

Transportation

by {ga=jbrustein}

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A new sense of urgency and an influx of \$4.55 billion in federal funding specifically earmarked for transportation has resulted in a [wealth of ideas](#) about transforming the way that people get around in lower Manhattan.

9/11 inspired New Yorkers to discuss ambitious transportation projects. In the past years, two connected stations in and around Ground Zero have been designed. The [Ground Zero transportation hub](#) will replace the PATH station that was destroyed.

Though underground walkways, the station will also connect to a new [Fulton Street Subway Station](#), which itself will connect 12 subway lines that spread about 1,000 feet from east to west. The \$750 million Fulton Street Station is scheduled for completion by 2007; the \$2 billion transportation hub by 2009. Federal rebuilding funding will be used to fund both projects.

Other plans do not have such a clear future. Governor George Pataki has alternately spoken of using the money to [bury](#) West Street - a plan from which he has recently retreated - or to build a tunnel underneath the East River, connecting lower Manhattan to the Long Island Railroad and JFK International Airport.

The rail link plan got a boost recently when President Bush said that he supported converting unused tax incentives into cash for such a project. Congress has yet to approve the plan, but if it does, it will be a boon for the city, as it seemed unlikely that it would have been able to use the incentives themselves.

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For more, see the [Transportation](#) section of Rebuilding

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