



Old Astoria Neighborhood Association (OANA)
www.OANA-NY.org

Supporting Case for Extending IBX to the Bronx

Overview

- The Interborough Express is a strong Brooklyn-Queens transit proposal. But stopping at Jackson Heights leaves a larger opportunity unfinished.
- A Bronx extension to Hunts Point would create a true outer-borough transit spine linking Brooklyn, Queens, and the Bronx while advancing housing, job access, economic growth, and quality of life.
- Because the route interfaces with Amtrak infrastructure and the Northeast Corridor, the project should be explored as a city-state-federal partnership.

Phase One: Hunts Point

- Direct connection to Bronx bus routes
- Transfer to the 6 train
- Access to one of New York City's largest industrial and logistics job centers
- Strong transit equity case
- Most practical first-phase Bronx terminus

Phase Two: Parkchester

- Next logical extension after Hunts Point
- Higher residential density
- Stronger retail corridors
- Larger daily ridership base
- Even greater long-term economic returns

Economic Returns



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- Expanded access to jobs
- Shorter commute times
- Commercial corridor growth near stations
- Stronger property values and tax base
- Lower household transportation costs
- New housing production near transit
- Long-term public returns far greater than upfront cost

Housing Opportunity

- The Bronx contains public land and underused sites suitable for affordable housing and mixed-use growth near future stations.
- Transit-accessible housing is one of New York's greatest unmet needs.

Federal Role

- Planning grants
- Capital funding
- Corridor modernization support
- Transit-oriented housing initiatives

Recommended Immediate Action

- Request that MTA include a Bronx Extension Alternative in the current IBX planning process, beginning with Hunts Point and evaluating future phases eastward to Parkchester and beyond.

Bottom Line

- Stopping at Jackson Heights solves part of the problem.
- Extending IBX to the Bronx solves a much bigger one.