

Transforming the JFK and Newark Airports – USA’s Global Gateways (May 2000 – October 2001)

by Anthony G. Cracchiolo
Director, Priority Capital Programs
The Port Authority of New York and New Jersey

Abstract

New York/New Jersey Airport Priority Capital Programs

The Port Authority of New York and New Jersey’s commitment to providing “state-of-the-art” world-class airports, which can meet forecasted growth with high standards of customer service, is the drive behind our current capital improvement programs. A multi-billion dollar public/private development program is well underway at John F. Kennedy International Airport (JFK) in New York City – the largest airport construction program in United States history. [On Tuesday, October 09, 2001 AMR Corp.’s (AMR) American Airlines said it would accelerate construction of its 2.2 million-square-foot terminal expansion at JFK]. Improvements include new roadways and parking garages, and airline funds to redevelop each of JFK’s passenger terminals. This program includes approximately \$1.9 billion for the AirTrain JFK light rail system.

Since May 1996 the Newark International Airport (EWR) monorail system has been providing on-airport and inter-terminal transportation for thousands of passengers a day. The original 1.9- mile long monorail serves seven monorail stations connecting three terminals, airport parking and rental car facilities. In 1999 ridership of the original EWR Monorail System reached 38,700 passengers a day. The Port Authority and the private sector are investing in a multi-billion dollar capital program at EWR – including improvements to roadways and parking structures and a 1-mile extension of the airport’s monorail system to the Northeast Corridor rail lines, along with a new rail station connecting the airport to Amtrak intercity and New Jersey Transit commuter rail trains.

AirTrain JFK

AirTrain JFK will provide fast, reliable on-airport travel in 2002, providing service between airport terminals, rental car facilities, long-term parking and connection to the New York City subways via the Howard Beach Station. In addition, AirTrain JFK will connect to the Long Island Rail Road and New York City subways and bus lines in 2003. The Port Authority is implementing the project with a dedicated program management team consisting of in house staff, and supported by program and contractor management consultants, including Parsons Brinkerhoff, Booz-Allen Hamilton and Bechtel. The Port Authority awarded the approximate \$950 million dollar design-build-operate and maintain contract to the Air Rail Transit Consortium, a joint venture including

Slattery/Skansa, Koch/Skansa, Perini Corporation, and Bombardier Transportation in May 1998. Construction was started on-airport soon after and has proceeded on schedule and within budget. Accomplished project milestones have been: arrival of first vehicle on-site in November 2000, start of construction of the Jamaica Terminal complex in April of 2001, start of system testing in May 2001, start of construction of the Howard Beach Station in June 2001, and completion of final guideway placement in August 2001. On-airport system segments, including the Central Terminal Area (CTA) circulator and Howard Beach connector, is scheduled to initiate revenue service in the 4th quarter, 2002 and the system connector to the Jamaica Terminal is scheduled for revenue service in the 2nd quarter, 2003.

The Jamaica Intermodal Terminal at the Long Island Railroad was designed by the Port Authority with construction procured under a separate contract. The \$316 million dollar contract was awarded in March 2001 and the terminal is expected to be fully complete in 2005.

AirTrain Newark

AirTrain Newark includes a Northeast Corridor Connection that will allow passengers to access the airport from New Jersey Transit commuter rail and Amtrak services via a new Newark International Airport Intermodal Rail Link Station in Fall 2001.

The \$415 million project includes a 1-mile long guideway extension of the original 1.9-mile long on-airport monorail system and a new station that will provide links between the EWR Monorail System and NJ Transit and Amtrak service along the Northeast Corridor.

The Port Authority also implemented this project with a dedicated program management team consisting of in-house staff supported by program and construction management consultants including Louis Berger, Booz-Allen Hamilton and URS. Bombardier Transportation is responsible for the design-build-operate-maintain contract for the guideway, vehicles and systems while the Rail Link Station and Infrastructure construction is being implemented under various contracts by New Jersey Transit and the Port Authority.