for EWR at the same time from 7 WTC at 3:40 PM on Monday, December 15.

In February, the Port Authority included \$1.5 billion in its 10 Year Capital Plan to create a direct ride from the new World Trade Center Transit Hub to Newark Airport. Last week, the agency awarded its first RFP to manage the project.

Photos and a narrative of each person’s travel experience are below.

###

**ABOUT GGA**

Global Gateway Alliance (GGA) was established to address the major challenges facing the metropolitan region’s airports and related infrastructure that, if left unaddressed, will serve as a major impediment to the long-term growth of New York City and surrounding areas. By harnessing the expertise of leaders in business, government, academia, labor and other sectors, we seek to tackle these challenges head-on and serve as the leading advocate in an effort to improve our airports and facilitate the continued growth of the region. For more information regarding the Global Gateway Alliance, please visit [www.globalgatewayalliance.org](http://www.globalgatewayalliance.org). Follow GGA on Twitter @GGA\_NYNJ and ‘Like’ the organization on Facebook at <http://on.fb.me/UsqxGw>.

GGA’s board of directors includes: **Joseph Sitt** (Chairman), CEO, Thor Equities; **Stuart Appelbaum** (Vice President), President of the Retail, Wholesale and Department Store Union; **Angelo Genova**, Founding Partner at Genova Burns Giantomasi Webster and a former New Jersey Commissioner of the Port Authority; **Chris Giamo**, Regional President for TD Bank; **David Hopkins**, Senior Director of Aviation at the New York City Economic Development Corporation; **Jared Kushner**, Owner of Kushner Properties and the New York Observer; **George Miranda**, Teamsters’ International Vice President; **Mitchell Moss**, Henry Hart Rice Professor of Urban Policy and Planning at the Robert F. Wagner Graduate School of Public Service at New York University; **William Rudin**, CEO of Rudin Management Company, Inc. and Chairman of ABNY; **Joseph Spinnato**, President of the Hotel Association of New York City; **Alvin S. Trenk**, Chairman and CEO of Air Pegasus Corp; **Peter Ward**, President of the Hotel Trades Council on New York; **Tom Wright**, Executive Director of the Regional Plan Association; **Kathryn Wylde**, President of the Partnership for New York City, and **Tim Zagat**, Co-Founder and Co-Chair of Zagat Survey.

# GGA Presents: Race to Newark Airport

---

## *Methodology*

On Monday, December 15 at 3:40pm, three members of the GGA team “raced” to Newark Airport from the World Trade Center. All participants started their journey at 7 WTC and met at Carousel 6 in Baggage Claim at Terminal C, Newark Liberty Airport. Times and notable elements were noted at each leg of the journey and photographs were taken to document the experience. The best routes from Lower Manhattan to Newark Airport were determined using Google Maps.

## *Before:*



Claire, Steve and Charlotte stand outside the Jeff Koons sculpture at 7 WTC, 5 mins before go time, poised to start the race.

# 1. Charlotte

---

*Mode: Taxi | Time: 40 mins | Cost: \$73.75*



Traffic barely moving in Lower Manhattan.

There is a clear reluctance on the part of New York City taxi drivers to make the trek from Lower Manhattan out to Newark Airport. This I learned on Monday afternoon when faced with the task of hailing one out there as part of the “Race to Newark”. I thought I had lucked out when immediately upon departing the WTC I spotted a vacant cab on the adjacent Greenwich Street.

“Can you take me to Newark Airport?,” I asked as I entered the cab.

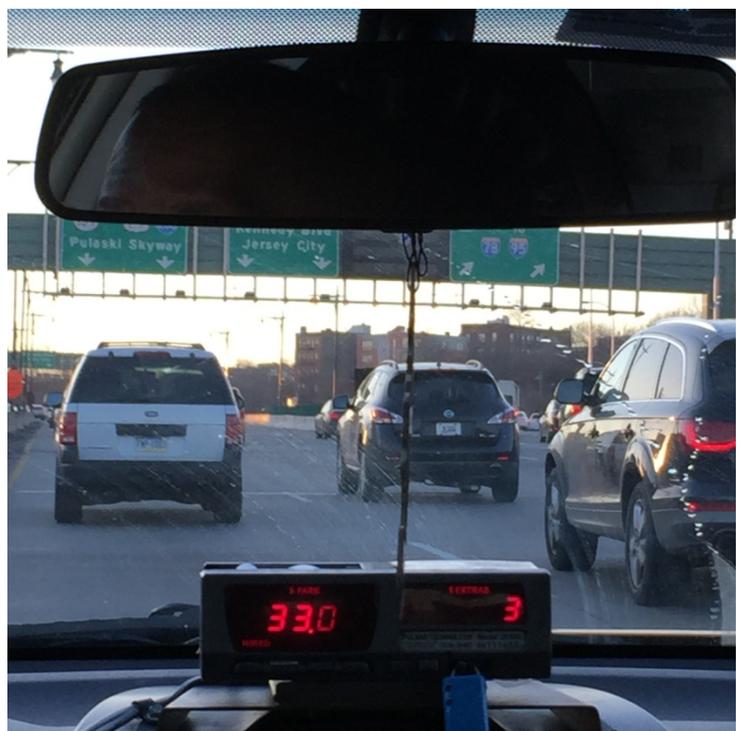
He shook his head. “No, I won’t take you. Too far.” So, with no other choice, I exited and began my search again.

Three minutes later, after walking up two blocks to Church Street, I was able to hail another one. This driver was reluctant as well; “You know, there’s a lot of traffic...” But I insisted that I needed to catch a flight and he acquiesced.

Indeed there was a substantial amount of traffic – at times bumper-to-bumper – leaving Manhattan. As I settled into the cigarette-smelling vehicle, I did wonder if this was a viable airport route. Although easy for travelers with luggage, this route is susceptible to the ebbs and flows of City traffic, making it arguably less predictable than its public transport equivalents.

Luckily, however, when we crossed over the bridge into New Jersey, the road cleared markedly and we began to zoom along (perhaps a little fast for my taste!).

At 4:10 I checked in with the driver and was told it would be no longer than 20 minutes to the airport. In fact, his estimate was conservative; we arrived only 10 minutes later at 4:20.



Traffic easing upon entering New Jersey, but fare rising steadily.

My ride to Newark took 37 minutes after entering the cab downtown and 40 minutes after beginning my search. I had won the race, but at a price. My total fare: a whopping \$73.75, not including tip!

All in, the trip was a little rich for my blood, but if short on time, currently it's the only way to go.

## 2. Claire

---

**Mode:** Subway – NJ Transit – AirTrain | **Time:** 63 mins | **Cost:** \$15.25

My part in the Race to Newark dictated I take the 2/3 from Park Place to Penn Station, board an NJ Transit train to Newark Liberty Station, and transfer there onto the AirTrain. The route struck me as a little daunting with its two transfers, but I put my trust in Google Maps and set off with the others at 3:40pm.



Standing room only on the train to Newark from Penn Station.

at the subway led me above ground to cross 33<sup>rd</sup> Street and reenter the station in front of Madison Square Garden.

Once inside the station, I waited for briefly on line to purchase my \$12.50 ticket (which includes the \$5.50 AirTrain fare) from the automated kiosks, and hurried over to Platform 14 to make the 4:07 train with only a minute to spare. The Station itself was straightforward to navigate and the timetable screens were helpful in that little airplane icons denoted trains destined for the airport.

I walked to the Park Place stop and boarded a 3 train uptown at 3:47, following a 3 minute wait, at the cost of \$2.75 for a single ride. I reached Penn Station at 3:55, and while the subway was time- and cost-efficient, it wasn't very traveler-friendly, with limited seating and no accommodation for luggage.

The transfer at Penn to NJT was a little tricky, as signs



View of Manhattan from train.

The train was initially very crowded with standing room only; airport-bound travelers were squeezed in with commuters throughout the carriage. Luckily though, many exited the train at Secaucus, the first of the three stops, opening up seats for the rest of us.

I arrived at Newark Liberty 26 minutes later at 4:33pm. From there, I followed the clearly marked signs for the AirTrain, passing up the stairs and through the barriers onto the AirTrain platform. Only one of the ticket barriers was wide enough to accommodate



AirTrain arriving at the Station.

luggage and had to be operated by a station employee, causing a backlog of passengers waiting to get through. I, however, traveling with only a handbag, was able to sail on through and board the AirTrain that had just pulled in.

The AirTrain, despite moving at a snail's pace, took only 7 minutes, making one stop at P4 before arriving at Terminal C at 4:41.

From there, I took the escalators down into the departures area and rode the lift down to arrivals, where I then followed signs to Carousel 6 and met Charlotte at 4:43, who was waiting patiently at the seats nearby.

The whole journey took 1 hour and 3 minutes, which is longer than I like to plan for when headed to the airport, especially when faced with 3 legs, tripling the risk of something going wrong. All things considered; the number of transfers, coupled with the added cost compared to the PATH route, means this route does not seem worth the 10 minutes saved.

### 3. Steve

---

*Mode: PATH to Bus | Time: 73 mins | Cost: \$4.25*

My suggested route was a two seat trip originating at the World Trade Center PATH Station and arriving at Newark Airport, by way of the PATH train to Newark Penn Station and the 62 bus for the final leg to Terminal C.



View of Newark Liberty Airport Train Station from AirTrain



Waiting for the PATH train at Platform 5.

We all left from 7 World Trade at 3:40 PM. I walked to the PATH station and down to the platform for Newark Penn. The train arrived quickly, but waited until 3:53 to depart. We stopped at Exchange Place, Grove Street and Journal Square and were out of Jersey City by 4:05. We reached Harrison by 4:11, and after a brief stop there, arrived at Newark Penn at 4:13.

I walked to the information booth and asked for directions and pricing for the 62 Bus, and was immediately directed to lane 3A in the bus queue just outside Penn Station, and told the fare was \$1.50 which could be purchased at a ticket window at Penn, or in exact change on the bus.

I arrived at the bus lanes at 4:18. They were crowded, but well marked, and a sign over one of the lines in lane 3A clearly stated which was for Bus 62. The bus left at 4:26.

Most of the riders getting on and off the bus were not

there to reach the airport, as it stopped frequently along Raymond Boulevard and then Broad Street. There were, however, three international tourists who had also followed the Google Maps directions from Lower Manhattan, and after some confusion over not having exact change, they were allowed to stay on. All said that they chose the route because of the price.

The bus ride felt long and hot, with frequent stops. But we reached the airport a bit before 4:50 and arrived at our meeting place at Terminal C at 4:53.

Overall, this route is doable as a single person leaving from Lower Manhattan, and it is cost effective (\$4.25, including \$2.75 for the PATH, and \$1.50 for the bus). However, it demands significant time, at 1 hour and 13 minutes in good conditions, and is difficult with baggage and confusing to change modes from train to bus. It would also be very inefficient and difficult with young children. Not having to get off the PATH until Newark Airport would very clearly improve this mode.



Waiting for the Bus at the Newark Penn stop.

*After:*



Steve in last place, Claire second, and Charlotte, the victor, prepare to do it all again (head back, anyway).

*The Kicker:*

The new Bandwagon rideshare service from Newark offers a ride from EWR to Penn Station for \$25!

