Appendix I: Comments Received on the DEIS

LIST OF GROUPS AND INDIVIDUALS WHO COMMENTED ON THE DEIS

Comments were received at the public hearing on June 15, 2000. In addition, written comments were submitted throughout the 45-day comment period and continuing through December 1, 2000. Commenters are listed below and copies of the hearing transcript and all written comments are attached in the same order.

1. Larry Silverman, Long Island Rail Road Commuters Council, comments made at public hearing.
2. John Steinberg, for Carlisle Towery, President, Greater Jamaica Development Corporation, comments made and written testimony submitted at public hearing.
3. Lisa Schreibman, Tri-State Transportation Campaign, comments made and written testimony submitted at public hearing.
4. Dean Angelakos, New York Building Congress, comments made and written testimony submitted at public hearing.
5. Lucy Mayo, for the Office of New York State Senator Thomas Duane, comments made and written testimony submitted at public hearing.
6. Jeffrey Zupan, Regional Plan Association, comments made and written testimony submitted at public hearing.
7. Richard Gualtieri, comments made at public hearing.
8. Gene Russianoff, NYPIRG Straphangers Campaign, comments made and written testimony submitted at public hearing.
9. Irwin Fruchtman, comments made at public hearing.
10. Louis P. Venech, Senior Manager, Transportation Policy Development, Office of Policy & Planning, Port Authority of New York & New Jersey, comments made at public hearing and letter dated July 12, 2000.
11. Jeff Elmer, General Contractors Association, comments made and written testimony submitted at public hearing.
12. Barry Adler, comments made at public hearing.
13. Herbert Landow, comments made, written testimony submitted at public hearing.
14. Robert Schumacher, comments made and written testimony submitted at public hearing.
15. George Haikalis, Committee for Better Transit, comments made and written testimony submitted at public hearing, and letter dated July 12, 2000.
16. Lester Epstein, Owner, 47 East 44th Street, comments made and written testimony submitted at public hearing.
17. Danny Pearlstein, comments made at public hearing.
18. John Cornelius, Bowne Park Civic Association, comments made at public hearing.
19. Ron Troy, comments made at public hearing.
20. Kristin Harrison, for the Office of U.S. Congresswoman Carolyn Maloney, comments made at public hearing.
21. Joel Azumah, comments made at public hearing.

22. Louis Hitch, comments made at public hearing.

23. Robert Olmstead, comments made at public hearing.

24. John Landers, comments made at public hearing.

25. Chung-Kuo Chiang, Ph.D., PE, New York State Department of Transportation, memorandum dated May 24, 2000.

26. Thomas S. Gulotta, County Executive, Nassau County, letter dated May 31, 2000.

27. Steven Ausnit, letter dated June 6, 2000.

28. Ron M. Aryel, MD, MBA, letter received June 7, 2000.

29. Patricia Zedalis, Chief Executive for School Facilities, New York City Board of Education, letter dated June 12, 2000.

30. Claire Shulman, President, Borough of Queens, letter dated June 13, 2000.

31. Mitchell Pally, Long Island Association, letter dated June 13, 2000.

32. New York State Senator Dean G. Skelos, written testimony dated June 15, 2000.

33. David E. Buerle, Coastal Resources Specialist, New York State Department of State, Division of Coastal Resources, letter dated June 15, 2000.

34. Joshua L. Schank, Transportation Planner, Permanent Citizens Advisory Committee to the MTA, memorandum dated June 20, 2000.

35. New York State Assemblywoman Catherine Nolan, letter dated June 28, 2000.

36. Richard C. Visconti, R.A., Acting Commissioner, New York City Department of Buildings, letter dated June 29, 2000.

37. Julian W. Adams, Senior Historic Sites Restoration Coordinator, New York State Office of Parks, Recreation and Historic Preservation, letter dated July 7, 2000.

38. Joseph B. Rose, Chairman, City Planning Commission, City of New York, letter dated July 7, 2000.

39. Daniel A. Nigro, New York City Fire Department, letter dated July 7, 2000.

40. Walter R. Ernst, General Manager, Metropolitan Division, Amtrak, letter dated July 11, 2000.

41. Richard H. Salmon, Jr., letter dated July 11, 2000.

42. David E. Buerle, Division of Coastal Resources, New York State Department of State, letter dated July 12, 2000.

43. Stephen B. Dobrow, Committee for Better Transit, Inc., letter received July 13, 2000.

44. Robert W. Hargrove, Chief, Strategic Planning and Multi-Media Programs Branch, United States Environmental Protection Agency, Region 2, letter dated July 14, 2000.

45. Willie R. Taylor, Director, Office of Environmental Policy and Compliance, United States Department of the Interior, letter dated July 17, 2000.

46. Joshua Laird, New York City Department of Parks and Recreation, letter dated July 19, 2000.

47. Jeffrey A. Warsh, Executive Director, NJ Transit, letter dated July 19, 2000.

48. Members of the Greenlawn/Huntington, Babylon, and Riverhead communities, approximately 300 letters received July 21, 2000 and later.

49. Kevin M. Gary, resident of Greenlawn, letter dated July 21, 2000.

50. Mark Cuthbertson, Councilman, Town of Huntington, letters dated July 26 and August 1, 2000.

51. Charles de Quillfeldt, Regional Permit Administrator, New York State Department of Environmental Conservation, Division of Environmental Permits, Region 2, letter dated July 27, 2000.

52. Allan H. Goldberg, Assistant Commissioner for Bureau Management, Regulatory and Environmental Health Sciences, The City of New York Department of Health, letter dated August 2, 2000.

53. Gina Santucci, The City of New York Landmarks Preservation Commission, Environmental Review, comments dated August 3, 2000.

54. Keith A. Archer, Morton Weber and Associates, Attorneys at Law, letter dated August 7, 2000.

55. Robert W. Ramage Jr., resident of Huntington, letter dated August 8, 2000.

56. Owen H. Johnson, Vice President Pro Tempore, New York State Senate, letter dated August 30, 2000.

57. Henry L. Barton, Jr., Clerk of the Legislature, letter dated September 19, 2000 (enclosing a sense resolution adopted by the Suffolk County Legislature on September 12, 2000).

58. Gene Gaye, resident of Huntington, letter dated October 6, 2000.

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6 METROPOLITAN TRANSPORTATION AUTHORITY,
7 RE: PUBLIC HEARING EAST SIDE ACCESS PROJECT
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11 347 Madison Avenue
New York, New York
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June 15, 2000
13 6:00 p.m.
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PRESENT FROM MTA:
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E. VIRGIL CONWAY, Chairman
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DOUGLAS SUSSMAN, Deputy Director Govt. &
19 Community Relations
20 BEVERLY DOLINSKY, Board Member
21 KENNETH CARUSO, Board Member
22 ANTHONY JAPHA, Chief Program Executive East
Side Access
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MR. SUSSMAN: Good evening, my name is Douglas Sussman, Deputy Director of Government & Community Relations for the MTA. I will serve as the hearing officer for today's hearing.

Before we begin, I would like to take a few moments to explain the purpose and procedures for this public hearing. The purpose of this hearing is to receive comments from our customers and the general public on the draft environmental impact statement on the MTA Long Island Railroad East Side Access Project.

This East Side Access Project will bring the Long Island Railroad to Grand Central Terminal by the existing 63rd Street tunnel beneath the East River. East Side Access will eliminate the over crowding conditions many customers face in their commute to Penn Station and provide commuters from Queens, Nassau, and Suffolk Counties with a direct single seat ride to work.

East Side Access will also provide a

new Long Island Railroad station at Sunnyside Yard, Queens and take cars off the roads during peak commuting hours.

For detailed information on the DEIS, please speak to the MTA East Side Access staff who are located near the registration table.

To promote this hearing, an advertisement was published in general circulation, community, and minority newspapers throughout the area including Newsday, The Journal News, Connecticut Post, Yankee Trader, Anton Community Newspapers, The Queens Chronicle, The Amsterdam News, and El Diario-La Prensa.

Notice of the hearing was also published in the Federal Register on May 26, 2000. Information on the hearing and the DEIS was also placed on the MTA online Internet service. A notice of public hearing was mailed to all public officials and interested parties in the MTA service area, and a press release announcing the hearing was sent to all media outlets in

the area.

Seat notices announcing the hearing were distributed on all MTA Long Island Railroad and Metro-North trains and posters placed in all stations.

For the record, the date is Thursday, June 15, 2000. The time is 6:08 PM. The hearing site is the board room of MTA headquarters located at 347 Madison Avenue, New York.

Before we begin, I would like to explain the procedures for this public hearing. First I will call the names of people who registered to speak prior to today's hearing. Then I will call the names of people who registered today in the order in which they signed up. If you wish to speak and have not filled out a registration form, do so at this time. Registration closes at eight PM.

There is a stenographic reporter located in the room who will record all comments and statements for the record. If you have a copy of your statement, please

hand it to the reporter as you conclude to help assure we have an accurate transcript.

So we may hear from all interested people this evening, please confine your remarks to three minutes. If you run out of time, you can submit written comments to supplement your verbal testimony. You may also drop off the testimony at the registration table or mail it to me at the MTA Government Relations Office at 347 Madison Avenue, New York 10017. We have already received a number of written comments most of which are supportive of the project notably from Deputy Majority Leader Senator Dean Skelos and the Long Island Association.

I should point out the hearing site is accessible to the mobility impaired and a sign language interpreter available upon request.

Before we begin, I will introduce the people seated before you. To my right is E. Virgil Conway, Chairman of the MTA. To

his right is Beverly Dolinsky, Ken Caruso, and to my left is Anthony Japha, Chief Program Executive of East Side Access.

At this time we will go to the list of speakers the first of which is Larry Silverman from the Long Island Railroad Commuters Council.

MR. SILVERMAN: Good evening. I represent the Long Island Railroad Commuter Council which are probably 125 thousand daily riders of the Long Island Railroad and many occasional riders on Long Island. If I go a little beyond three minutes, I will ask your indulgence, Mr. Chairman, because I think I have spoken to many of them, and all of my council members and I would like to relate their feelings.

This is a great day for the MTA and you Chairman Conway. I remember sitting in this room five or so years ago as if it were yesterday, and some of my colleagues said this day would never come. Government would never commit the resources to finish

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the Long Island Railroad tunnel to Grand Central that was started more than 20 years ago.

To our great fortune, there are always those, you Mr. Chairman and the Governor, within the MTA and those within the MTA who saw a system expansion as imperative and not an option. People who could think beyond the box and yes, beyond the budget. With them was not the question of whether but how. Many of them have dedicated most of their lives to the great challenges of urban mass transit. To them we owe a great debt. This project is truly their legacy to this great City that will stand for centuries to come.

There are so many reasons to complete East Side Access that if we only realized half of them, we would still build it. The East River tunnels to Penn Station have no additional capacity to bring the Long Island Railroads ever increasing ridership into the midtown business district. Without it, Long Island can't accommodate

its commuter population. If it can't do that, it cannot compete with the other suburban areas in New Jersey and Connecticut for residents and the support those residents give to the regional economy. If they go elsewhere, New York taxpayers lose.

Without the Long Island Railroad service, without the quality of Long Island Railroad service this project will permit, service deteriorates, and commuters opt for cars and increased pollution.

This project will relieve over crowding on the Shuttle, the 7 train, E trains, and others to a lesser degree. It will increase overall capacity of the bus and subway system that will reduce future costs for expansion on that system. It will create capacity in Penn Station for Metro-North service making the West Side of Manhattan more accessible to those from the northern suburbs. It will save many Long Islanders up to two and a half hours

a week and 120 hours a year, and it will save them the additional subway and bus fares. These savings of time and money will make employment on the East Side more attractive and feasible for Long Island commuters thus enhancing overall employment in the region.

Let's not forget the enormous pollution benefits from cars, taxis, and buses traveling into and across the central business district that will be reduced. This is what government is supposed to be about. It is supposed to be about vision, leadership, commitment, and service.

This project has bipartisan support. This project has the support of regional planning groups that are responsible and that understand that for this region to thrive and grow we need to continue to build and invest in it.

MR. SUSSMAN: Please conclude.

MR. SILVERMAN: This project is a reaffirmation of the strength of our

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economy and of the importance of New York in the world. Nothing less. It's a statement to the world that we believe in ourselves and our future.

Finally to those who will come in and try to find the Achilles heel in the project because they have other priorities, let me say this. These dollars were hard fought for as you know. These dollars, many of which are from the federal government, depend on this project being able to go forward, and those who would seek to frustrate that have to ask if they will do so at the peril of losing that support forever.

In closing, I would say that we Long Island Railroad commuters look forward in the next decade to the ribbon cutting ceremony for East Side Access to Grand Central. Thank you.

MR. SUSSMAN: The next speaker is John Steinberg of the Greater Jamaica Development Corporation. If you have a copy of your statement, hand a copy to the

court reporter as you conclude.

MR. STEINBERG: Thank you very much. I am speaking for Carlisle Towery, President of the Greater Jamaica Development Corporation who couldn't be here but wanted to be here.

Ours is a private not for profit economic development organization. We have been around since 1967 an out growth of the Regional Plan Association.

We really dig what you are doing here which is about regional connectivity. We are also very interested in job creation, job opportunities, and in particular jobs for minorities.

There are, as you know, issues about the ability of people in minority communities to connect with the centers of job opportunity, and certainly good rail connections are the way to do that.

Our board has enthusiastically supported your initiative here on East Side Access. I have attached to our statement a copy of the resolution that

was adopted a few months ago. We really think it is time for New York to come up to the high standards for rail services in the best European metropolises. We have the ability with the density of population to equal that. This is a terrific step towards that end.

We think as the prior speaker said that there are tremendous opportunities for both Queens commuters and our Long Island counter parts to get to Manhattan's East Side with this protect. It will save 60 thousand commuters 30 to 45 minutes a day and remove 12 thousand cars from the roads of Queens and East River crossings with obvious environmental effects in the positive.

We note that connection from Long Island Railroad to Grand Central will for Metro-North riders significantly enhance accessibility in our locale in Jamaica via the transfer at Grand Central and of course to JFK which inside of three years will be connected to Jamaica with an eight

minute train ride to the air terminal.

Residents of upper Manhattan, The Bronx, Yonkers, and close-in Westchester Hudson River towns will be within easy rail commute to Jamaica Station.

The attached map indicates the geographic areas of the region which ESA will bring within a 45 minute ride from Jamaica Center which is now significantly expanded to the north by the anticipated connection with Grand Central. We estimate that 345 thousand workers from the northern suburbs and upper Manhattan would be added to our Jamaica labor shed; 51 thousand from Manhattan, and 204 thousand from the Bronx, and 71,000 from Westchester.

This strengthens the local objectives of attracting jobs to Jamaica and RPA's long time recommendations of building sub-centers at transportation hubs outside of Manhattan, and as a result, two of the regional sub-centers, White Plains and Jamaica, would be connected by rail via

Grand Central. Thank you.

MR. SUSSMAN: Thank you. The next speaker is Lisa Schriebman.

MS. SCHRIEBMAN: My name is Lisa Schriebman. I am the New York City Coordinator for the Tri-State Transportation Campaign. It is a consortium of the region's 13 leading environmental, planning, and transit advocacy groups that work to achieve sustainable transportation by --

MR. SUSSMAN: Speak into the microphone.

MS. SCHREIBMAN: The East Side Access is an excellent project. According to the MTA, it will attract 16,300 new transit riders and save 45 thousand users of the present service the time it takes to back track from Penn Station to the East Side and get six thousand people out of their cars each day. All of this means cleaner air for everyone and less congestion on the highways and tunnels.

The East Side Access project will

include a new station at Sunnyside that could become a hub for the train services including the three major commuter rail systems serving New York City, Amtrak, and the New York City Transit subways. This type of commitment to making Long Island Railroad not only good for suburban travelers but also for people in the city is heartening to see.

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MTA has successfully passed the federal hurdle, and the project now has a recommended status which makes it eligible for New Starts money. The MTA is asking for approximately 2.1 billion dollars from federal sources or half the project's total.

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However, the FTA has not given the project a highly recommended status partially based on the low number of new riders who will use the service. Given the lack of adequate subway service on Manhattan's East Side, it seems likely that some of the people who will use the service will forego transit even after

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East Side Access is built rather than face the over crowded conditions on the 6 line.

We urge the MTA to coordinate the project with the building of the Second Avenue subway a coordination that will make both projects significantly stronger than separately. The combination of East Side Access and Second Avenue subway should be a preferred alternative identified in the FEIS. Thank you.

MR. SUSSMAN: Dean Angelakos.

MR. ANGELAKOS: Good evening, my name is Dean Angelakos, Vice President for Policy of New York Building Congress.

Mr. Chairman and members of the committee, we appreciate the ability to comment on the DEIS prepared for the East Side Access project. This project to bring the Long Island Railroad to Grand Central is one of the most critical transportation investments in the New York region.

Members of the Building Congress who are leaders of the design, construction and real estate industry of New York City

representing over 150 thousand constituents support the East Side Access project. From its inception in the late 1960's, the concept of providing direct Long Island Railroad access to the East Side has been an important objective for New Yorkers.

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It is a vital component of the MTA's latest capital program which the Board of Directors of the Building Congress has endorsed enthusiastically. The MTA has made progress for the past 15 years by implementing four capital programs that have maintained and enhanced the transit system. The East Side Access Project, as part of an overall capital program that inspires confidence, and support, will continue the MTA's record of success.

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Over the past year, the Building Congress and its committees have had a number of meetings on this project. In each case, project plans were reviewed in considerable detail. We are pleased to report that the project enjoys support in

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our industry. There is no question for the need for East Side Access nor any disputes regarding a preferable alternative.

Our only concern is for adequate financial support of the project and the entire capital program. While transit infrastructure is much improved, sufficient resources are still not generated to meet the long term needs of the expanding economy. The Building Congress has implored our leadership on all government levels to dedicate greater long term financing for public transportation. Nowhere is this more apparent than with the East Side Access Project which has received a small portion of its funding.

We commend the MTA and its Long Island Railroad subsidiary for advancing LIRR access to the East Side of Manhattan. Few projects have enjoyed as widespread support in our industry as this one. From the outset it was planned with the fullest possible public involvement and with the

best expertise our industry has to offer. The project deserves our support and encouragement. We urge the MTA to continue fast track implementation and to devote its best efforts to securing the necessary financial support. Thank you very much.

MR. SUSSMAN: The next speaker is Lucy Mayo.

MS. MAYO: Good evening, my name is Lucy Mayo. I am here representing State Senator Thomas Duane who represents the 27th Senatorial District in Manhattan. I am here to express his concerns about the plans for the Long Island Railroad East Side Access as outlined in the recently released DEIS for the project.

Senator Duane believes there are many positive aspects to linking the Long Island Railroad with Grand Central Terminal through the creation of an East Side Access but is greatly concerned about the proposed timing of the project. An East Side Access will make commuting for thousands who ride the Long Island

3 Railroad to destinations on the East Side of Manhattan significantly easier.

1 However, the completion of the East Side Access Project before the completion of the full length Second Avenue subway will result in much hardship for the current riders on the Lexington Avenue line. The influx of Long Island Railroad riders on the Lexington line, facilitated by East Side Access, will greatly exacerbate the extreme over crowding on the Lexington line. The current over crowding on the Lexington line is unbearable at the current level. Pushing it up is unacceptable, and irresponsible, and Senator Duane will argue dangerous.

2 Not only will increased capacity make for an even more unbearable uncomfortable commute, but it threatens the health and safety of passengers as more people cram into cars not made to accommodate such numbers, and more overcrowding in stations, and on subway platforms make for fertile ground for a variety of dangerous

accidents or incidents.

To prevent such a situation from occurring, it is imperative that East Side Access not be completed until or unless we have completed a full length Second Avenue subway line. This additional line along the East Side of Manhattan will greatly reduce the over crowding on the Lexington line. With this in place, the influx of passengers for the Long Island Railroad on to the Lexington line will not have the overwhelming negative effect it would have under current conditions and not bring capacity levels to dangerous levels. Thank you.

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MR. SUSSMAN: Jeffrey Zupan.

MR. ZUPAN: Thank you and good evening. My name is Jeffrey Zupan. I am senior fellow for transportation at the Regional Plan Association. RPA has been a consistent supporter of the project to connect the Long Island Railroad to Grand Central.

A little history of this project is

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instructive. In the early 1970's when the project was proposed to be built to Third Avenue and 48th Street by the then MTA Chairman, Will Ronan, we objected on the grounds it should go directly to Grand Central to avoid creating a disconnected network. Unfortunately, the fiscal difficulties of the 1970's prevented the completion of the project in any form, and the commuter rail tunnel under the East River has been vacant for 25 years. The best thing of the delay is that the superiority of RPA's Grand Central option has been borne out by consultant studies.

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The project known as East Side Access is an excellent project and one that will transform Long Island from a vast suburban area with an inferior commute to Manhattan to one that will be as good or better than any other suburban sector in the region. It will help lift up the economy of Long Island and overcome some of its dead end qualities. Long Islanders will have the option of reaching either the east or West

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Side of Manhattan. An estimated 60 thousand commuters a day will save about 45 minutes by going directly to the East Side closer to their destinations, and another six thousand commuters a day will foresake their automobiles and the crowded roads of Nassau and Suffolk Counties and the Borough of Queens.

East Side Access will add about 24 peak hour trains from the east to the 42 peak hour trains that are now possible to reach Penn Station from the east. This will not only add capacity to bring more workers in Manhattan to the high paying jobs there, but offer flexibility in adding Amtrak service, better operation for New Jersey Transit from the west, and more service for Queens and Long Island residents. It will make it possible to travel by rail from Long Island and Metro-North service territory.

Given the benefits, RPA was delighted to unconditionally support East Side Access, but we cannot. The full Second

Avenue subway must be built and completed simultaneous with East Side Access. The MTA has not given any assurance this will be done. The capital program requests to the federal government subject to a hearing next week asks for 600 million for East Side Access and five million for Second Avenue.

The result is once East Side Access is in place the already intolerable congestion on the Lexington line will get worse. The East Side Access DEIS recognizes that the impacts in the subway will only be partially mitigated by improvements in the platforms and the turnstiles at the 42nd Street station.

The DEIS suggests that the number of additional commuters will be small. In part because some Long Island Railroad riders who would otherwise use the Lexington line after being dropped by East Side Access at Grand Central will choose not to use East Side Access because the Lexington line is too crowded. Thus the

DEIS and the MTA is admitting that if there is no Second Avenue subway to relieve the Lexington line, the full benefit of East Side Access will not be realized.

Should we be giving approval for the flawed approach that will help some members of the riding public and make it worse? RPA thinks not.

RPA supports East Side Access that is coordinated with and completed simultaneous with a full build Second Avenue subway.

MR. SUSSMAN: Please conclude.

MR. ZUPAN: We recommend that the final EIS fully assess this alternative and commit to it in a Record of Decision that will accompany East Side Access.

In the spirit of openness, we look forward to having the MTA engage us in discussions on these matters and not merely treat this hearing and others like a formality in a process. Thank you.

MR. SUSSMAN: Richard Gualtieri.

MR. GUALTIERI: Thank you for this opportunity to speak. I am very upset that the funding of this project would grossly disproportionately benefit certain suburban commuters while the growth needs of the city particularly in terms of the Bronx people, Brooklyn people, and Staten Island commuters are virtually completely overlooked.

I am also concerned very much about the connection from Second Avenue to Park Avenue which appears to pass beneath many residences and businesses, and the EIS that has been prepared does not in any way seem to talk about the needs of these or the impacts of construction possible that may occur in this corridor.

I believe that the underground easements that might be required are not in any way defined. The construction impacts are not defined. As I say, it seems to be that the overall capital

program over emphasizes Long Island commuters and does not adequately address the woefully inadequate subway system in the five boroughs themselves. It is grossly disproportional. Thank you. 1

MR. SUSSMAN: Thank you. The next speaker is Gene Russianoff.

MR. RUSSIANOFF: Good evening Mr. Chairman, and members of the Board, and staff. I am Gene Russianoff, staff attorney for the NYPIRG Strap Hangers Campaign.

The Straphangers Campaign agrees there are major benefits to linking the Long Island Railroad to Grand Central, but, and 7 this is the theme of the evening so far, progress for Long Island Railroad riders should not come at the expense of subway riders on the already jam packed Lexington express lines. East Side Access would mean 1 pushing the Lexington line from 112 percent capacity to 117 percent capacity according to your own DEIS. This is intolerable, and, indeed, the impact 2

statement suggests the number would be higher except that many of the Long Island Railroad riders will shun Grand Central because they can't bear to try and insert themselves on the Lexington line. The impact statement spells out potential mitigation for crowding to the Lexington line. These steps are unconvincing and largely amount to cajoling passengers on the line to moving faster or get out of the way.

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What is the solution? East Side Access should be built in tandem with a full length Second Avenue subway. That way no traveler on the East Side, whether from the Long Island Railroad or somewhere else, would face inhuman traveling conditions.

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Unfortunately, the two projects are not being given the equal financial and political treatment. MTA says it will complete East Side Access by 2009. The MTA has no estimated completion for when the Second Avenue subway will be completed.

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This program provides nearly half of the three point 56 billion dollars in basic construction for East Side Access, and to quote Carl McCall, the MTA's five year capital program includes only one point one billion dollars for a full length Second Avenue less than seven percent of the total cost. During the 1970's fiscal crisis, MTA had to abandon the efforts to construct a Second Avenue subway for lack of resources a costly mistake that must not be repeated. For Second Avenue the glass is 1/14 full.

As the RPA suggested, we urge the final Record of Decision for the FEIS East Side Access tie the project to a concrete commitment to building a Second Avenue in tandem. Thank you.

MR. SUSSMAN: Irwin Fruchtman.

MR. FRUCHTMAN: Good evening, my name is Irwin Fruchtman. I reside in Brooklyn. I am a professional engineer, and I have been involved in planning and constructing major transportation projects

for over 50 years.

The conclusions reached in the DEIS are not backed by the material. The need for the four point three billion dollar East Side terminal at Grand Central is not justified from either a cost benefit, land use, and future development perspective. The alternate studies are not sufficient to be considered a fair review of other practical hard and soft alternatives especially in light of the four point three billion dollar cost and the long period of construction that would bring us to the year of 2013 for the preferred alternative.

The study of the zoning patterns below Central Park reveals that the future development of the commercial, high tech, light industrial, and similar growth industries will occur west of Fifth Avenue and down to and along the Hudson River water front. Because the zoning east of Fifth Avenue is overwhelming residential and the land is already redeveloped for

these uses, no large commercial opportunities exist, err go, no generation of traffic.

With few exceptions, the West Side is zoned for manufacturing use as reflecting its historic relationship to the once bustling water front and port. This zoning will permit modern future business the city needs to supply the job growth it must sustain.

The Long Island Railroad station at Penn Station is ideally situated to meet and fulfill the future demands if the foresight to do this is there. What you could do is develop a connection to the rail system similar to what is being done on the Jersey water front that runs north and south of Penn Station.

The only hard alternative that has been studied, the 4.3 billion dollar alternative, has no capacity in the 63rd Street tunnel for the bilevel alternatives. There is no storage capacity at Grand Central so you have to bring the

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trains back through those tunnels which will also reduce capacity.

The actual savings of time is overstated. If the East Side Access terminal is built at Grand Central, you have to go up about 123 feet from the platform level to the ground. That is a 12 story building vertically. That will take you time also. If you will make a connection with the subway, you have to walk six long blocks to get to the Lexington line or to the future connection so you are not going to save any time by this. Any savings in the double back is purely fictitious.

The future development of the West Side requires a West Side transit link. If passengers desire to continue from Penn Station to an east side destination, this can be accomplished at a fraction of the cost by extending the shuttle all the way to Penn Station, and your shuttle can go east to Grand Central and continue on to the Second Avenue subway.

Another alternative --

MR. SUSSMAN: Please conclude.

MR. FRUCHTMAN: One point. This is important. Another alternative was to build a completely new tunnel for bilevel trains where your present tunnel goes across. If you did a three track tunnel, and the short distance into Grand Central, look at the distance. It is about the same as tunnelling all the way down.

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MR. SUSSMAN: Let's move on to the next speaker. Thank you.

MR. FRUCHTMAN: Thank you.

MR. SUSSMAN: Lou Venech, Port Authority of New York and New Jersey.

If you can't conclude your comments in three minutes and you hand it to us, we will incorporate it into the official record.

MR. VENECH: I am Lou Venech from the Port Authority of New York and New Jersey here to summarize the written comment finding of the DEIS.

The timely advancement of this project

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is also as part of a broader regional campaign to expand the role of the commuter rail network in meeting regional transportation needs. Our planning work corroborates key findings in this DEIS notably through our partnership with MTA and New Jersey Transit in access to the regions core project which is the pull of the Manhattan job market on the regional labor force and concluded that commuter rail improvements would be most effective in meeting the next wave of growth expected from the markets to the east and west.

As the East Side Access Project became an MTA priority, the art team shaped its work to compliment this project and to address in a similar way the problems on the trans-Hudson market where the capacity problem with and the growth pressures are just as compelling. Both efforts shed light on the crucial role of Penn Station on the regional transportation system. It's Amtrak's hub, but more than 93

percent of the passengers who use it on week days are Long Island Railroad and NJT riders. Penn Station is running out of capacity to meet the cumulative demand for expanded peak period service in the long term.

Activating the 63rd Street tunnel is not just a convenience for Long Island Railroad riders, but is a step in solving the broader problem of providing adequate commuter rail capacity to Midtown. Important questions need to be resolved about sharing Penn Station capacity. There is no long term answer evident for the Penn Station problem without opening a second facility for the Long Island Railroad in Manhattan as this project would do.

Our MIS study is in the third and final phase. It includes an option that would include connection to Grand Central. It's an option that our sponsors agrees needs further study before it is part of a recommended alternative.

Our current phase is looking at that and other variances that don't involve Grand Central. Consistent with MIS findings to date, East Side Access protects the possibility for a future connection between Grand Central and Penn Station. The Yark (phonetic) build alternative which may or may not depend on a GCT link must be protected.

I should mention that this project compliments another PA MTA partnership providing new options for access to Kennedy Airport. The Port Authority Air Train Project is under construction. When completed in three years it will allow JFK passengers to transfer at Jamaica between the Long Island Railroad system and our light rail service reaching JFK's passenger terminals.

When Long Island Railroad service becomes available at Grand Central, JFK passengers will have a choice of accessing the service from two midtown locations. The capacity expansion for the network

will facilitate the eventual provision after this project is complete of one seat ride service to JFK.

We look forward to working with the MTA and our other agency partners in both states to expand the capacity of the transit network to support growth, reduce congestion, and meet future transportation needs throughout the bi-state metropolitan area. Thank you.

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MR. SUSSMAN: The next speaker and Thomas Crater. Vivian Mire?

MS. MIRE: I am not speaking.

MR. SUSSMAN: Jeff Elmer, General Contractors Association.

MR. ELMER: Good evening, and thank you for the opportunity to speak tonight.

The General Contractors Assóciation was founded as a trade association for the New York City heavy construction industry in 1909. The founding members were the contractors who were building the first pieces of the subway network. Today we

remain the trade association that represents the heavy construction industry active in building and repairing New York City's sprawling transportation infrastructure.

The East Side Access Project must move forward as quickly as possible. It has been planned for almost one hundred years since the first Long Island Railroad trains carried passengers to Manhattan. We fought hard with the congressional delegation to put this project in the high priority category. Now that the MTA capital plan includes funding for a full length Second Avenue subway extending through Grand Central to lower Manhattan, both projects must proceed as quickly as possible.

We urge the MTA to make every effort to construct the Second Avenue subway at the same time at East Side Access. Ideally both projects will be developed on an expedited timeline. With growth on the ridership on the 4, 5, and 6 trains and

more congestion to come, it is critical that planning for both projects be coordinated.

East Side Access should move ahead now however because it will give us new ridership capacity quickly. It happens to be further ahead in the queue based on the work already done and where it is in the federal review process. It is in a good position to garner federal financial support.

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The region needs both of the expansion projects to do what hasn't been done in many years; provide real new capacity. No one is suggesting that the East Side Access Project be sacrificed because of a demand for relief because of the over crowding on the Lexington lines. We need both of these projects as well as others.

We know there are concerns of the safety of this project and the potential impact of construction activities on buildings and businesses on the East Side Access route. However, the DEIS makes it

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clear that these impacts would be relatively small. Most of the work would be underground with little activity on the surface. You can be sure that if GCA contractors are selected they will only use construction methods that have proven to be safe on jobs around the world. GCA union contractors invest millions of dollars into skills and safety training. It means that high quality projects are delivered safely and on time.

Our industry has a deep commitment to safe work practices in order to ensure the preservation of property and the well being of employees and the general public.

Be aware that the East Side Access plan is supported by thousands of men and women whose livelihood depends on the construction industry. These are well paid positions with a living wage that can support a family.

Direct employment from construction activities on East Side Access is an estimated 14 thousand 200 persons a year

as according to the DEIS. That does not include thousands of additional jobs and indirect economic activity that will result from a project of this magnitude. Since three out of four of our construction workers resides in the five boroughs, you can be sure that the construction of ESA will also help build middle class neighborhoods throughout the City.

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Thank you for your time. The Association and the heavy construction industry stand ready to assist in any way we can. Clearly, the need for ESA is more acute now than ever before. Thank you.

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MR. SUSSMAN: Barry Adler.

MR. ADLER: Thank you very much. I would like to express my support for the Long Island Railroad East Side Access. I have been attending the MTA long range planning frame work hearings since they began in 1995.

I do feel it is a worthy project. However, I have some concerns on it.

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Namely, safety. The construction methods of a terminal in Grand Central, namely option number two which is a deep bore tunnel, is basically a fire trap and a disaster waiting to happen. You are going down the equivalent of 12 stories down. If there is an electrical fire on a train or electrical feeder fire, how do you evacuate people out of a closed environment in any amount of time? We saw recently the results of that when there was a fire in the Lexington line subway, and they had to close Grand Central because the smoke billowed in on a weekend, thank God, and nobody was seriously hurt. If you are coming in 12 stories down and try to get out on a stairway or escalators when the visibility is next to impossible, it is a dangerous situation and a disaster waiting to happen. Elevators will not help you because New York City fire regulations require elevators to be shut off in case of a fire.

Also, I would like to speak on the impacts on the Lexington line subway which I think have been basically glossed over. We have seen that the DEIS calls for we can add six people more per car and we can get away with it. Let me tell you something. I take the Lexington subway everyday from Grand Central at 7:25 in the morning, and sometimes you can't fit one person on a train, me, much less six more per car. 2

Another thing is we will build more stairways in the Lexington line subway station which is fine except it doesn't take into account one thing that New York City Transit studies have shown. People don't line up on the platform on the subway station where they are getting on. They line up to the stairs where they are getting off. These things are not being taken into account. Thank you very much. 3

MR. SUSSMAN: Thank you. Herbert Landow.

MR. LANDOW: Good evening, my

name is Herb Landow. I have been involved with this project since 1976. I worked with the PB team studying Grand Central and the Third Avenue options.

In the past several months I have submitted a series of three papers to the MTA, and I request that these be made part of the public record. One paper deals with the station design near the Biltmore Room. Another is entitled More Than You Ever Wanted To Know About The Grand Central Loop Tracks. It does just that by exploring both the history and the engineering that relates to speed around the loop. The speed issue relates to the capacity of the loop and the final design.

The New York Central Railroad had a limit of 12 mph on the outer loops. The current Metro-North limits are much lower and reflect cautious use of an aged infrastructure now scheduled for rebuilding.

In addition, in this report engineering equations for speed and

balancing super elevation are explored in detail for each section of track involved. The unbalanced lateral forces are measured and shown to be within normal railway design practice.

I conclude that the loop has the inherent capacity to handle the full operation at 12 mph. The effect of these first two reports is to provide a third alternative to the two alternatives now circulating.

It gets back to the fundamentals of the design. It moves the trains and the people while minimizing cost, risk, and construction time. Major items of the plan are dropped including the construction of 57 hundred feet of tunnel track under Park Avenue. The only tracks remaining under the Metro-North in the 50's under my suggestion is the two approach tracks, and these are 30 feet or more below Metro-North thereby avoiding the difficult construction of the fly over under the Metro-North.

Also, the former three track approach under the Tennis and Racket Club and other buildings need not occur. Instead, the approach tracks can focus on the J slot inbound and the A slot outbound. Thus the risks and difficulties of the former design can be avoided without resorting to deep tunnelling.

The final paper relates to the fact that a third of the market served by the ESA has destinations in the 50's. The stations serving Metro-North and Long Island Railroad is feasible in the area of 53rd to 57th. All trains would pause there en route to and from Grand Central.

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While the 50's station is unfamiliar to the MTA, it is very relevant for the long term planning. It would reduce the pedestrian loading at Grand Central, and the surrounding streets, and subways, and shorten the trip time. This project could be built later, but the tunnel work now being planned from 63rd should rise to the elevations desired in the long term plan.

MR. SUSSMAN: Please conclude.

MR. LANDOW: It uses a two percent grade to come up and still protect that 30 foot envelope, and in effect the plan suggests that by getting rid of the extras you can have radical reductions in cost, risk, and build it quickly. Thank you.

MR. SUSSMAN: Thank you very much. Robert Schumacher. After that we will take a recess.

MR. SCHUMACHER: My name is Robert Schumacher. I have circulated this yellow paper. I would like to put on the record briefly two questions from the paper.

One; the Long Island Railroad trains will terminate 125 feet below the surface. Riding an escalator up to the surface is the equivalent of riding escalators up to the 12th floor of a building. I don't know of any place in the world where the public is expected to ride escalators up to the 12th floor. A previous speaker spoke of

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the special risk of fire and smoke down below, and that adds to it.

My second question has to do with the funding of four and a half billion dollars which I believe is the most expensive transit proposal ever put forth. I have seen no solid indication of where this funding is going to come from other than mostly wishful thinking.

We have on Second Avenue an example of 50 years of disaster, and I think there is quite a possibility that Long Island Railroad access to the East Side is going to go through a period of 50 years of disaster exactly like the Second Avenue subway and for exactly the same reason. Thank you.

MR. SUSSMAN: Thank you. At this point we will take about a two to five minute break after which we will continue with the other speakers. If you wish to speak and haven't, please fill out a form at this time.

(At this time, a 10 minute

recess was taken.)

MR. SUSSMAN: Ladies and Gentlemen, if I can have your attention. I would like to reconvene the public hearing. If everyone will kindly be seated, I will continue to read the list of speakers.

I would like to remind the audience that we have a service of sign language interpreters for the hearing impaired. If you wish to avail yourself of that service, let us know.

Registration to speak will close at eight PM. If you wish to speak and have not filled out a form, do so at this time, please.

The next speaker is George Haikalis representing the Committee For Better Transit.

MR. HAIKALIS: The Committee for Better Transit strongly supports completion of the Long Island Railroad access to Grand Central, a project begun over 30 years ago. We see no need to spend

over three billion dollars to complete this project when one billion will get the job done. CBT proposed a streamlined alternative, the Apple Corridor, in June of 1996.

The CBT plan will make use of five existing Metro-North tracks at Grand Central that connect the upper level loop track. Two new tunnel tracks would link the existing lower deck of the 63rd Street tunnel near Second Avenue to the upper level tracks at 53rd and Park a distance of about four thousand feet. In Queens, CBT proposes that two new tunnel tracks be constructed to link with existing Long Island trackage.

In contrast, the Long Island plan is more ambitious. The original LIRR preferred plan would have reconfigured existing Metro-North tracks on the lower level creating a new 10 track terminal. Five of the tracks will connect to the lower level loop, and five would be stub tracks where trains would leave in the

same direction they entered.

To increase capacity, an underground fly over would be constructed north of the terminal just below Metro-North's trackage. The original LIRR plan required underpinning large buildings on Park Avenue including the land mark Lever House and Racquet Club, and removing, and re-framing 70 columns in Grand Central.

In Queens, the Long Island Railroad would include six new tunnels, four to LIRR trackage at Sunnyside and two leading to a new storage yard to be constructed from the largely disused freight yard adjacent to Amtrak's Sunnyside Yard.

The DEIS has showed the Long Island Railroad has done streamlining of its own. In Queens, the LIRR proposes to construct only three tunnel connections to Long Island trackage at Sunnyside instead of four. Two tunnels will lead to the storage yard will remain the same.

In Manhattan, the DEIS describes a new variation; option two. In this new plan

the LIRR would construct a new 10 track stub terminal deep below the existing level of Grand Central. The Long Island Railroad would estimate that option two would cost 225 million less to construct or six point four of the 3.5 billion construction cost. Not much streamlining there.

CBT estimates a far simpler plan can be constructed for one third of the cost of the Long Island plan. In Manhattan, the CBT plan includes excavating 90,000 cubic yards of rock, and the Long Island plan half a million. The CBT plan uses existing Metro-North platforms, and the Long Island requires a new complex and new platforms.

The CBT plan has a higher capacity than the Long Island plan. The five track terminal leading to the loop is a high capacity facility. The plan can easily handle five trains per hour.

It's past four years. CBT has pleaded with the Long Island Railroad and its

consultants to give careful consideration. It has not happened. This review should perform instrumented tests around the loop to show what kind of speed is safe and use commuter simulation to compare the CBT with option two to do a benefit cost analysis of the midday car storage at Sunnyside and estimate the capital and implementation costs of the CBT. I would like to enter into our record our Apple Corridor as well as the statement I just made.

MR. SUSSMAN: Thank you. The next speakers are two speakers together. Lester Epstein and Kevin McElroy. You will have three minutes between you.

MR. EPSTEIN: I will borrow your map. I will not address the public's interest in the project either pro or against at this time.

However, the reason I am here is that I own a building at 47 East 44th Street the only office building that is to be taken for this project. Frankly, we do not

feel that this is necessary because the MTA already owns the three buildings, 341, 345, and 347 Madison so far.

To the rear of 347 Madison Avenue there is a large one story area and a smaller narrower three story area which we believe your ventilating housing system can be placed. This shows how it is to be built on my property, and it can be easily moved north to their property without the necessity of buying my property. I have owned this building for 32 years, and I hope to continue to own the same. Thank you very much.

MR. SUSSMAN: Thank you. The next speaker is Daniel Pearlstein.

MR. PEARLSTEIN: Hi. I am Danny Pearlstein. I go to high school on the Upper East Side. I ride the Lexington Avenue subway there, and I see lots and lots of people crowded on the subway. I hope if I was in high school in 10 years, I wouldn't have to see lots and lots of people on the subway.

I had trouble hearing about the meeting. I heard about if through the newsletter online, and I believe that indicates one of the problems with the hearing. Look at who is here. There are four people here, and I don't know if any of you are voting members of the MTA Board.

Notice of this meeting was not published to the New York City public. There was no ad in the New York Times and no ads in the subway station or subway cars frankly because the MTA Board didn't want the subway riders to come and complain. We made it anyway. Good for us.

The fact is we can't have this project moving forward the way it is. You have the gentleman from the Committee for Better Transit with his point that you are spending too much money on this. Of course you are. The money isn't there to begin with. The fact is the subway riders support a far greater share of their ride than any other riders in this country

including the riders on the New York City suburban line which are subsidized to the tune of over 50 percent.

The subway riders are already getting the shaft. It will lead to a greater part of the shaft. You are not building the Second Avenue subway in tandem. It needs to be done. The fact it costs a lot of money is a poor excuse.

As the gentleman from the CBT showed you, you can do it for a lower cost. The fact is that the people who want the Second Avenue are not the people who want the ESA. The people who want the ESA voted for the Governor and the people who wanted Second Avenue didn't. This is a clear example of political pandering, and perhaps graft, and it is not fair and democratic.

I learned that. I took a year and a half of American history. This is problematic to say the least. I hope that you address my concerns. Thanks a lot.

MR. SUSSMAN: Thank you. The

next speaker is John Cornelius.

MR. CORNELIUS: We have been trying to work on the East Side Access Project plan for a long time. I am concerned that it has to be worked in conjunction with the air train being built.

The first part of it, as you know, is to Jamaica Center. From there I hope I see in my lifetime it continues on to the Long Island Railroad along the Van Wyck. The reason why I point this out is you must get transportation in New York because by the year 2015, New York City will have over nine million people. With a world population to over six billion by the year 2050, we have to consider strongly about our transportation needs.

I agree that the Second Avenue subway should work along with the East Side Access plan. We did a lot of talking. Let's start moving. Thank you very much.

MR. SUSSMAN: Thank you. The next speaker is Vaughn Troy.

MR. TROY: I had the pleasure of spending a number of years that I lived in Manhattan commuting on the number 6. I know how awful it is. I have had the same type of pleasure commuting since then from Long Island much of it to the East Side.

It is a horrendous trip. Forget the railroad itself. Then trying to make your way back. It's the whole point of this huge project. It takes a huge amount of time and subway capacity like the Shuttle, and it is completely illogical.

We know it has to be built. We also know it can take 10 or 20 years before there is funding for a Second Avenue subway as desperately as we need that, and I know we do. I don't want for us to hold up this project until that one is finished. We should do our best to go ahead on both. This one we have got to get it started as quickly as possible.

I don't know whether the CBT's plans would work or not. I sincerely hope the MTA will take a close look at them because

if it is possible to do this project in a simpler and less expensive way, maybe that can free up some of the funding needed for the Second Avenue subway and get that going sooner.

One way or another, we desperately need the East Side Access. I also look forward to once that is done to Metro-North moving some of its passengers over to Penn Station. Maybe that will help the East Side Access a bit also. I don't know. I don't want to hold this up for another 10, 20 or 30 years or 50 years before a Second Avenue subway can finally be built. Thank you.

MR. SUSSMAN: Kristin Harrison representing Congresswoman Carolyn Maloney.

MS. HARRISON: Thank you for the opportunity to address you today. I am pleased to submit testimony on behalf of Congresswoman Maloney to the MTA on East Side Access Project that will have a positive effect on her district both in

Manhattan and Queens.

She states I also want to commend the Board on its decision to build a full length Second Avenue subway. Although we are here to comment on the DEIS for East Side Access, the message that many of us want to convey is that East Side Access needs to be done in conjunction with the Second Avenue subway if it is going to work. They are part of the same transportation solution and must be considered together.

The DEIS is stunningly silent on the Second Avenue subway. When the Long Island Railroad connection is completed in 2009, it will dump thousands of additional riders on to the East Side. The DEIS indicates that the preferred alternative study is expected to bring about 62 thousand Long Island Railroad riders into Grand Central during the four hour weekday AM peak period in the year 2010. The DEIS evaluates the impact that East Side Access will have on the bus and subway lines

around Manhattan and Queens.

For instance, the DEIS notes that the additional Long Island Railroad passengers will result in significant impacts to the numbers 4 and 5 express lines southbound in the AM peak hour. I believe the discussion of the impact of adding more passengers to the already over capacity 4 and 5 trains is inadequate. There is no room on these lines for existing passengers, and to talk about adding more people without a Second Avenue subway to alleviate congestion is absurd. 3

The Lexington line is over crowded. The DEIS does not discuss how a full length Second Avenue subway would help to reverse the negative impacts on the Lexington line. Without a full length Second Avenue subway, over crowding will create dangerous conditions for riders. 4

The already over crowded cars will not handle even the six passengers per car that the DEIS calculates will be added, and signal adjustments to the line will 3

5 not be enough to mitigate the negative impacts to the line.

A supplemental DEIS should discuss the importance of the Second Avenue subway to provide an outlet for the new passengers when the Long Island Railroad project is completed. The DEIS is incomplete without a discussion of the way the Second Avenue subway will alleviate some of the environmental problems created by East Side Access.

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Since these projects should be built in tandem, the DEIS for East Side Access should include greater detail of the effects of the Second Avenue subway. Thank you.

MR. SUSSMAN: Thank you. Joel Azumah.

MR. AZUMAH: Good evening. I will make a few comments about this proposal.

One; the Second Avenue subway has to be built first. It's not an option. I don't understand why it is not in your

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DEIS. I don't understand why it is not part of your planning. It has to be done first. There is no question.

Two; in terms of getting trains off the main line into the Grand Central spur, you have to make sure it is a flying junction. If it's a slow junction, 20 or 30 mph, you have just wasted four and a half billion dollars.

Three; in terms of coordination with your regional entities such as New Jersey Transit, Amtrak, your sister agencies, you have to make sure that you network with them. For example, New Jersey Transit trains should be running through to Queens. That will help make sure that you guys don't duplicate the same equipment doing a similar type of service.

Right now we are having a lot of storage concerns about this project. Where are you going to put the extra trains? Well, if you strung up nine miles of catenary on the main line on two tracks, you can have New Jersey Transit trying to

alleviate some of that problem. When you through run a train, you don't have to separate two separate trains. Currently you do.

Three. What about right now? Right now we have a crowded Lexington line. The Long Island Railroad and its sister agencies have decided not to do anything about the situation right now. I think frankly that you run the Queens-Midtown Tunnel, you manage it, why don't you run a very simple express bus service from Jamaica to east midtown just to begin to mitigate it? You have an HOV lane there. You should be able to work with your sister agencies to do that.

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If you are going to build a separate terminal for the Long Island Railroad, make sure you have a connection from the Metro-North main tracks that come from the upstate regions down to the new Long Island Railroad terminal. Make sure the two outer tracks can be pointed in a direction so that you cannot only go into

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this terminal but from this terminal you can go to downtown Manhattan. You have a separate study doing that. I don't know why you are doing that. Frankly, it is all the same problem. If you go and build it all at once, it is much cheaper.

In conclusion, I think that the Long Island Railroad -- this should be not a Long Island Railroad study. The Long Island Railroad should be a leader and its sister agencies should be helping it. I think that will help you save money in the long run. Thank you.

MR. SUSSMAN: Thank you. The next speaker is Louis Hitch.

MR. HITCH: My name is Louis Hitch. I am on the technical research committee with Mr. Olmstead and others. I am speaking of course as a private citizen.

Quick history lesson. I got this out of my morgue file. It is dated February of 1968. It says report to Nelson A. Rockefeller, Governor of the State of New

York and explains the project. They said this.

The cost for the terminal at 48th Street and 44th and Third Avenue was 195 million dollars. It's what they said. Now I might point out that the fare at that time was only 20 cents. The fare is seven and a half times higher than that.

I say let's go forward with this. It was approved by the Mayor and Board of Estimate on September 20 of 1968. I urge you gentlemen to have ground breaking September 20 of 2000. Let's go for it.

Now versus option one and option two. I would prefer option one if, and only if, Long Island Railroad electric trains will have dual shoes that is top running and bottom running third rail shoes. It is not practical so I say go for option two. Let's do it.

For the record for anybody in the room listening to me, I favor a four track Second Avenue line from 180th Street down to Grand. Two tracks to Dyre Avenue and

two tracks to Pelham Bay Park from 125th Street to Grand Street four tracks with stations every half mile apart. Unfortunately, MTA did not listen to me. Here we are now. Thanks. Ciao.

MR. SUSSMAN: Thank you. Robert Olmstead.

MR. OLMSTEAD: I had not planned to speak tonight. I still plan to submit some written comments.

My first contact with this project was a third of a century ago. I was one of the authors of the MTA 68 Grand Design. It's the book that Lou Hitch just held up. That plan, as Lou said, included the Long Island Railroad East Side Access through the 63rd Street tunnel. We broke ground on that tunnel in 1969, and it was a two level tunnel, and the lower level reserved for the Long Island Railroad and upper level or new Queens subway, which I might add, also had connections to the Second Avenue subway.

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The Long Island Railroad East Side

Access Project is unfinished business as is the partially built Second Avenue subway. Both projects should be built expeditiously. The Long Island Railroad East Side Access Project is ready now to enter the construction phase and should proceed as quickly as possible.

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One speaker expressed concern about fire safety. This project must be designed according to the NFDA 130 fire code. This is a very rigorous code which I think will allay the fears of that gentleman. It was a code that did not exist when some of the other facilities were built.

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The Long Island Railroad East Side Access Project has been touted as a suburban project. This is not entirely true. The project increases access to jobs in Manhattan's core thus strengthening the city's economic base. In addition, the project can provide additional service to underserved areas of Queens. Remember that Brooklyn and Queens are also on Long Island.

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I do think that although the project doesn't suggest additional service to stations on line such as the Port Washington line and the Atlantic branch in Queens, we should look at the possibility of more service. We also need the Second Avenue subway. One project should not be held hostage to the other. That is a recipe for getting nothing done.

Let's get on with it and finish the 63rd Street tunnel project by expediting the Long Island Railroad East Side Access Project.

MR. SUSSMAN: Thank you. John Lender.

MR. LENDER: Good evening. I have just a few words with regards to the East Side Access connection of the Long Island Railroad. I think it is a wonderful idea. I think it is an idea that needs to get off the ground as soon as possible.

It is nice to see you again, Mr. Sussman. I haven't seen you since the Penny Bridge Disaster hearings out in

Queens. I would like to say that the Second Avenue subway which has been the topic tonight in addition to the East Side Access and Long Island Railroad -- I am the author of a book called 12 New York City Historical Street and Transit Maps.

One of the maps in my book is a Board of Transportation map of the City of New York Engineering Department proposed additional rapid transit lines and proposed vehicular tunnels. It is this map here. It shows the full length Second Avenue subway. The date of this maps was 1929. Please don't tie this East Side Access up that long. Have a good evening.

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MR. SUSSMAN: Thank you. That seems to complete the list of people who have signed up to speak this evening. Is there anyone else in the audience that wishes to make a statement for the record?

MR. TROY: Can I speak a second time?

MR. SUSSMAN: Briefly.

MR. TROY: There is something

else. Think carefully how you design the Sunnyside connection. Remember people like me. I live in East Northport in diesel country. I want be to sure we have a viable way of getting to the city because of the mistake made 30 years ago that we can't take double decker trains. Give us an easy transfer without steps like the drawings showing escalators. Make sure it is a practical connection for us.

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MR. SUSSMAN: For the record, your name is?

MR. TROY: Ron troy.

MR. SUSSMAN: That concludes the list of speakers for the moment. Registration will remain open until eight PM. If you wish to speak, fill out a form, and we will stand adjourned until there is another speaker. Thank you.

(At this time, a 30 minute recess was taken.)

MR. SUSSMAN: Ladies and Gentlemen, if I may have your attention, please. I would like to reconvene the

public hearing. Is there anyone else in the audience who would like to make a statement for the record? I am not hearing any response so we will adjourn this public hearing.

If anyone has comments they wish to submit for the record either to supplement their verbal testimony this evening or in lieu of verbal testimony, you can send that to me, Doug Sussman. I am Deputy Director of Government and Community Relations for the MTA. The address is MTA, 347 Madison Avenue, New York, New York 10017. We thank you for your attendance. Good evening.

C E R T I F I C A T E

I, WALTER CHIRIBOGA, JR., a Shorthand Reporter and Notary Public of the State of New York, do hereby certify:

That the witness whose examination is hereinbefore set forth, was duly sworn, and that such examination is a true record of the testimony given by such witness.

I further certify that I am not related to any of the parties to this action by blood or marriage; and that I am no way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this 18th day of June, 2000.

WALTER CHIRIBOGA, JR.

ERRATA SHEET

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Subscribed and sworn to before me
this _____day of _____, 2000.

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Notary Public

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Witness

STATEMENT

F. Carlisle Towery
President, Greater Jamaica Development Corporation (GJDC)

To

Metropolitan Transportation Authority
Capital Projects Public Hearing
In Support of
EAST-SIDE ACCESS

(testimony presented by John Steinberg)

June 15, 2000

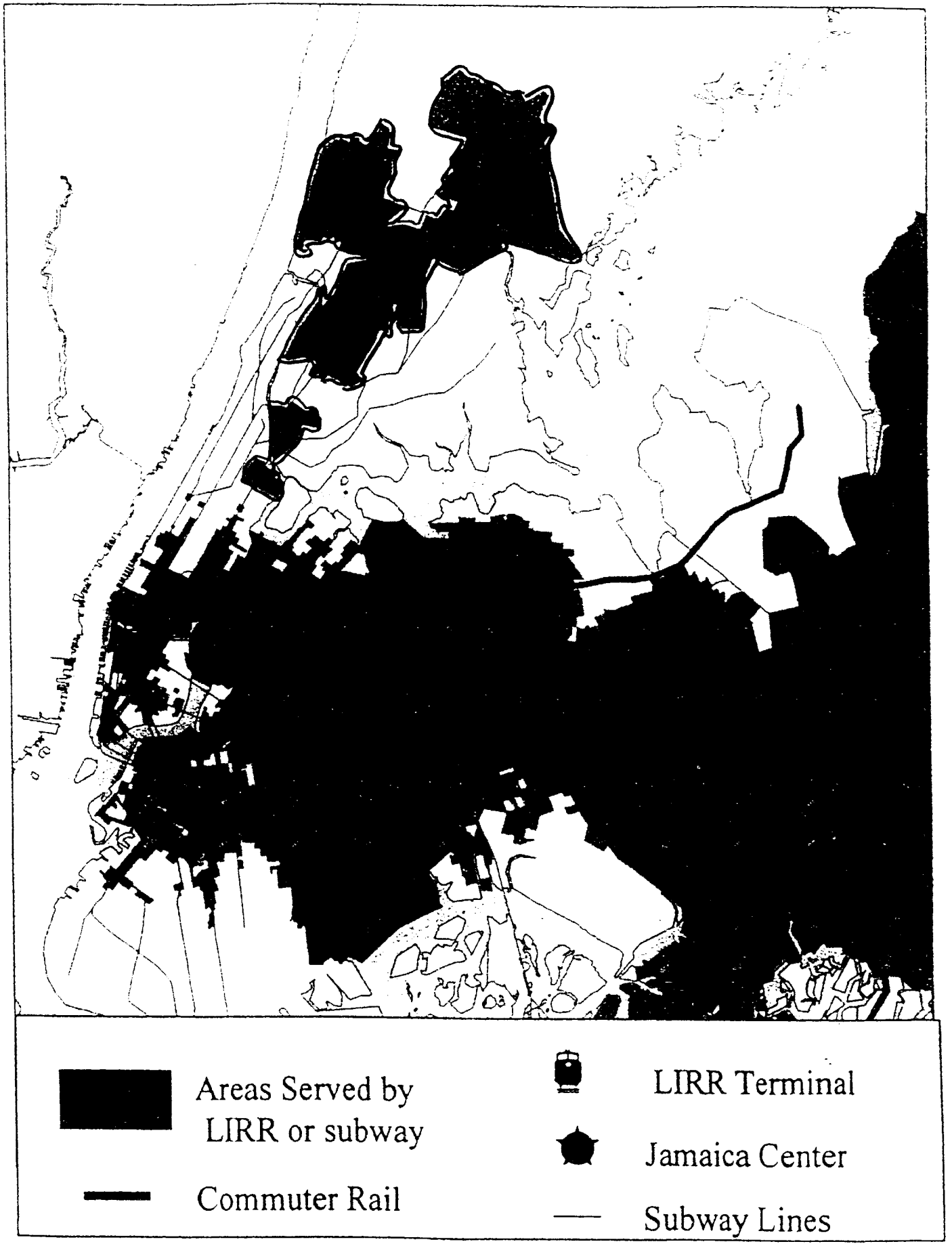
I am Carlisle Towery, President of GJDC, a private not-for-profit professional organization of civic and business leaders founded in 1967 and dedicated to the economic recovery and revitalization of Jamaica, Queens, and to the rebuilding of its downtown.

We enthusiastically support the East-Side Access project and submit with this Statement the Resolution of our Members, dated September 13, 1999. That Resolution outlines the several compelling public benefits of the project. 2

ESA will be enormously beneficial to LIRR commuters from Nassau and Suffolk counties destined for Manhattan's east side, and for LIRR commuters from Queens. It will save some 60,000 commuters 30 to 45 minutes a day. But its benefits to the region overall and to Jamaica may be more significant. It will, each work day, remove 12,000 cars from the roads of Queens and East River crossings. This favorable effect on the region's environment is favorable, given that automobile emissions are the largest contributor to its air pollution.

The connection of the LIRR to Grand Central Terminal will, for Metro North riders, significantly enhance accessibility to Jamaica via a transfer at Grand Central Terminal -- and to JFK International Airport via the new "AirTrain" light rail link at Jamaica. Residents of Upper Manhattan, the Bronx and Yonkers, from close-in Westchester Hudson River towns and for Mount Vernon, New Rochelle and Pelham will be within easy rail commute of Jamaica Station. The attached map indicates the geographic areas of the region which ESA will bring within a 45-minute commute by rail of Jamaica. We estimate that some 325,000 workers from those areas will be added to Jamaica's labor shed -- about 51,000 from Manhattan, 204,000 from the Bronx and 71,000 from Westchester. This strengthens our local objectives of attracting and accommodating jobs to Jamaica, and Regional Plan Association's long-time recommendations of building sub-centers at transportation hubs outside Manhattan. Two regional sub-centers, White Plains and Jamaica, will be connected by rail, via a transfer at Grand Central Terminal. 1

Map 7: Areas within One Hour of Jamaica via Long Island Rail Road or 45 Minutes via Subway (with ES Access)



RESOLUTION
of
The Membership of Greater Jamaica Development Corporation

SUPPORTING CONNECTION OF THE LONG ISLAND RAIL ROAD TO GRAND CENTRAL STATION
("East Side Access")

- WHEREAS, projected jobs and economic growth in the New York Region over the next several decades are substantial and will likely cause enlargement of the Manhattan Central Business District, which is the Region's economic "heart;"

- WHEREAS, new commuter rail capacity is required to serve that projected growth and without such expanded capacity, the efficiency and competitiveness of the Region will suffer;

- WHEREAS, this project complements another Master Links component -- the JFK Airport light rail service ("AirTrain") – and adds to Jamaica's locational advantages and strengthens its potential for growth as a Regional sub-center by directly linking Jamaica Center to east Midtown, thus positioning Jamaica between Grand Central and JFK Airport by rail;

- WHEREAS, because the majority of current LIRR riders are destined for the east Mid-town area and must back-track -- using an additional mode -- to reach their destinations once they arrive at Penn Station, this project will save these commuters an estimated average of 30 minutes in daily travel time;

- WHEREAS, other benefits of the project include:

  - attracting new riders to public transportation;
  - reducing automobile-caused air pollution;
  - relieving congestion at Penn Station;
  - relieving over-crowding of Queens subway lines;
  - utilizing public investments already made in the 63rd Street tunnel;
  - stimulating economic growth in Queens and Long Island.

NOW THEREFORE, the Members of Greater Jamaica Development Corporation endorse the Long Island Rail Road's Grand Central Connection project, urge that it be given priority attention and scheduling by decision-makers, and respectfully request that the required State, Federal and local financing be provided.

Dated: September 13, 1999

Signed: _____
John H. Steinberg
Vice President/Assistant Secretary

(2)

TRI-STATE TRANSPORTATION CAMPAIGN

Mobilizing the Region

Testimony by the Tri-State Transportation Campaign on the MTA Long Island Railroad's DEIS for East Side Access presented by Lisa Schreibman, June 15, 2000

My name is Lisa Schreibman and I am the New York City coordinator for the Tri-State Transportation Campaign. The Tri-State Transportation Campaign is a consortium of thirteen of the region's leading environmental, planning and transit advocacy groups that work to achieve sustainable transportation by reforming and redirecting transportation investment patterns.

3

East Side Access is an excellent project. According to the MTA, it will attract 16,300 new transit riders, save 45,000 users of the present service the time it takes to backtrack from Penn Station to the East Side and get 6,000 people out of their cars each day. All of which means cleaner air for everyone and less congestion on the highways and tunnels.

The East Side Access project will include a new station at Sunnyside that could become a hub for many train services including the three major commuter rail systems serving New York City, Amtrak and the New York City Transit subways. This type of commitment to making Long Island Railroad not only good for suburban travelers but also for people in the city is heartening to see.

4

MTA has successfully passed the federal hurdle and the project now has a "recommended" status, which makes it eligible for "New Starts" money. The MTA will be asking for approximately 2.175 billion dollars from federal sources, half of the project's total.

1

However, Federal Transit Administration did not give the project a "highly recommended" status at least partially based on the low number of new riders who will use the service. Given the lack of adequate subway service on Manhattan's east side, it seems likely that some people who might use the connection will forego transit even after East Side Access is built rather than face the overcrowded conditions of the Number 6 line.

2

We therefore urge the MTA to coordinate this project with the building of the Second Avenue Subway. The combination of East Side Access and the Second Avenue Subway should be the preferred alternative identified in the final EIS.

Thank you.

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NEW YORK
BUILDING
CONGRESS

Testimony
of
B. Dean Angelakos, Vice President
New York Building Congress
to
Metropolitan Transportation Authority
on
Draft Environmental Impact Statement
for the
East Side Access Project
June 15, 2000

The New York Building Congress appreciates the opportunity to comment on the Draft Environmental Impact Statement prepared for the East Side Access Project. This project, which will bring the Long Island Rail Road directly into Grand Central Terminal, is one of the most critical transportation investments in the New York Metropolitan Region.

Members of the Building Congress, who are leaders of the design, construction and real estate industry of New York City, enthusiastically support the East Side Access Project. From its inception in the late 1960's, the concept of providing direct Long Island Rail Road access to the East Side of Manhattan has been an enormously important objective for all New Yorkers.

2

The East Side Access Project is a vital component of the Metropolitan Transportation Authority's latest capital program, which the Board of Directors of the Building Congress has endorsed enthusiastically. The MTA has made progress over the past 15 years by implementing four successive capital programs that have maintained, and enhanced the transit system. The East Side Access Project, as part of an overall capital program that inspires confidence and support, will continue the MTA's record of success.

3

44 WEST 28TH STREET, 12TH FLOOR, NEW YORK, NY 10001. TELEPHONE 212.481.9230. FAX 212.447.6439

Over the past year, the Building Congress and its Transportation and Infrastructure Committee have held a number of meetings on the East Side Access Project. In each case, project plans were reviewed in considerable detail. We are pleased to report that the project enjoys widespread support in our industry. There is no question of the need for East Side Access, nor have we uncovered any significant disputes regarding the preferable alternative. 2

Our only, ongoing concern is for adequate financial support of this project and the entire capital program. While transit infrastructure in New York City and its suburbs is much improved over the past two decades, sufficient resources still are not being generated to meet the long-term needs of the expanding economy. The Building Congress has implored our leadership, on all governmental levels, to dedicate greater long-term financing for public transportation. Nowhere is this financial need more apparent than with the East Side Access Project, which only has received a small portion of its required funding. 1

We commend the MTA and its Long Island Rail Road subsidiary for advancing LIRR access to the East Side of Manhattan. Few projects have enjoyed as widespread support in our industry as this one. From the outset, it has been planned with the fullest possible public involvement and with the best expertise our industry has to offer. The project deserves our full support and encouragement. We urge the MTA to continue "fast track" implementation and to devote its best efforts to securing the necessary financial support. 2

NEWS FROM . . .

SENATOR
THOMAS K. DUANE

27TH SENATORIAL DISTRICT - NEW YORK STATE SENATE

Testimony of State Senator Thomas K. Duane
Before the Metropolitan Transportation Authority Hearing
on the Draft Environmental Impact Statement
for the MTA Long Island Rail Road East Side Access Project
June 15, 2000

Good evening. I am State Senator Thomas K. Duane representing the 27th senatorial district in Manhattan. I am here tonight to again express my concerns about the plans for the Long Island Rail Road East Side Access as outlined in the recently released Draft Environmental Impact Statement for the project.

3 I believe that there are many positive aspects to linking the Long Island Rail Road with Grand Central Terminal through the creation of an East Side Access, but I am greatly concerned about the proposed timing of this project. An East Side Access will certainly make commuting for thousands of people who ride the Long Island Rail Road (LIRR) to destinations on the East Side of Manhattan significantly easier. However, the completion of the East Side Access project before the completion of the full-length Second Avenue Subway will result in much hardship for the current riders of the Lexington Avenue Subway. The influx of LIRR riders on the Lexington Avenue Subway line facilitated by the creation of East Side Access will greatly exacerbate the current extreme overcrowding on the 1 Lexington Avenue line. The influx of LIRR riders onto the Lexington Avenue Subway line will push the current capacity rate of the Lexington Avenue line from 112% up to 117% (as stated in the Draft Environmental Impact Statement for East Side Access, and I believe this may even be an underestimate). The current overcrowding on the Lexington Avenue line is unbearable at the 112% level -- pushing that to a 117% rate is completely unacceptable, irresponsible, and I would argue even dangerous. Not only will increased capacity make for an even more unbearably uncomfortable commute, it threatens the health and safety of subway passengers as more people cram into cars not 2 made to accommodate such numbers, and more overcrowding in subway stations and on subway platforms make for fertile ground for a variety of dangerous accidents or incidents.

3 To prevent such a situation from occurring, it is imperative that East Side Access not be completed until or unless we have completed a full-length Second Avenue Subway line. This additional line along the East Side of Manhattan will greatly reduce the overcrowding on the Lexington Avenue line. With this in place, the influx of passengers from the LIRR onto the Lexington Avenue line will not have the overwhelming negative effect it would have under current conditions, and would not bring capacity levels to dangerous levels.

Unfortunately, the MTA's 2000-2004 capital plan does not provide adequate funding for the completion of the Second Avenue Subway anywhere in the near future. The MTA's capital plan

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includes $1.01 billion for the initial planning, design and the start of the construction of a full-length Second Avenue Subway, which amounts to only 7% of it's total cost, but does not indicate an estimated completion date or provide the vast majority of the funds that will be needed to carry through and complete the project. On the other hand, the East Side Access has an estimated completion date of 2009 and more than one-third of its costs, $1.5 billion out of a total of $4.3 billion, has been programmed for the next five years. Moreover, the MTA is planning to request $600 million in Federal and State funding to complete East Side Access in its submission to the Federal government, but is only requesting $5 million for the construction of the Second Avenue Subway.

The separation of the these two projects must be halted. Spending public money on a project that will exacerbate an already existing problem is simply unconscionable. As stated, if built, the East Side Access project must move forward in parallel with progress on the full-length Second Avenue Subway line in order to avoid the intense overcrowding that would otherwise result.

RPA

Regional Plan Association

Testimony by Regional Plan Association
on the MTA Long Island Rail Road's
Draft Environmental Impact Statement for East Side Access
June 15, 2000

My name is Jeffrey Zupan and I am Senior Fellow for Transportation at Regional Plan Association. RPA has been a consistent supporter of the project to connect the Long Island Rail Road to Grand Central Terminal.

A little history about this project is instructive. In the early 1970s when the project was proposed to be built to Third Avenue and 48th Street by the then MTA Chairman, William Ronan, we objected on the grounds that it should go directly into Grand Central Terminal to avoid creating a disconnected network. Unfortunately, the fiscal difficulties of the 1970s prevented the completion of the project in any form and the commuter rail tunnel under the East River has been vacant for the last 25 years. The best thing about the delay is that the superiority of RPA's Grand Central option has now been borne out by numerous consultant studies. 5

The project now known as East Side Access is an excellent project, one that will transform Long Island from a vast suburban area with an inferior commute to Manhattan to one that will be as good or better than the other 6

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www.rpa.org • email: mail@rpa.org

suburban sectors in the Region. It can help lift up the economy of Long Island and overcome some of its dead end qualities. Long Islanders will have the option of reaching either the east or west side of Midtown. An estimated 60,000 commuters a day will save about 45 minutes by going directly to the east side, closer to their destinations. Another 6,000 commuters a day will forsake their automobiles and the crowded roads of Nassau and Suffolk counties and of the borough of Queens. East Side Access will add about 24 peak hour trains from the east to the 42 peak hour trains that already reach Penn Station from the east. This will not only add capacity to bring more workers into Manhattan to the high paying jobs in Manhattan, but it will offer flexibility in adding Amtrak service, better operations for NJ TRANSIT from the west, and more service for Queens and Long Island residents. It will also make it possible to travel by rail between Long Island and Metro North's service territory.

Given these vast benefits, RPA would be delighted to unconditionally support East Side Access, but we cannot. The full-build Second Avenue Subway must be built and completed simultaneously with East Side Access. The MTA has not given any assurances that this will be done. (Their capital program requests to the federal government, subject of a hearing next week, asks for $600 million for East Side Access and only $5 million of the Second Avenue Subway). The result is that once East Side Access is in place the already intolerable congestion on the Lexington Avenue subway will get worse. The East Side Access DEIS recognizes that the impacts on the subway will be "only partially mitigated" by improvements on the platforms and to turnstiles at the 42nd Street station. The DEIS suggests that the number of additional commuters will be small, in part because some

LIRR riders who would otherwise use the Lex after being dropped by East Side Access at Grand Central will choose not to use East Side Access because the Lex is too crowded. Thus, the DEIS (and the MTA) is admitting that if there is no Second Avenue Subway to relieve the Lex Line the full benefit of East Side Access will not be realized. Should we ~~be~~ give approval for this flawed approach to East Side Access that will help some members of the riding public and making it worse for many others? RPA does not think so.

RPA supports an East Side Access project that is coordinated with and completed simultaneously with a full-build Second Avenue Subway. We recommend that the Final EIS fully assess this alternative and commit to it in a Record of Decision (ROD that will accompany East Side Access.

In a spirit of openness we look forward to having the MTA engage us in discussions on these matters, and not merely treat this hearing, and others like them as a formality in the process.

NYPIRG
Straphangers Campaign
a project of the New York Public Interest Research Group Fund
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Testimony
of
Gene Russianoff
Staff Attorney, NYPIRG Straphangers Campaign
before the
Metropolitan Transportation Authority
hearing on
the Draft Environmental Impact Statement
for MTA Long Island Rail Road East Side Access
June 15, 2000

Good evening. I'm Gene Russianoff, staff attorney for the NYPIRG Straphangers Campaign, which has been a voice for New York City subway and bus riders since 1979.

The Straphangers Campaign agrees that there are major benefits to linking the Long Island Rail Road to Grand Central Terminal. Certainly, this will make commuting easier for tens of thousands of LIRR riders whose jobs and destinations are on the East Side of Manhattan, not the current Penn Station on Manhattan's West Side. Around the world, cities have invested in providing multiple options for commuters; that makes sense here.

But progress for LIRR riders should not come at the expense of subway riders on the already jam-packed Lexington Avenue express lines. "East Side Access" for LIRR riders would mean pushing the Lexington from 112% capacity to 117%, according to the Draft Environmental Impact Statement. This is simply intolerable.[1] The Draft Environmental Impact Statement spells out "potential mitigation" for crowding on the Lexington. These steps are singularly unconvincing, largely amounting to cajoling passengers on the line to move faster or get out of the way!

What's the solution? The LIRR-East Side Access project should be built in tandem with a full-length Second Avenue Subway. That way all riders traveling by subway on Manhattan's East Side— whether coming from the LIRR or not—would not face inhuman traveling conditions.

The MTA's 2000-2004 capital plan includes $1.05 billion for the planning, design and start of construction of a full-length Second Avenue Subway.

But compare the two projects: The MTA says it will complete East Side Access by 2009; it is programming more than one-third of the costs over the next five years, some $1.5 billion out of $4.3 billion. The MTA has no estimated completion date for Second Avenue. And as Comptroller H. Carl McCall recently warned: "The MTA's five-year capital program includes only $1.1 billion for a full-length Second Avenue Subway, less than 7 percent of the total cost. During the 1970s fiscal crisis, the MTA had to abandon efforts to construct a Second Avenue Subway for lack of resources, a costly mistake that must not be repeated." The MTA is planning to request $600 million in federal and local costs for East Side Access in its upcoming submission to the federal government, but only $5 million for Second Avenue.

The Straphangers Campaign urges that the final Record of Decision for East Side Access tie the project to a concrete commitment to building a Second Avenue Subway.

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[1] The DEIS says that 3,300 riders will be added to the Lexington express lines during the 8-9am rush-hours. The document suggests that the number would be higher except that some LIRR riders will shun Grand Central because they cannot bear to transfer to the overcrowded Lexington. It doesn't make sense to spend $4.3 billion on LIRR East Side Access on the assumption that it will be underused because of overcapacity on the Lexington line.

STATEMENT BY IRWIN FRUCHTMAN P.E. AT PUBLIC HEARING ON JUNE 15,2000

EAST SIDE ACCESS-DRAFT ENVIRONMENTAL IMPACT STATEMENT
PREPARED BY-U.S.DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
AND
MTA/LONG ISLAND RAILROAD
MAY 2000

My name is Irwin Fruchtman,I reside at 2525 W.2nd Street,B'klyn, New York.A Professional Civil Engineer for close to 50 years,I have been involved in the planning and construction of many major transportation and building projects.

The conclusions reached in the DEIS are not backed up by the material presented.

I.The NEED for a new 4.3 Billion dollar EAST SIDE LIRR TERMINAL at GC not justified from a cost/benefit,land-use and future development perspective. (1)

II.The ALTERNATES:1)NO ACTION,2)TRANSPORTATION SYSTEMS MANAGEMENT(TSM) and 3)PREFERRED ALTERNATIVE(OPTION 2),are not sufficient to be a considered a fair review of other practical,hard and soft alternatives,especially in light of the 4.3 Billion $ cost,and the long period of construction and disruption before actual operation commences in 2013(roughly 13 years after completion of the DEIS)for the PREFERRED ALTERNATIVE. (9)

I.NEED

A study of the zoning patterns below Central Park will reveal that the future development of the commercial/high tech/light industrial and similar growth industries will occurr west of Fifth Avenue and down to,and all along,the Hudson River Waterfront.Because the zoning east of Fifth Avenue is overwhelmingly Residential,and the land is already predominately developed for residential uses,no large commercial opportunities exist.
With the exception of the Clinton,Penn Station South,Chelsea and the Greenwich Village communities,the west side is zoned for manufacturing uses,reflecting its historic relationship to the once bustling waterfront and port.This M zoning will permit the modern and future business the city needs to supply the job growth it must sustain. (2)

Thus,the LIRR Station at Penn Station is idealy situated to meet,and fulfill the future demands of the rapidly changing west side.What is lacking however,is the foresight to make sure this terminal will be the transit hub to distribute the newly generated demand along the west side.This would be similar to the rail system being developed along the developing New Jersey waterfront(Newport City,etc).

II.ALTERNATIVES

Only one "HARD" ALTERNATIVE has been studied,and it is the PREFERRED ALTERNATIVE(Option 2),at a cost of 4.3 Billion $,with operation of the completed project streching out to 2013(at the earliest).

5 The pluses presented for this solution in the DEIS are misleading and greatly overstated.An examination of the actual savings of time for the LIRR passenger,if the East Side Terminal is built at Grand Central,compared to the present Penn Station Terminal is a perfect example of this point.The new terminal will be extremely deep-about 123 ft from the lowest platform to street level,requiring several long and time consuming escalator runs,even before they start their walk to their subway connection,or walk to their job location. To reach the Lexington Subway for example,a walk of about 6 blocks would be requited.

6 There would be no differential time saving to the East Side Terminal due to the fact that the distance to either terminal is about equal. In fact,the 90% turn from the 63rd Street to Park Avenue,will mean a slow speed.

5 Thus any savings in the "double back" is purely fictious.But there are also questions about the inability of the 63rd Street Tunnel to handle new bi-level cars which can greatly increase the number of passengers carried to the Penn Station.There has already been a tremendous investment in storage and connections for the West Side.

3

4 How will the lack of storage tracks at Grand Central impact the carrying capacity of the 63rd St.Tunnel?

The future development of the West Side area requires a north-south transit link along the waterfront,or just inland.This is doable,as the existing hi-line can be used,as can the hook up to below qrade track under Eleventh Avenue.There is a present link to the Javits Center from Penn Station.

7 But if passengers desire to continue on from Penn Station to an East Side destination this can be accomplished at a fraction of the 4.3 Billion $ cost.By continuing the SHUTTLE west and south to Penn Sta. a completely flexible transportation hub will result.And it can be extended west to the Javits Center,or east to Second Avenue went the subway link is ultimately built.

The DEIS is deficient because it has not presented reasonable "ALTERNATIVES" for the PUBLIC to evaluate.It is NOT REASONABLE for PUBLIC AGENCIES to simply say that they have thought about other alternates,but discarded them,because the agencies did not think they met the projects goals. (9)

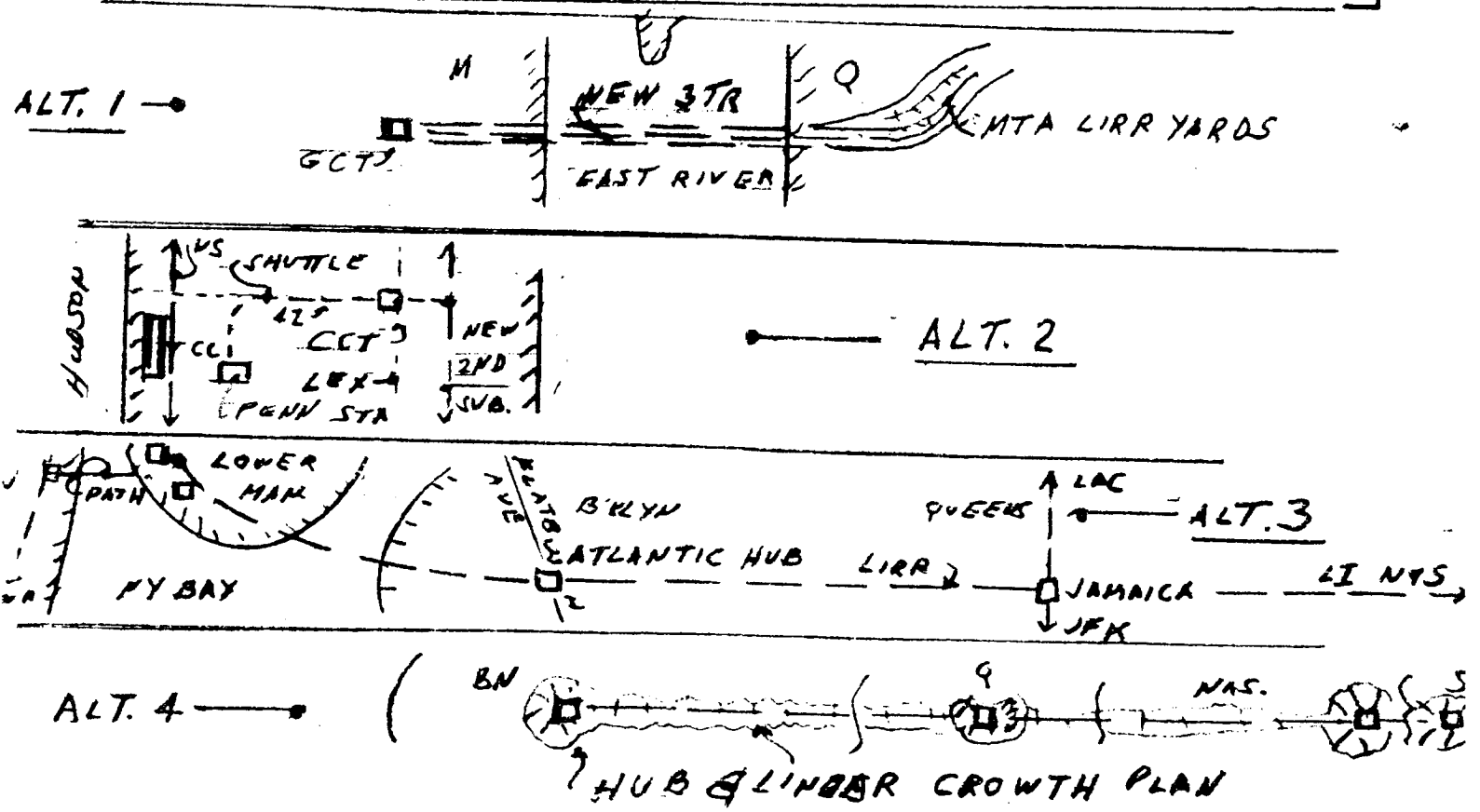
Here are three reasonable "ALTERNATIVES" that should be included in the DEIS:(No prefrence until DEIS completed)

1-A NEW 3-TRACK TUNNEL from the most westerly end of the present LIRR tracks in QUEENS to a TUNNEL IN MANHATTAN directly into GC. THE NEW TUNNELS WOULD PERMIT uses of higher capacity Bi-Level trains,and peak hour reverse movement for storage in Queens.

2-THE 42nd ST.SHUTTLE EXTENSION WEST AND SOUTH TO PENN STATION,PLUS FUTURE ENTENSIONS FURTHER WEST TO JAVITS CENTER,AND EAST TO THE NEW SECOND AVENUE SUBWAY STATION.THIS ELIMINATES A NEED FOR A NEW LIRR TERMINAL AT GC. (8)

3-BRING LIRR SERVICE TO LOWER MANHATTAN ALONGSIDE WORLD TRADE CENTER VIA PRESENT LIRR ATLANTIC/FLATBUSH HUB,BY USE OF A TA SUBWAY TERMINAL.THIS WOULD EFFECTIVELY TIE ALL 3 PA AIRPORTS VIA THE PATH TUBES-LIRR-JAMAICA CENTER-LAG/JFK.

4-IMPROVE HUBS AT ATLANTIC/FLATBUSH-JAMAICA CENTER-IN NASSAU & SUFFOLK COUNTY AS A DEVELOPMENT POLICY TO DIRECT NEW GROWTH AWAY FROM MANHATTAN CBD'S.THIS WOULD SPREAD JOB GROWTH IN HIGH-TECH AND SERVICING INDUSTRIES CLOSER TO AREAS OF POPULATION GROWTH.



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RECEIVED
JUL 12 2000

July 12, 2000

Mr. Anthony F. Japha
Chief Program Executive
MTA/LIRR East Side Access
469 Seventh Avenue
New York, NY 10018

Dear Mr. Japha:

The Port Authority of New York and New Jersey offers the following comments on the Draft Environmental Impact Statement (DEIS) for the Long Island Rail Road East Side Access (LIRR ESA) project. This letter expands on the reasons for our support offered at the public hearing on the DEIS on June 15, 2000.

Summary

- Implementation of the LIRR ESA project is a critical step in a broader regional strategy to expand the capacity and role of the commuter-rail network in the bi-state metropolitan area. Though important as a stand-alone project, it also sets the stage for future enhancement of regional rail services serving Penn Station New York (PSNY), JFK International Airport, and other key transportation facilities.

- Interagency analyses involving the Port Authority and others corroborate the long-term need to expand rail transit capacity serving the region's Central Business District (CBD). Absent the project, the LIRR network and Penn Station New York (PSNY) will lack the capability during peak travel hours to provide needed transit services and to achieve maximum diversion of trips from the region's overburdened highway network. 1

- Consistent with current interagency efforts, the final design of LIRR ESA should preserve and facilitate a future connection between Grand Central Terminal (GCT) and PSNY, as identified in the ongoing Access to the Region's Core Major Investment Study. It also should anticipate airport passenger requirements for future service between GCT and JFK, as a distinct enhancement project after completion of LIRR ESA. 2

Region's Commuter Rail Network Requires Additional Capacity

Timely advancement of the East Side Access plan is important for the commuter market and Central Business District served by the LIRR, as a freestanding project that creates new peak-period capacity to meet future growth in demand. It also is a critical element of a broader regionwide campaign to expand the rail transit share of the commuter market; to support new 1

development in the Manhattan CBD and the office districts emerging around it; and to capture more non-commuter travel, including airport trips, now using our congested roadways.

This strategy is embodied in another planning initiative, the Access to the Region's Core (ARC) partnership among the Port Authority, the Metropolitan Transportation Authority, and New Jersey Transit. ARC began as a Major Investment Study five years ago. Our goal was to assess jointly the need for additional transit capacity to serve the Midtown core, primarily from the west and the east, and to develop solutions for meeting forecast needs to the year 2020 and beyond.

ARC's early work affirmed the vitality of the Midtown job market and its continuing "pull" on the regional work force, with a disproportionate share of the region's highest-paying jobs concentrated in Manhattan and forecasts showing strong prospects for future employment growth in the CBD. ARC also ploughed through a long list of potential transit investments encompassing many modes, concluding that commuter-rail strategies appeared to be most effective in addressing the next wave of expected growth from the markets east and west of Midtown.

The LIRR East Side Access study moved forward in parallel with ARC. As it became a priority in the MTA capital program, the ARC team shaped its work to ensure a compatible and complementary approach for serving the trans-Hudson market, where growth pressures and capacity problems are just as compelling.

The LIRR and ARC efforts both shed light on the crucial role of Penn Station New York in the regional transportation picture. Penn Station and its connecting tunnels reaching to New Jersey and to Queens are owned by Amtrak. This complex is the hub of Amtrak's busy Northeast Corridor. However, LIRR and NJT passengers make up 93 per cent of the total weekday ridership at Penn Station, which is the Manhattan anchor for both commuter systems.

One of the critical challenges facing our region, as documented in ARC and other joint work by the railroads, is that Penn Station is running out of capacity to meet the cumulative demand for peak-period train slots. All three Penn Station railroads are pursuing market-driven opportunities to expand service, but there is not enough track and platform capacity at PSNY to take full advantage of the railroads cumulative potential for long-term ridership growth. In addition to the needs of the markets that already rely on Penn Station, the MTA is studying options for extending some Metro North Railroad service to the facility.

In this respect, East Side Access for the Long Island Rail Road is not just a convenience for some proportion of its riders working in east Midtown. Activating the 63rd St. tunnel and opening a second facility in Midtown is the solution for meeting growing demand from LIRR territory on Long Island and in Queens that cannot be satisfied at Penn Station. *Important questions need to be resolved about sharing Penn Station capacity. However, there is no evident long-term answer to the pressures on Penn Station without moving forward to create a second Midtown terminal for the Long Island Rail Road, which carries two-thirds of the Penn Station passengers today.*

1

The ARC MIS study now is in its third and final phase. ARC is taking LIRR East Side Access as a given in its analysis. The leading "build" alternative for ARC entering this phase included a new two-track Hudson River tunnel which could allow NJT to nearly double the number of peak-hour trains that could be scheduled into Penn Station during peak travel periods. This concept also included a new tunnel linking Penn Station and Grand Central Terminal, which would allow some NJT trains to carry passengers there and connect into the LIRR's 63rd St. tunnel for daytime storage in Sunnyside Yard.

The Penn-GCT link was integral to the proposed new trans-Hudson connection because the existing facilities and operations at Penn Station lack the capability during peak hours to process the additional NJT trains through the crossover tracks and tunnels to go back to New Jersey or eastward to Queens. Another feature of this concept was a tunnel connection allowing all three Metro North divisions to schedule some trains through GCT to Penn Station.

The prospect of connecting the region's two major railroad terminals and its three commuter-rail systems holds many benefits, but it is ambitious, complex, and expensive. All three ARC sponsors agreed that this concept required further analysis before it could be recommended as the preferred alternative. (1)

ARC's current work program incorporates further assessment of this concept, as well as variant "build" alignments that do not rely on the LIRR East Side Access connection. ARC Phase 3 also includes development of near-term improvements, building on other current work by the Penn Station railroads, which could enhance rush-hour operations at the station by the later years of this decade.

Consistent with the ARC MIS findings to date, the Port Authority recommends that the final design of LIRR East Side Access protect the possibility for a future connection between GCT and Penn Station. LIRR ESA is a step toward overcoming a potential crisis at Penn Station. The ARC "build" alternative for our generation may or may not depend on a GCT link, but the potential to create that connection in the future should be protected.

LIRR ESA Accommodates Future Direct Service Linking Midtown with JFK

East Side Access for the LIRR system complements another PA-MTA partnership: providing new options for residents and visitors traveling to and from JFK International Airport. The Port Authority AirTrain project is under construction. When completed in 2003, it will allow passengers boarding Jamaica-bound LIRR trains to make a seamless transfer at that railroad hub to our automated light-rail service, which will carry them directly to JFK's Central Terminal Area. Service from Penn Station will be faster and more reliable than making the trip by motor vehicle. When LIRR service becomes available at Grand Central, JFK passengers will have the choice of accessing the service from two Midtown locations. (2)

By creating additional capacity on the LIRR network linking Manhattan and Queens, the East Side Access project also will address one of the major obstacles to introduction of a one-seat-ride service between Manhattan and JFK via the commuter-rail network. The EIS process for AirTrain established that the current LIRR network does not have the capability to meet both

peak-period commuter demand and maintain a frequent one-seat-ride service. With East Side Access in place, it should be possible to introduce one-seat-ride service without compromising commuter requirements.

The final design of LIRR ESA should anticipate future introduction of frequent service to and from JFK via Grand Central Terminal, by considering service requirements and passenger-handling facilities for future airport service. Similar considerations are being addressed in the development of the Farley/Pennsylvania Station Redevelopment Project. 2

The FEIS makes the case for East Side Access mainly in the context of the Long Island Rail Road's market, and those benefits are substantial. It is just as important to understand how the project fits in the wider regional framework of efforts to reinforce the Midtown commercial core, to set the stage for expansion of other services at Penn Station, and to support a more expansive role for the commuter-rail network in serving airport-access and other non-commuting trips. Pressure on the entire regional transportation network – rail, highway, rapid transit – is growing. The time to move forward on East Side Access is now. 1,2

The Port Authority looks forward to working with the MTA and our partner agencies in both states to make the fullest possible use of this expanded capability and other projects moving through the planning process to support sustainable growth throughout the metropolitan area. The project should go forward as proposed, with an awareness of its wider potential to improve regional mobility by enabling consideration of additional connections and services in the years following completion of this project. 3

Sincerely,

Louis P. Venech, Senior Manager
Transportation Policy Development
Office of Policy & Planning

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EAST SIDE ACCESS D.E.I.S. PUBLIC HEARING

June 15, 2000

Presented by: **Jeffrey Elmer**, GCA Deputy Director of Government Relations

I appreciate the opportunity to provide testimony this evening regarding the MTA's East Side Access Project (ESA).

The organization that I represent, The General Contractors Association (GCA), was founded as a trade association for New York City's heavy construction industry in 1909. The founding members were the contractors who were building the first pieces of the subway network. Today, we remain the trade association that represents the heavy construction industry active in building and repairing New York City's sprawling transportation infrastructure – subways, railroads, highways, bridges, etc.

East Side Access is crucial to regional growth and development. It will improve mobility for Long Island Railroad users, increase capacity to Manhattan and strengthen the economic core of the Central Business District. Clearly, this program is important to the continued economic strength of the City and Long Island. It will also provide thousands of construction jobs to New Yorkers who are raising families in the region.

3

60 East 42nd Street, New York, New York 10165-0016 • (212) 687-3131 • (800) 999-4116 • FAX: (212) 808-5267

It is clear to everyone that uses the facilities of the MTA that just about every system segment is being used to its fullest capacity. There are very few unexploited rush hour train paths left on the transit properties or the commuter railroads. The midtown office buildings planned or under construction will add to these burdens, as will the completion of other transit system improvements. The continued growth of the New York City economy is possible only through a massive investment in new capacity.

The East Side Access Project must move forward as quickly as possible. The project adds capacity for more riders from Long Island and eastern Queens as well as putting commuters closer to their East Side destinations. It has been planned for almost 100 years, since the first LIRR trains carried passengers into Manhattan. We fought hard, along with our Congressional delegation to put this project in the TEA-21 high priority category. Now that the MTA capital plan includes funding for a full-length Second Avenue subway extending through Grand Central Terminal to lower Manhattan, both projects must proceed as quickly as possible. 3

We urge the MTA to make every effort to construct the full-length Second Avenue Subway at the same time as ESA. Ideally, both projects will be developed on an expedited timeline. With the growth in ridership on the 4, 5, and 6 trains and more congestion to come, it is critical that planning for both projects be coordinated. Adding more riders to the overcrowded Lexington Avenue subway could partly negate the benefit East Side Access provides unless there is relief provided by a Second Avenue line. 1

East Side Access should move ahead now however, because it will give us new ridership capacity relatively quickly. It happens to be further ahead in the queue, based on the amount of work already done and where it is in the federal review process; it is in a good position to garner federal financial support. The region needs both of the expansion projects to do what we haven't done in many, many years - provide real new capacity. No one should suggest that the East Side Access project be sacrificed because of a demand for relief from the overcrowding on the Lexington Avenue line. We need both of these projects as well as others. 3

We know that there are concerns about the safety of this project and the potential impact of construction activities on buildings and businesses along the ESA route. However, the DEIS makes it clear that these impacts would be relatively small. Most of the work would be underground with little activity at the surface if the preferred alternative is selected. You can be sure that if GCA contractors are selected, they will only use construction methods that have proven to be safe on jobs around the world. GCA union-contractors invest millions of dollars into skills and safety training. This means that high quality projects are delivered safely and on-time. Our industry has a deep commitment to safe work practices in order to ensure the preservation of property and the well being of employees and the general public. 4

Please be aware that the East Side Access plan is supported by thousands of men and women whose livelihood depends on the construction industry. Union members need the jobs that will be created by this construction – these will be well-paid positions with a living wage that can support a family. 2 Direct employment from construction activities on ESA is an estimated 14,200 person-years. That, of course, does not count the thousands of additional jobs and indirect economic activity that will result from a project of this magnitude. Since close to 40 percent of the area's construction workforce is composed of minorities and nearly three out of four construction workers employed by the local industry resides in the five boroughs, you can be sure that the construction of ESA will also help build middle class neighborhoods throughout the City. 5

Once again, thank you for your time. The Association and the heavy construction industry stand ready to assist in any way that we can. Clearly, the need for ESA is more acute now than ever before.

Good evening gentlemen,

My name is Herb Landow. I have been concerned with this project since 1976 when I worked with the PB team studying GCT and the Third Avenue options. We were directed to plan for 30 trains per hour and the storage of 12 full trainsets. Thus we had to set up a 30 in/18 out operating scenario. This required a two level approach interlocking. You may recognize this as tracks 1,2 and 3 of the current plan. Later studies were able to break away from the notion of storing the trains in GCT. The loop was used – but the extra stub tracks and the two level interlocking remained. The ghost of the 1976 MTA specifications still lives in your plans.

The MTA inherits at GCT a natural solution to the design problem. That is, full use of the loop tracks from the Madison Avenue yard area into track 200 and back north. Mr. Wilgus, the NYC chief engineer planned for this usage. It is up to you to use this gift. (2)

In the past months I have submitted a series of three papers to the MTA. I request that they be made a part of the public record of submittals in this matter. They deal with various aspects of the project.

The October 99 paper deals with the station design near the arrival room – or Biltmore room as it has been renamed. It integrates the MNRR and LIRR station functions there, widens the corridors and speeds the flow. It avoids an expensive lowering of the Madison track level to accommodate a 44th street cross passage. Instead, the profile is undisturbed and the passengers are moved directly to the upper level station. (1)

The November 99 report is entitled "More Than You Ever Wanted To Know About The Grand Central Loop Tracks". It does just that - by exploring both the history and engineering that relates to speed around the loop. The speed issue relates to the capacity of the loop. The NYC had a limit of 12 MPH on the outer loops. The current MNRR limits are much lower and reflect cautious use of an aged infrastructure now due for rebuilding. In addition, in the report, the engineering equations for speed and balancing superelevation are explored in detail for each section of track involved. The "unbalanced" lateral forces are measured and shown to be within normal railway design practice. I conclude that the loop has the inherent capacity to handle the full operation at 12 MPH. (2)

The effect of these two reports is to provide a third alternative to the two now circulating. You have the deep tunnel and Madison Yard schemes. The third alternative "C" is a cost effective one. It gets back to the fundamentals of the design. It moves the trains and people while minimizing cost, risk and construction time. Major items of the Madison plan are dropped, including:

The two level interlocking and tracks 3,4,5,6 under Park Avenue. (5700 track feet)

The revision of track 200 north of 45th to dive down (under the Waldorf and other buildings).

The stub station trackage in favor of a through design operation.

The avoidance of the massive column changes near Ladders N and U.

The lowered track profile in the Madison yard area.

The only tracks remaining under the MNRR in the 50s area are the 63rd St. approach tracks. These are 30 ft or more below the MNRR trackage, thereby avoiding the difficult construction of the flyover under the MNRR. Also, the former three track approach under the Tennis & Racquet Club and other buildings need not occur. Instead, the approach tracks can focus on the J slot inbound - and the A slot outbound. Tracks I and J can be reversed in their upper/lower level access functions. Thus, the risks and difficulties of the former design can be avoided – without resorting to deep tunneling.

The grade from 63rd St. can be reduced from 3% to 2% as the two level interlocking is not needed.

The final paper relates to the fact that a third of the market served by the ESA has destinations in the 50's. A station serving MNRR and LIRR is feasible in the area from 53rd to 57th. All trains would pause there en route to/from GCT. The market estimation is based on the 1976 MTA studies. The market has expanded since then. While the 50s station is unfamiliar to the MTA, it is very relevant for long term planning. It would reduce the pedestrian loading at GCT and the surrounding streets and subways, shorten the trip time and heighten customer satisfaction. This project could be built later – but the tunnel work now being planned from 63rd should rise to the elevations desired in the long term plan. This uses a 2.24% grade with a 1% grade in the platform area from 53rd to 57th. This still leaves the 30 feet envelop under the MNRR mentioned earlier.

3

In conclusion, a plan based on the fundamentals, which deletes the "extras" can radically reduce the cost of the project, eliminate risk and get the project built quickly. At this time I invite any questions you may have.

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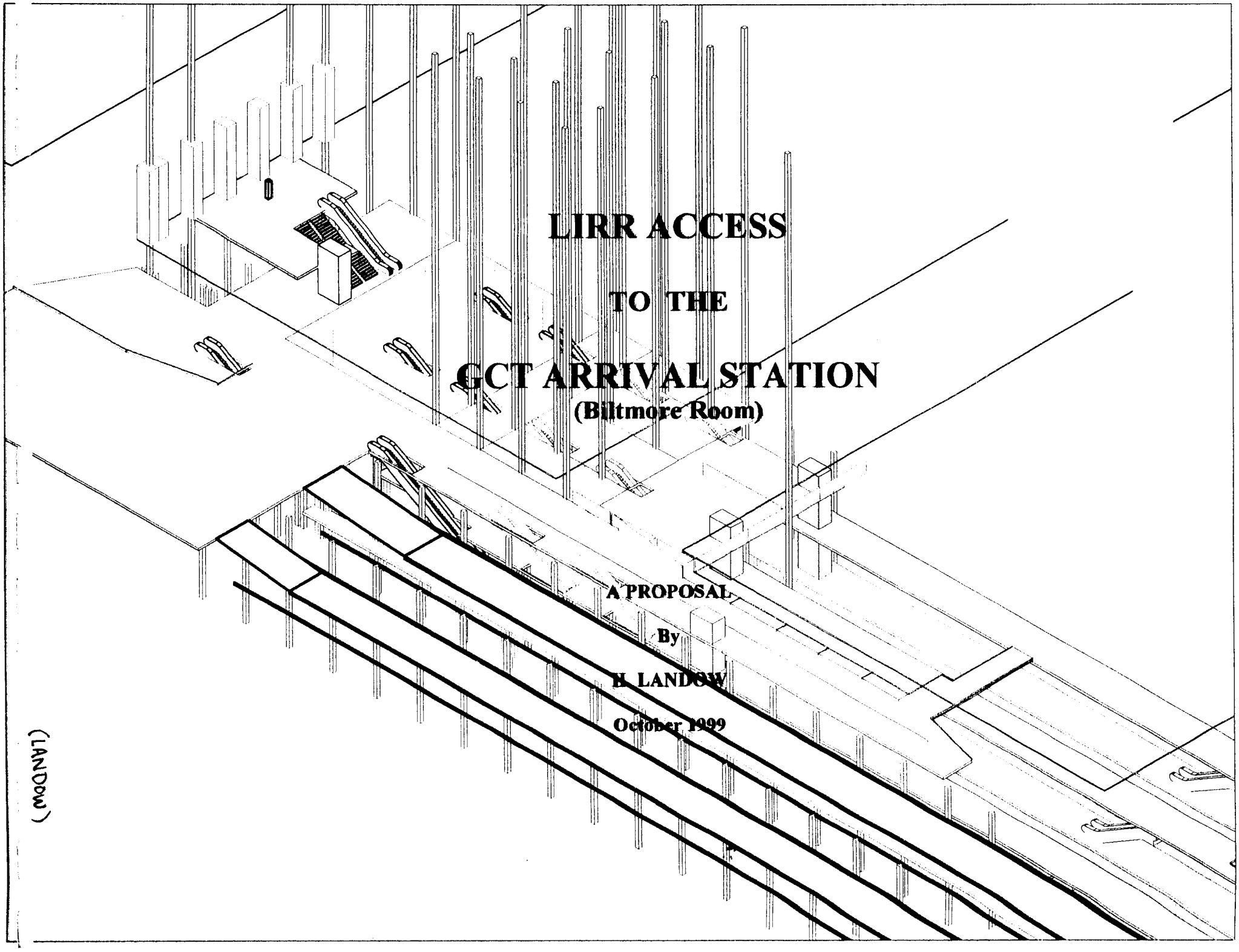


LIRR ACCESS

TO THE

GCT ARRIVAL STATION

(Biltmore Room)

A PROPOSAL

By

H. LANDOW

October 1999

(LANDOW)

OBJECTIVES

- Increase the presence of the LIRR on the main concourse
- Give direct access to the upper concourse from LIRR tracks 7-12
- Improve MNRR circulation to the arrival station from tracks 38-42
- Improve arrival station vertical circulation to 43rd street lobby
- Reduce project costs
- Reduce project complexity and duration of construction
- Improve ADA access

(LANDOW)

INTRODUCTION

This report offers an alternative design for the LIRR entry to GCT as it relates to the station elements from 44th to 42nd streets. It proposes to replace the 44th street cross passage with direct platform access to the arrival station of GCT (Biltmore Room). This design approach was not selected in 1976 due to the desire to separate the LIRR passengers from those of MNRR.

This study assumes that the design can consider the total passenger flow and need not separate the two MTA rail lines for policy reasons. The passenger flows and the waiting areas needed by both can best be approached by integrating them, and separating them only in cases of congestion.

The study takes care to understand the structural issues involved in the proposal. ***Detailed*** column alignment data was entered into the CAD environment in which the design was developed. Columns that seem to present issues are highlighted and discussed. Only a limited number of columns seem in question in this respect, and none are structurally related to the Bank of America building (former Biltmore Hotel).

(MDNAL)

The design involves a straightforward linkage of the LIRR tracks 7-12 to the arrival station (Biltmore Room). From here, there are vertical circulation improvements that connect directly to the 43rd Street Lobby entrance to that room.

Although the design is triggered by the desire to improve south end access to the LIRR, it has beneficial effects for MNRR. There is improved circulation for the tracks 38-42 to the arrival station as well. The ramps are replaced by a pair of escalators of higher capacity.

ADA access is improved by providing elevator access from 43rd street to the arrival station floor (main concourse), the MNRR level (38-42) and the LIRR (7-12). It eliminates the tough 12-foot climb up the 140' long ramp by a manually propelled wheelchair.

Each design element is discussed in detail in this report. Sub-alternatives exist and are described. However, the reader is invited to concentrate on the objectives list given above, and test whether or not the proposal meets those objectives. In particular, consider the cost savings and system improvements.

(LANDOW)

BASIC VERTICAL CIRCULATION PLAN

The proposal provides each LIRR platform (tracks 7-12) with two escalators and one elevator. This is more effective than the STV proposal, which provided one ADA elevator, one stair and one escalator.

For MNRR, the proposal offers an option. The ramps to 38-42 could be retained if modified, but we suggest a full-scale replacement with more powerful egress methods. The ramp is more effective than a single escalator, but not as effective as two. We suggest a dual escalator and ADA elevator. The rate of egress would be 180 persons/minute (90 PPM for each escalator).

The LIRR and MNRR ADA elevators share a common shaft. They operate between the arrival station level and *both* the upper and lower level platforms.

Vertical circulation is also provided from 43rd at street lobby level to the arrival station floor.

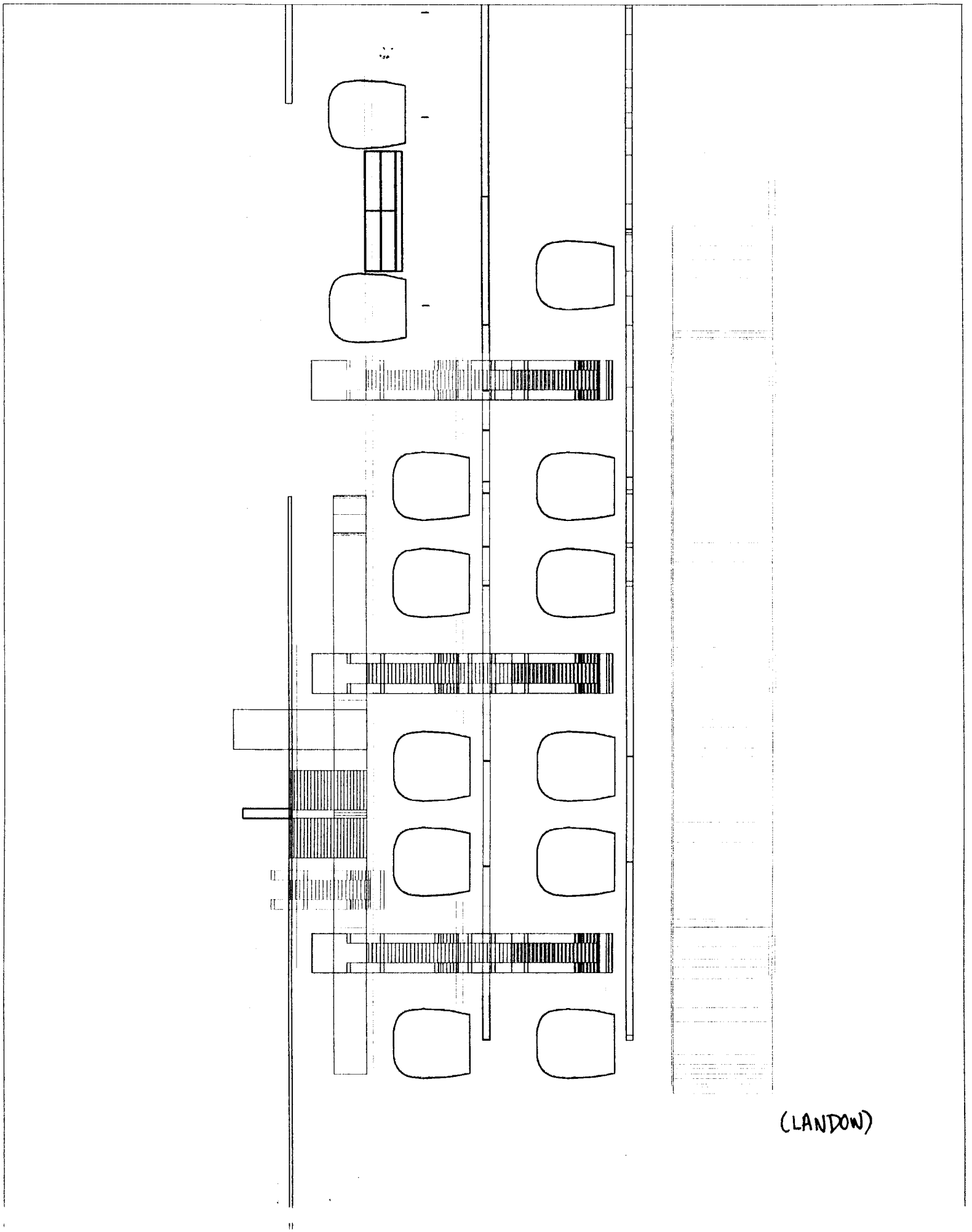
PLATFORM LENGTH

If both the MNRR and LIRR are connected as described, the south end of the platforms can be shifted from N 5+60 south to N 4+00. This 160 feet is just short of two car lengths. The exact platform length varies with the curve location. This lengthens length for MNRR and retains the proposed length for the LIRR.

PERSPECTIVE DRAWINGS

Two general drawings follow. The first shows the arrival station floor in place. The second shows it removed to allow a better view of the platforms and the vertical circulation elements.

(LANDOW)



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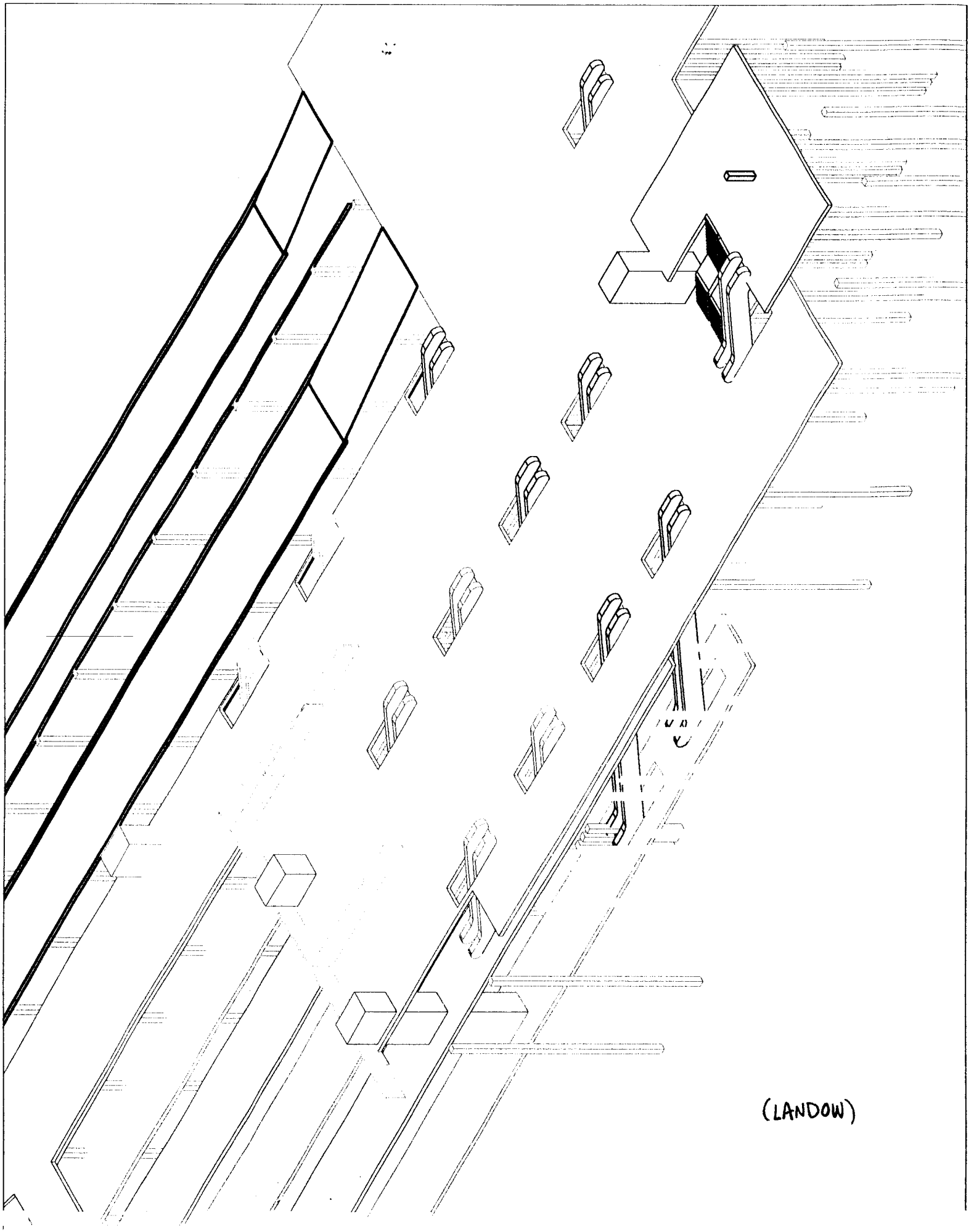
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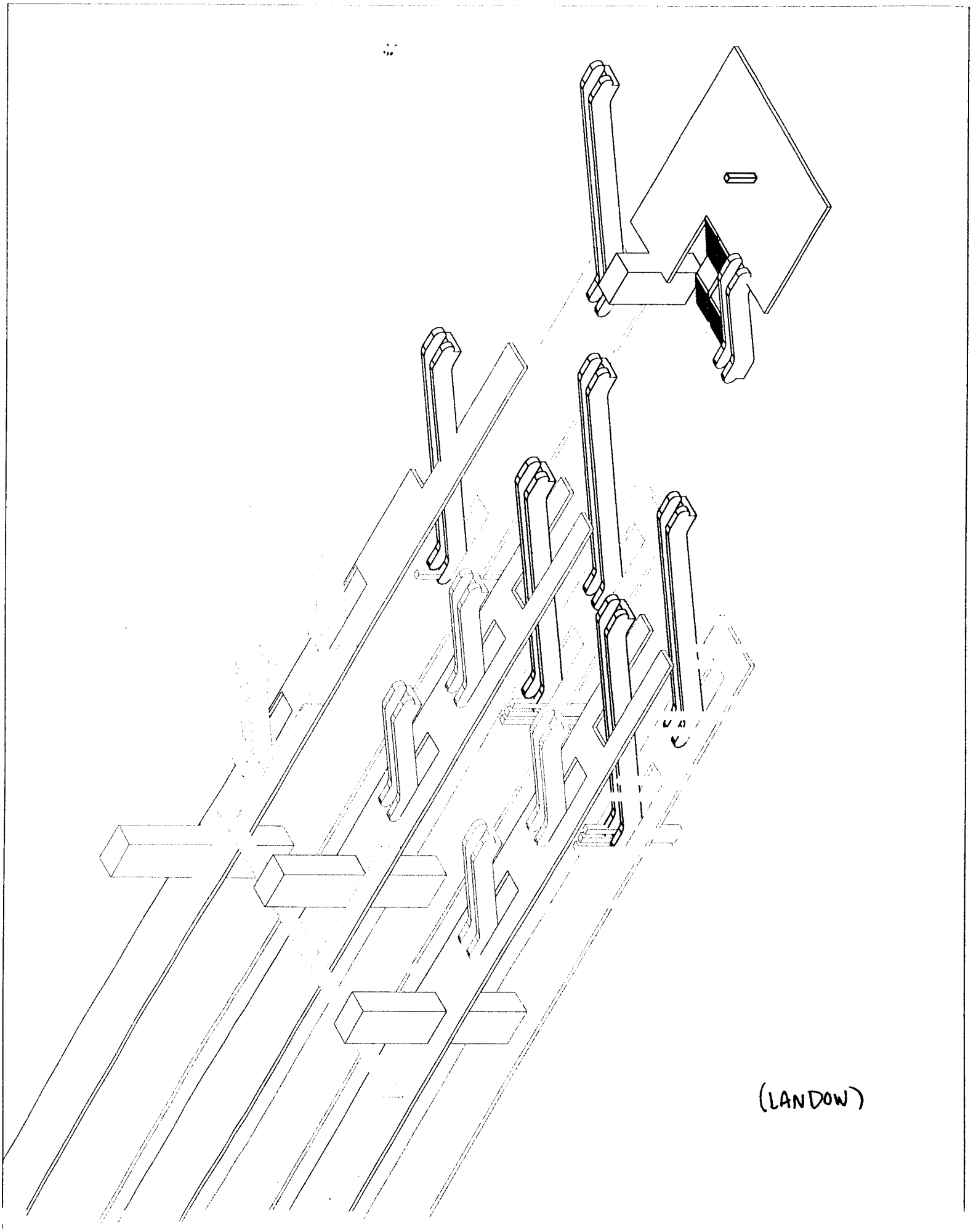
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DATA SOURCES – TRACKS & COLUMNS

- NYC & HR RR **COMPOSITE** Plan Tracks and Columns **BOTH LEVELS**
  Grand Central Terminal Improvement New York City
  January 15, 1910 Revised 1-14-1914
  Scale 30 ft. Issue #11. Scope: 0+00 to E 8+00, N 28+50

  This drawing is 30" wide by 8 1/2 ft. long. **It gives dimensions to 0.001 ft.,** e.g., station 2+38.335. All columns are shown as of the date of revision. Prior revisions are noted as issues 6-10. This includes Yale Club columns between 44th and 45th.

  Columns are coded to show separately those:
  Suburban Level base *up to* Express Track Level
  Above Express Track Level
  Suburban Level *up through* Express Level
  Similar coding is used to separate independent building columns from those supporting trackwork.

  This drawing has been encoded in a CAD file and used in this study. References to this source will use the name **COMPOSITE.**

- Similar to NYC & HR RR above. Tracks and Columns **EXPRESS LEVEL**
  Grand Central Terminal Improvement New York City
  March 15, 1933
  Scale 50 ft. Issue # 19
  Covers issues 8-19. Issue 12 here is equivalent to issue 9 above.

  Dimensions stated are given to 0.001 ft.
  Track curvature is indicated by degree or radius specification.
  References to this source will use the name **EXPRESS.**

(LANDOW)

- Similar to NYC & HR RR above. Tracks and Columns **SUBURBAN LEVEL**
  Grand Central Terminal Improvement New York City
  Scale 50 ft

  Dimensions stated are given to 0.001 ft.
  Track curvature is indicated by degree or radius specification.
  References to this source will use the name **SUBURBAN.**

DATA SOURCES – PRIOR STUDIES

- Grand Central Alternative
  Long Island Rail Road East Midtown Terminal
  October 15, 1976
  By PBQ&D / G&H for the MTA

  This study was prompted by the prior studies of the Third Avenue Alternative. It was noted that GCT could be a less costly and better located site.
  References to this source will use the name **PB/GH.**

- Operational & Physical Feasibility Study of Long Island Rail Road Access to Manhattan's East Side

  Prepared for the Long Island Rail Road
  April 1993
  by STV/Seelye Stevenson Value & Knecht
  References to this source will use the name **STV.**

(LANDOW)

43RD STREET LOBBY

VERTICAL CIRCULATION to the ARRIVAL ROOM

There is an existing double stairway from 43rd street to the arrival station. This egress point will have increased traffic. Accordingly, we have added both an elevator for ADA requirements and an escalator. Both are positioned to be clear of columns in the region

The 43rd street lobby is quite spacious. The curved approaches to the staircase will probably need modification by the addition of the elements proposed.

The exterior sidewalk is only 10 feet wide on the north side of the street. It should be set at 15 feet to handle the increased pedestrian circulation to/from the west. The street has minor automotive traffic volume and can absorb this change. It is westbound only and gets its flow only from Vanderbilt Avenue.

In the plan view, the track centerlines are in black. The lateral track clearance is in green. It represents the lateral movement of the side of the car on a curve.

The light blue colored columns support the upper track deck. The dark green columns support the building structure. The blue and violet columns extend above the arrival station. They are absent in the middle of the arrival station where the high ceiling is located.

The elevator is shown with its base over the restricted clearance area. As the tracks have descended to the south on a 1% grade, it would appear that the necessary vertical clearance is available. Ample room exists for the motor room at the top of the elevator shaft.

(MOGNAL)

ARRIVAL STATION – EXPANSION OF AREA

We propose to expand the surface area of this region by 90%. This will increase the waiting and commercial areas significantly. The existing area is 7544 sqft. The new area adds 6800 sqft.

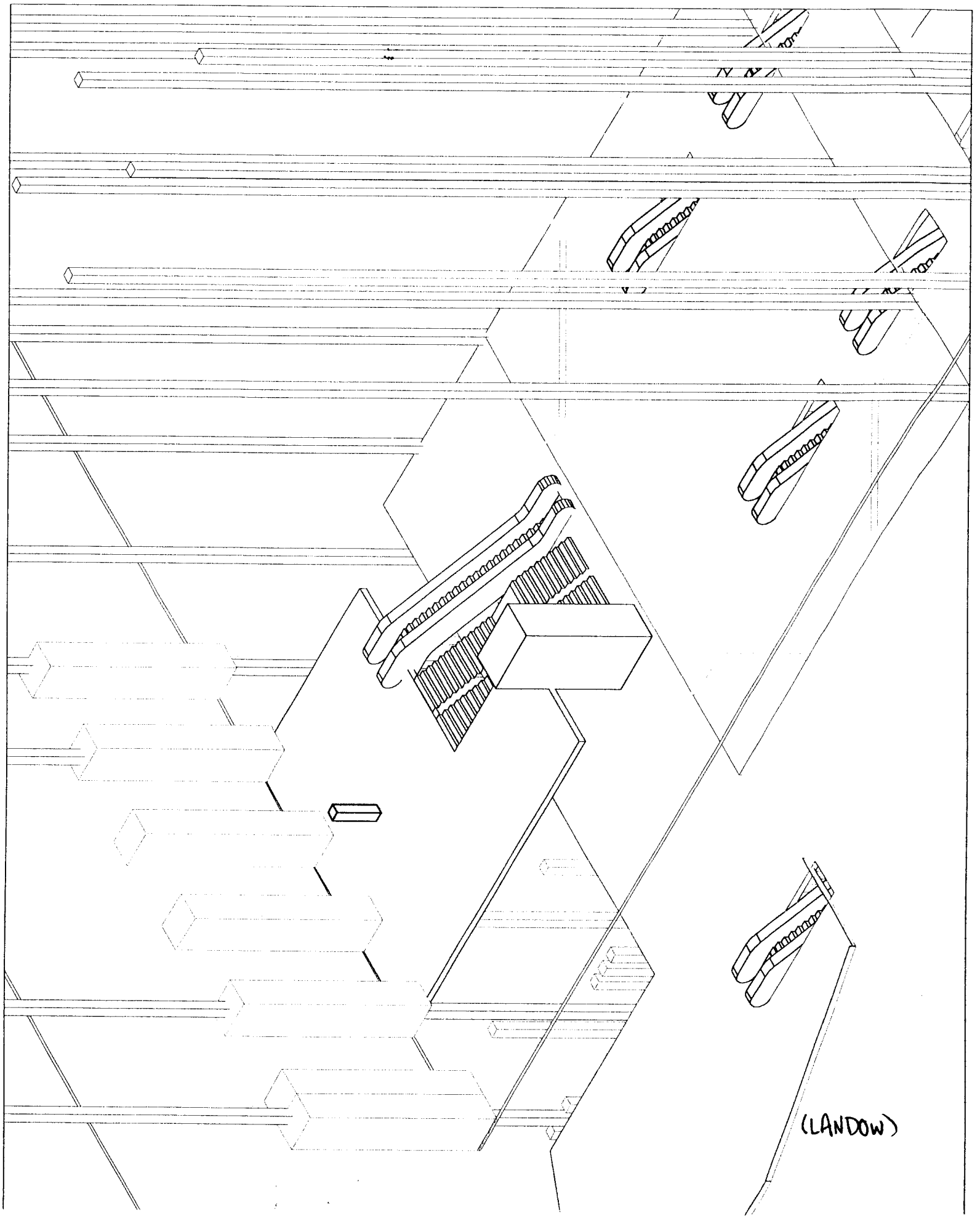
The expansion includes 3 of the 4 **offices** (green shading). The westernmost office is not used in the expansion. The office spaces are located between N 4+18 and N 4+70. On the East axis, they extend from E 2+22 to E 2+90. They are separated by the ramps for tracks 41-42 and 39-40. The gross office area taken is approximately 68 x 52, 3536 sqft.

The expansion also includes a **new floor** north of the existing offices (in gray shading). The office floor already extends 10 ft under 44th street north of the building line. The additional 50' (60-10) is bordered by a major girder for the Yale Building. Another major brace running north/south is used in the north 40 feet of the street. This limits but does not totally block pedestrian circulation. We propose to extend the floor north to N 5+18, near the north edge of 44th. This will expand the floor by 68 x 48 ft, 3264 square ft.

Low headroom exists under the street on the west side. The road moves up sharply to the east from a mid block low spot (near the GCT garage ramp). This can be addressed in several ways.

The new floor areas created can be used for commercial space and as a waiting room.

(LANDOW)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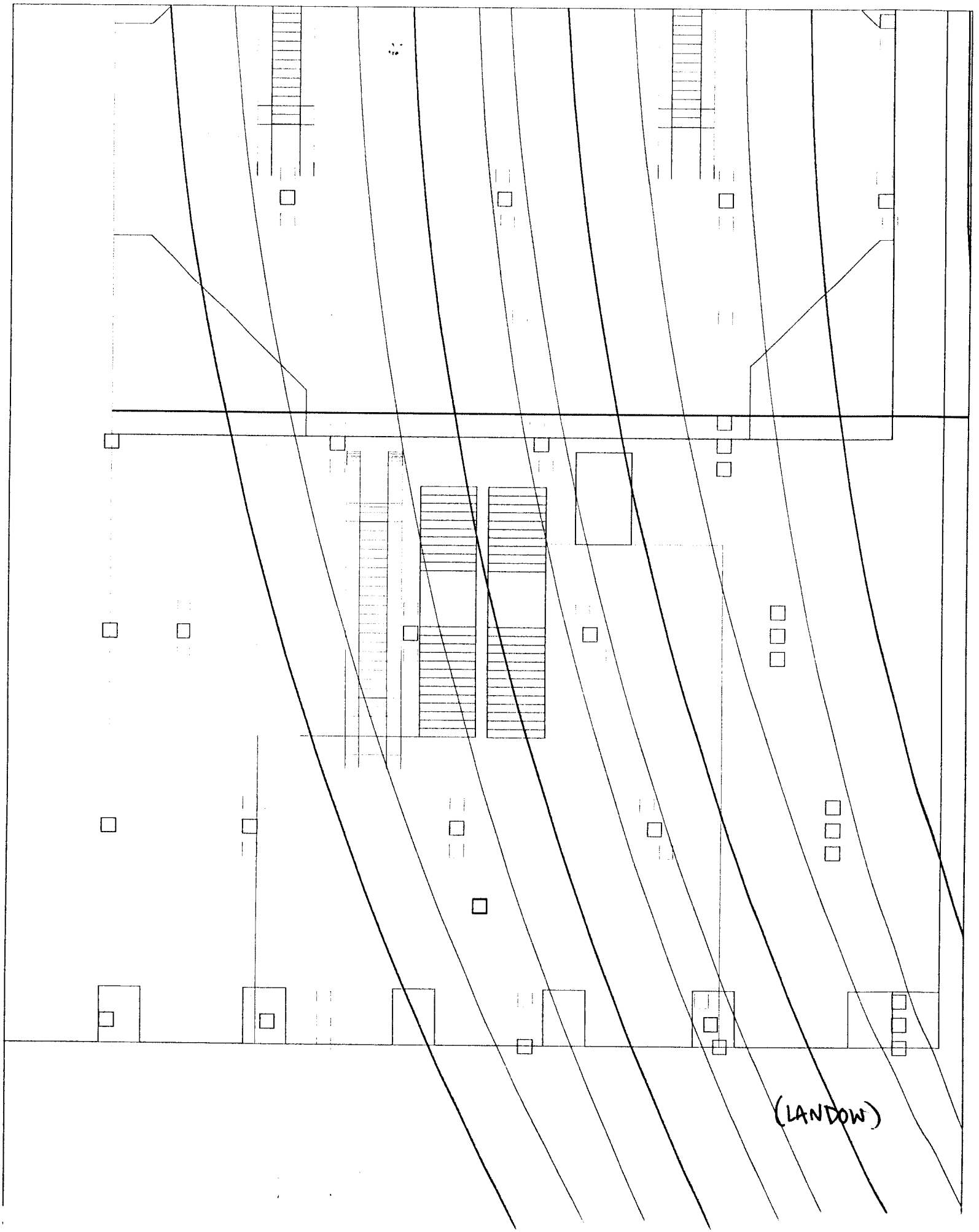
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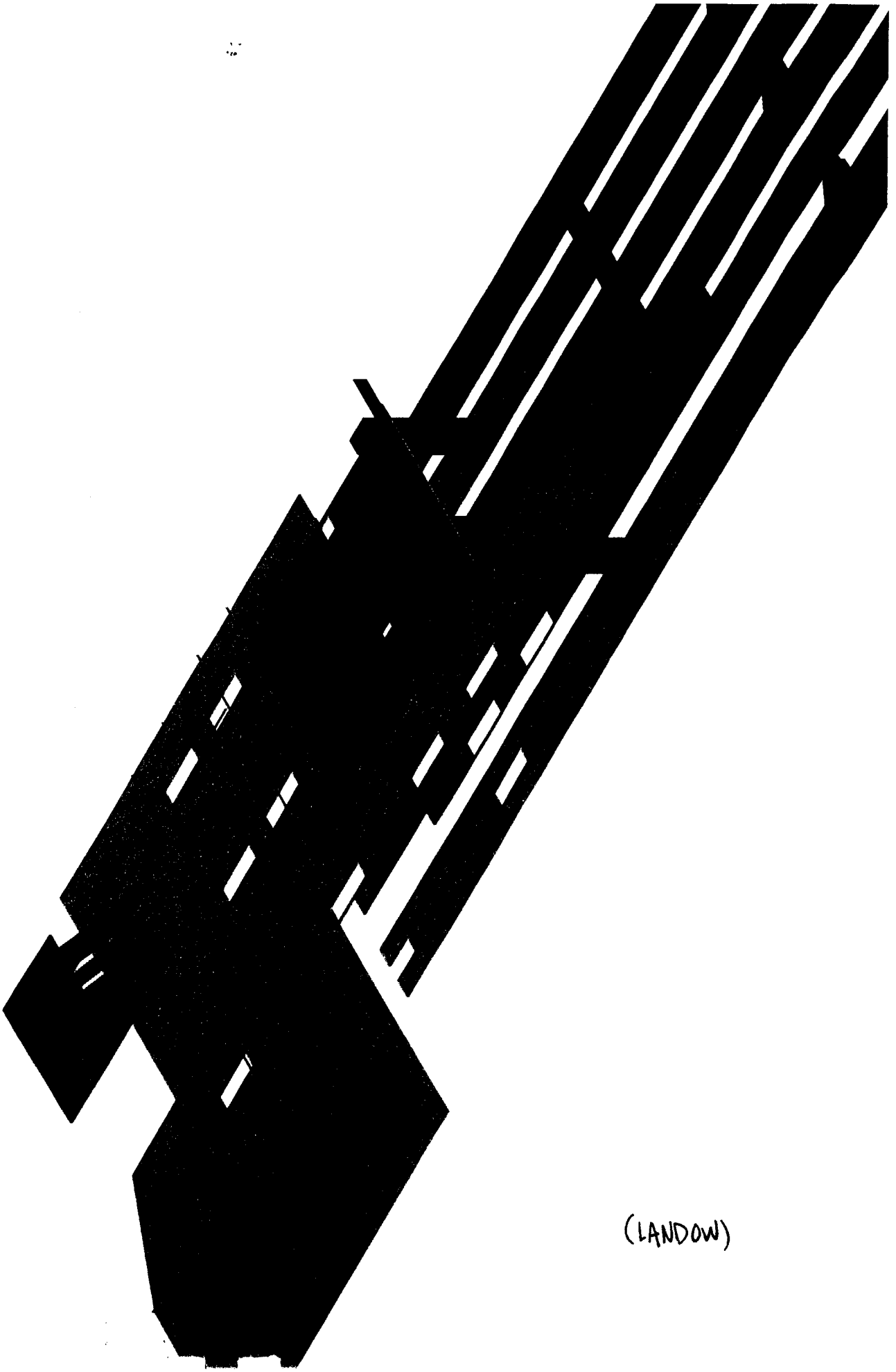

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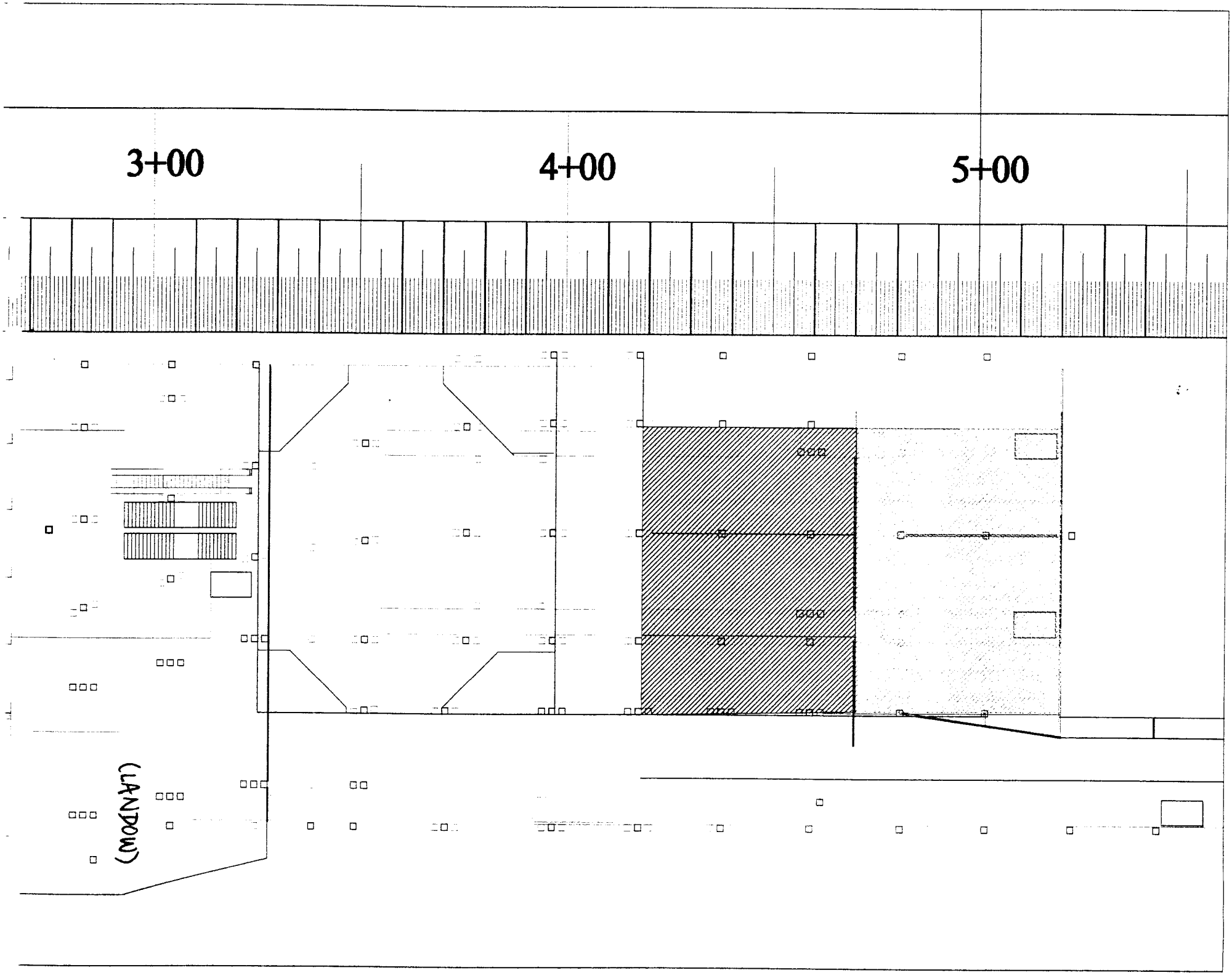
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4+00
5+00
(MODIFIED)

ROOSEVELT PASSAGEWAY

This passage is adjacent to the track 38 ramp. The proposal widens the passage by 8.5 feet. The east wall of the passage moves further east to the existing wall between tracks 37 and 38. This is along column line RA at E 3+17.917. The ramp is removed and is replaced by escalators and an elevator as described earlier. These are 6 feet wide and take up space in the new 8.5' expansion, leaving a net expansion of 2.5'.

The blue hatched area is the shop area. The green hatch shows the expanded area in the passage. The final corridor width will be 23'9" in lieu of 15'3". This will allow users of the arrival station area to go north to 45th street without undue congestion.

The stores remain in place. They are in the margin between column line SA at E 2+90.083 and the building line on Vanderbilt at E 2+95.8. The difference of 5.717 feet is the theoretical depth of the shops.

The north MNRR **escalator** is located on the expanded passage at the point where the passage **west** wall has widened out. This shift is caused by a major bracing beam shown in the drawing. The escalators are all in the widest portion of the passage.

The **elevator** centers on N 5+50. It is in the widened section of the passage. The doors open for movement along the north/south axis and do not impeded pedestrian flow when loading or unloading.

(LANDOW)

VERTICAL CIRCULATION
TRACKS LIRR 11-12 AND MNRR 38

LIRR ESCALATORS

The south and north LIRR escalators in the arrival station area are widely spaced from each other. On the upper concourse, level one is at N 3+08 and the other at N 3+92. This 84-foot separation allows unimpeded pedestrian flow along the upper concourse to the arrival station region. A 20-foot space is allowed for each escalator footprint, reducing the free circulation distance to 64 feet.

The south LIRR escalator takes space from the Park Avenue Sweets shop. The adjacent Junior's shop will also be effected. A column at N 3+07, E 3+17 restricts movement of that escalator further south.

The north LIRR escalator has its upper section near the "telephone wall" south of the ramp for track 38. The escalator extends to the corner of the wall, fully visible to pedestrians walking north. A column at N 4+62, E 3+11.5 is effected at the base of the escalator on the lower level platform. This column (red color) supports only the upper level track deck, but it will need re-framing.

MNRR ESCALATORS

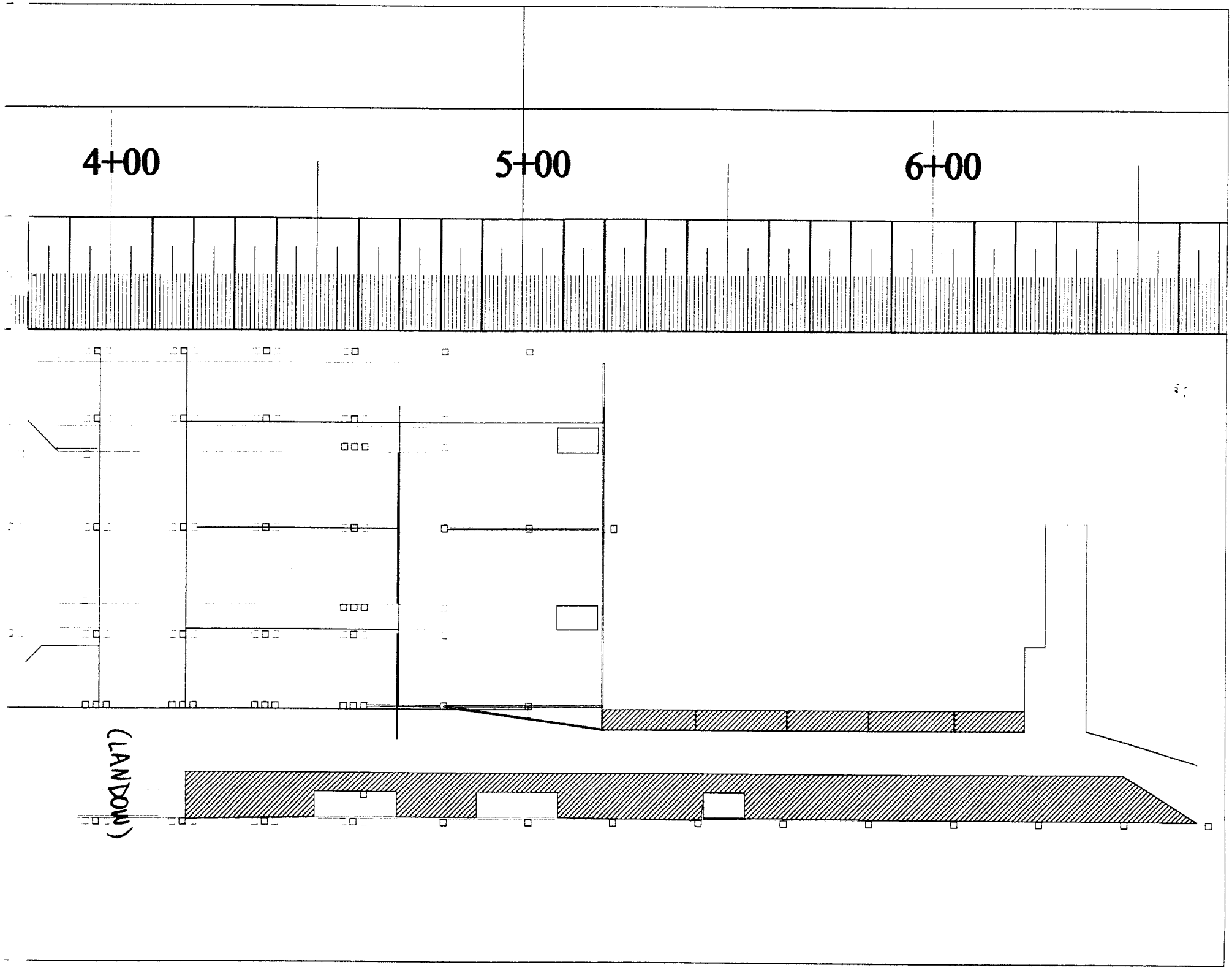
While the ramp to track 38 started descending at N 4+18, the new escalators are at N 4+50 and N 4+89. This allows a wide spacing between the converging passenger flows. There is no special column interference and the escalators could be positioned further south if desired.

These escalators are in the widest part of the Roosevelt corridor. The corridor is widened by shifting the east wall east 8.5 feet. Therefore, no congestion of note is expected at this busy location.

ELEVATOR / SHARED BY MNRR & LIRR

This unit connects the arrival station area to **both** the upper level track 38 **and** the lower level Track 11-12. It is drawn here as a 6x10 foot unit centered at N 5+50. This is just south of the current bottom of ramp position (N 5+60).

(LANDOW)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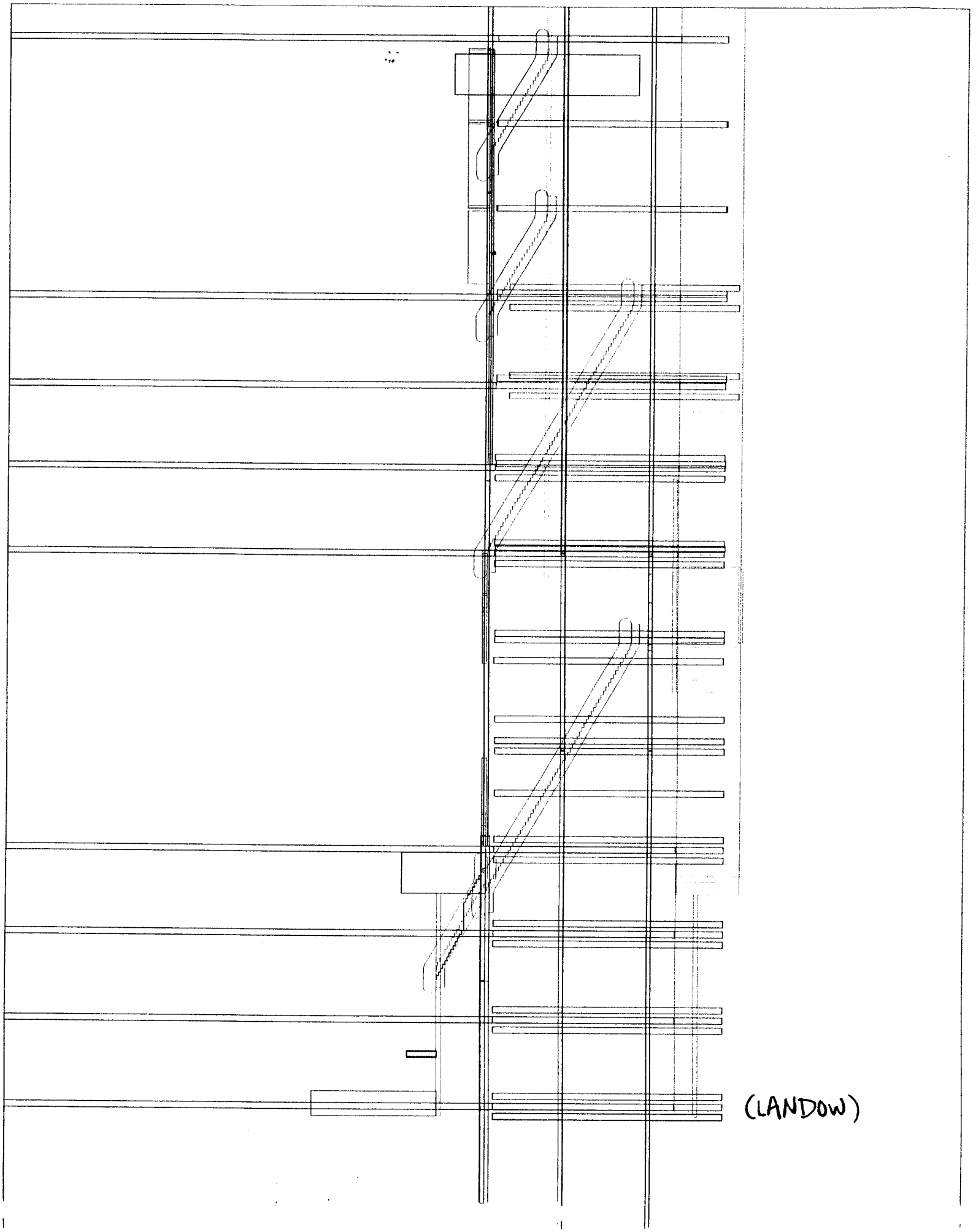
(LANDOW)



(LANDOW)

VERTICAL CIRCULATION
TRACKS LIRR 7-8, 9-10 AND MNRR 42-41, 40-39

LIRR ESCALATORS

The south and north LIRR escalators in the arrival station area are closely spaced. One is located at N 3+55 and the other at N 3+87. However, there is 12' of separation between the 20' footprints to allow free circulation. There is ample lateral room to absorb the combined flows in the arrival station.

The south LIRR escalator is 30 feet from the arrival station south wall. Ample circulation space exists for pedestrian movement in the region. A column at N 3+51 blocks a shift to the south. However, if this were re-framed (it supports the arrival station floor), it would eliminate the interference mentioned below for the north escalator. In addition, this opens more room for the MNRR escalators.

The north LIRR escalator has its upper section at N 3+87. This is 10 feet south of the imposing south column at N 4+18. The columns in this region have small cross sections hidden within large facades. These facades would be replaced with a narrower decorative skin. At N 4+56 to N 4+63 are three lower level columns that support the upper track deck. These effect the base of the escalator on the lower level platform. These column supports will need re-framing on an E axis shift of about 2.5 feet. As an alternate, the escalators can both move south and avoid this problem.

MNRR ESCALATORS

Whereas the MNRR ramp started descending at N 4+18, the new MNRR escalators are at N 4+22 and N 4+57. This allows sufficient spacing between the converging passenger flows. There is no special column interference. The escalators could be positioned further south if the LIRR escalators are moved as well.

ELEVATOR / SHARED BY MNRR & LIRR

This unit connects the arrival station area to both the upper level and lower level tracks. It is drawn here as a 6x10 foot unit centered at N 5+14.

(LANDOW)

ELEVATORS

These units are drawn as a 6x10 unit. To facilitate pedestrian circulation, the 6 foot width would be across the platform. The west two platforms ("U" & "T") of the station have a 15'8" wide platform. This would leave 9'8" feet remaining, 4'10" feet to a side.

Loading / unloading is on a north south axis so that the user will be moving parallel to the long axis of the platform. The elevator and its door would be centered for maximum isolation from the platform edge.

A three foot wide door satisfies current ADA standards. A four-leaf door will allow the 3 feet to be folded into 9" areas to each side of the door. Having two doors on opposite ends of the elevator would allow usage from/to either direction without requiring the user to move around the elevator to reach the door.

Three elevators are used in situations where little or no headroom exists above the arrival station level. This requires that the motor room be placed below the unit, under the lower level platform.

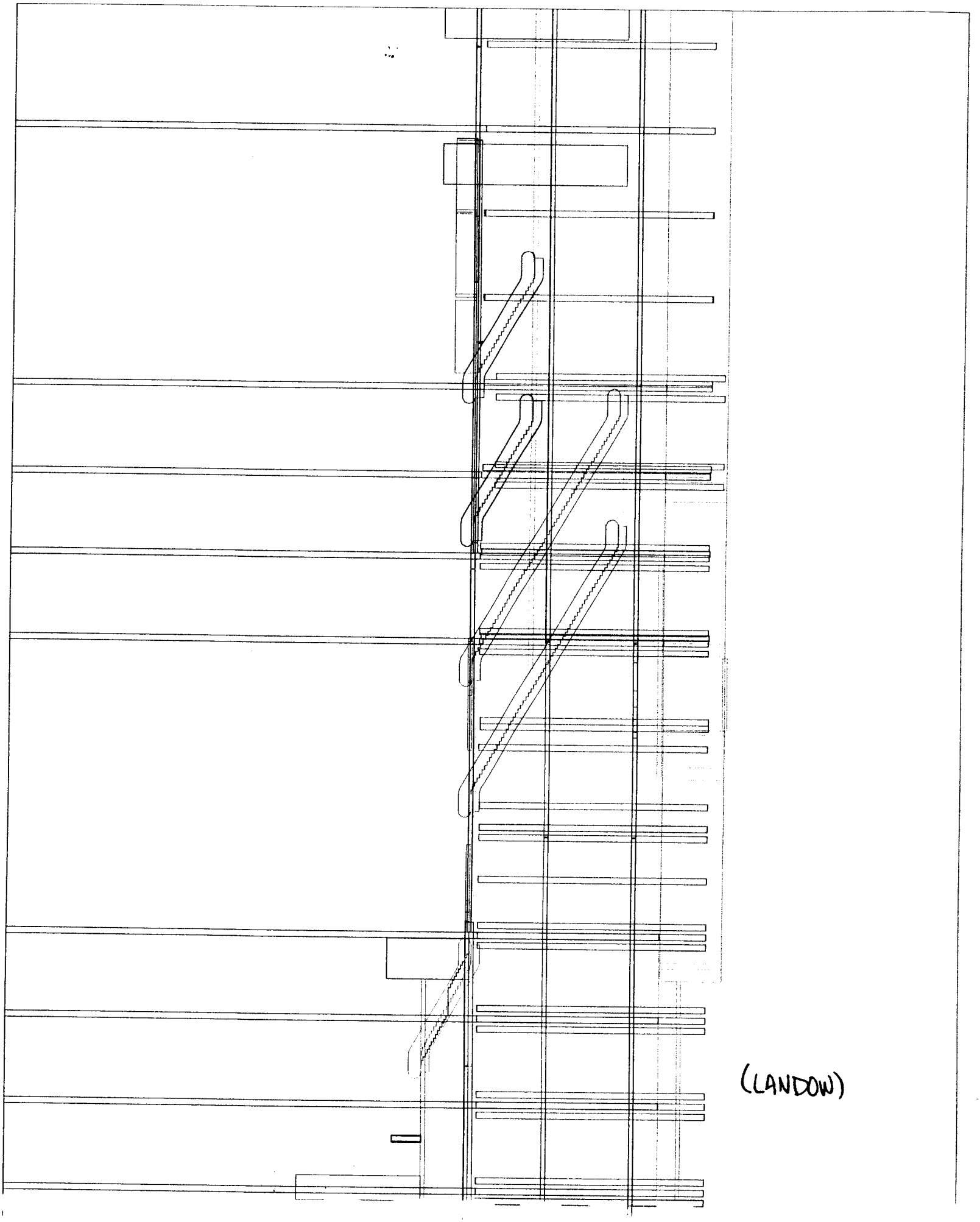
Only three platform elevators are required in the proposal. This is the same as the STV proposal for the same platforms. However, this new proposal serves the upper level tracks 38-42 as well, avoiding the use of the long ramp by ADA passengers.

A fourth elevator connects the 43rd street lobby to the arrival concourse. In this case, there is no headroom problem.

ESCALATORS

The escalators proposed are rated at 100 passengers per minute. This yields a 90-PPM rate in actual practice during crush load. A nominal 6-foot wide unit is suggested. Similar units are used at Penn Station and elsewhere. At the level of the arrival station, the floor must be modified for the 6x20 opening needed together with vertical support. The locations in question are over platform areas and are not in clearance conflict with railway operations.

(LANDOW)



(LANDOW)

TRACK ELEVATIONS
COST SAVINGS

This proposal and that of the PB/GH + STV reports have significantly different track profiles. The original reports assumed that a cross passage was needed from the GCT lower level concourse. The LIRR tracks 13-16 were no problem in this regard having ready access to the lower concourse. However, the LIRR 7-11 track group is too close in elevation to the track 38-42 group to make this possible at current elevations. Accordingly, the LIRR group was to be reduced in elevation by about 4.5 feet at 44th street.

To do this they needed to excavate the rock profile under the track. In addition, the column lines had to be protected, as they would become exposed at their base. The region from 43rd to 47th streets was effected by this reduction in grade. The cost of this phase of the project was very significant. In current dollar terms, we define "very significant" as multiples of $100,000,000.

This proposal, however, eliminates the 44th street cross passage. LIRR tracks 13-16 still have direct access to the lower concourse, but the LIRR group 7-12 has direct access to the upper concourse. The groups are linked by the new escalator bank near the station master's office.

Track 12 (old 117 shifted east) is still changed in elevation, but its proposed alignment is close to only one column at N 7+55.041 on the QA column line. Track 12 can be changed as needed to match track 11 elevation without difficulty.

The proposed 45th street passage is to be **between** the upper and lower levels. This requires some elevation changes to the lower level track. However, the scope and impact is far more limited, thereby reducing costs significantly. The upper level is on a 1% up grade to the north. At a 260 foot per street interval, this is 2.6 feet higher than at 44th street. To achieve the vertical separation the lower level needs to move down only 1.7 feet. This would have only minor effects at 44th street and the GCT arrival station region.

If the 45th street passage were **below** the lower level, **no** track elevation changes are needed except to match tracks 11 and 12 which share a common platform.

Major cost savings are associated with any of these basic changes in profile.

(LANDOW)

ALTERNATIVE DESIGN POSSIBILITIES

1. **Retain the existing ramp system**. Move the LIRR escalators for tracks 7-8, 9-10 to the south about 10 feet. This will clear space for the retention of the ramps to the upper level tracks 39-42. Place an ADA elevator at N 5+80 on the upper level platform to connect to the lower level. Elevator users would access the lower level from the concourse, ramp and upper level platform. This option does not expand the arrival station area. ADA users would still face the 140' ramp climb of 12' in exiting the system.

2. Replace the ramps, but move the escalators for the west two platforms (MNRR 42-39, LIRR 7-10) 10' to the south. This changes which columns are effected and shifts the pedestrian flows slightly.

3. Create the 45th street passage **under** the lower level track. It is already excavated (in part) just south of the street line. It is 20 feet wide, then hooks northwest, opening to 30 feet under tracks 7-8. No track excavation (lowering) of tracks 7-11 would be needed. It also becomes a natural extension of the existing 45th street passage built for the North End Access Project. The width mentioned is partially used by the steam lines, but the width is expandable. It may be far less costly to widen the underpass system than to lower the track level.

(LANDOW)

AUTHOR

Mr. Landow has over 4 decades of railway experience. In the NY region, he worked for PB/GH on the 1976 study of LIRR entry to GCT. His work related to both the operations plans and the required infrastructure. The three track grade separated approach under Park Avenue and the 10 track station was the direct outcome of the train volume required by the client in 1976. This required the arrival of 30 trains per hour, the return of 18 trains per hour and the storage of 12. These requirements have changed, but only minor infrastructure changes have been made to date.

Following the GCT project he developed the basic concepts for the *West Side Yard*, presenting 100 and 40 scale plans to the LIRR President. The MTA then authorized detailed studies and the project was eventually completed.

At NJT, Mr. Landow developed high-density plans related to the future of *Penn Station*. This required studying the operations and needs of all three users at the station.

His experience ranged from the operating department of the DL&W (1956-59) to *AVP-Planning* of the IC RR in 1969. He performed operations and economic studies for the New York Central RR as well as consulting work with Peat Marwick, Bechtel and Parsons Brinckerhoff on a wide range of projects.

Questions and comments on this proposal are welcomed and should be addressed to:

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(LANDOW)

MORE THAN YOU EVER WANTED TO KNOW

ABOUT THE

GRAND CENTRAL LOOP TRACKS

A Design Commentary

By

H. Landow

November 1999

(LANDOW)

EXECUTIVE SUMMARY

At a loop speed of 6 MPH, the loops have insufficient capacity to move all of the LIRR trains. As a result:

Auxiliary stub ended platforms are needed.

An interlocking to the north is required.

Grade separation of the approach is needed.

Grades of 3% are needed to climb from the East River.

At 12 MPH around the loops, sufficient capacity exists.

No auxiliary stub ended platforms are needed.

No interlocking to the north is required.

No grade separation of the approach is needed.

Grades can be reduced to 2%.

1/3 BILLION DOLLARS IS SAVED AT 12 MPH

Proofs regarding the validity of 12 MPH for the loop are given, including :

1. Past NYC RR Operating Timetable
2. Ride Quality – Lateral G Forces on Curves
3. Engineering Equations
4. Standard Railroad Practice On Turnouts
5. Former LIRR Track Criteria
6. GCT Loop Radius Values

(LANDOW)

INTRODUCTION

The LIRR station design at GCT is critically effected by the way we use the loop tracks. Judgements as to the speed and capacity of the loop underlie much of the design. It is vital, therefore, that this issue be thoroughly understood.

Three loop systems exist at GCT. They are the *upper* loop, the lower *outer* loop and the lower *inner* loop. In addition, there is a connection between the inner and outer lower level loop on track 201.

Track 117 can connect to the outer loop via track 201. In addition, it can be superelevated with the removal of the other inner loop tracks. Thus, a 6 track through station could be created in lieu of the 10 track (5+5 stub) proposed.

This essay will explore a series of interrelated proofs that point to a more economic and efficient station at GCT. The basic loop proposal is an old one, having been suggested many times. However, we demonstrate in 6 different ways that the basic premise of the refusal to fully use the loop (low speed on ride quality grounds) is insufficient to ignore the major economic advantages of full loop usage.

1. NEW YORK CENTRL RR - SPEED LIMITS FOR GCT

The Electric Division NY Central timetable for Sept 26, 1926 (73 years ago) showed special instructions for operations at GCT. (Appendix A)

The general speed limit East of 57th street was 20 MPH. (Note: Dispatching to the "East" is physically to the South). (Special Instructions, page 4, top/left item of table).

However, special restrictions included eastward moves down the ramps to the lower level (ladders A,B,F,J). These were limited to 12 MPH, probably because of the heavy grades (2.7% and 3%). (Special Instructions, page 4, Local, 2nd item.).

In addition, crossover, switch or slips were limited to 12 MPH. (Spec. Instructions middle of page 5, East of 57th St). The station has many instances of turnouts with #6.5 and #7 frog designs. The radius of a #6.5 is close to 300', even tighter than the loop at 333'. Since the upper loop had turnouts, we may assume the 12-MPH limit applied there. **There is no specific mention of any upper level loop limit.**

(LANDOW)

Also included was a speed limit of 6 MPH on the lower level loop. (Spec. Instructions, page 4, Local, first item.).

Today we are warned to obey the 6-MPH limit. However, the 6-MPH limit only pertained to the **inner** lower level loop. The **outer** loop tracks on the lower level were *not opened until the following year* (1927) and the special instruction referenced could not relate to them. The geometry of the upper and lower **outer** loops is identical, sharing the same radius elements.

Thus, the inner loop had a 6-MPH limit while the outer loops had a 12-MPH limit.

PENN CENTRAL - SPEED LIMITS FOR GCT

By 1974, the speed limits in GCT had deteriorated significantly. The Penn Central Metropolitan Region Timetable listed rule 1157-D1. It limited the loops (outer) and platform tracks at 6 MPH. Diverging switches and crossovers were limited to 8 MPH.

This was *48 years* after the 1926 NYC RR Timetable. In the interval, the track had deteriorated and the PC RR was very cautious about its operations. Also, by this point, the volume of activity on the loops had diminished with the loss of intercity business. Capacity of the loop was not considered an issue of note. Although the crews had trouble holding speed as low as indicated, the company was protected by its notice in the timetable.

Our concern is with the speed as it should be set, that is, in the context of a very active facility in **a state of good repair.**

(LANDOW)

2. PHYSICS of CURVE BALANCING

In order to establish a reasonable speed limit for these tracks one must go back to the engineering fundamentals.

A vector force analysis yields the standard equation for lateral acceleration on a tilted plane.

The lateral acceleration on a superelevated track is derived from the gravitational force (G @ 32fps/s). The ratio of superelevation / gauge ratio gives the basic angle of the "tilt" (alpha). Alpha is the angle whose tangent is E / 56.5. The sine of alpha gives the portion of G that pulls a mass down along the plane of the tilt. The cosine of the angle gives the sub-portion along the plane of the track's route. Thus cos(alpha) · sin(alpha) · G gives the acceleration which counters the outward motion away from the curve.

The factor 100 · cos(alpha) · sin(alpha) is the percent of G that pulls inward along the curve. At various E values, the G percent is:

E, inches	Percent of One G	
0.5	0.88	
1.0	1.77	
1.5	2.65	Current LIRR maximum, except LIRR turnouts
2.0	3.53	
2.5	4.42	
3.0	5.29	Former LIRR maximum (1 / 19 of G)
3.5	6.17	
4.0	7.04	
4.5	7.91	
5.0	8.78	

3. STANDARD EQUATIONS

The standard equation for the "balancing" speed on a curve is:

$$V^2 = K(Ea + Eu) / D$$

where:

V = Velocity, mph
Ea = Superelevation, actual
Eu = Unbalance (additional superelevation needed to achieve a balance)
K = Constant
R = Radius
D = Degrees of curvature subtended by a 100' chord = 2(Arcsine(50/R))

(LANDOW)

If V is in MPH and elevation is in inches, then K is about 1500. In fact, K is not a true constant. It is an inelastic variable (of E and D) that runs about 1495-1508 over a range of small angles of superelevation. However, this variance is under 1% and is typically ignored.

The Eu component measures the amount lacking in the Ea component to achieve balance. At high values (e.g., 10) it indicates possible derailment or rail overturning. At low levels (1.5 - 3) it merely indicates a minor lateral force on the passenger. Passengers in cars and buses experience far more extreme lateral forces than rail operations.

Worldwide research has been done on "cant deficiency" and "tilt" train design. A current example is the "ACELA". The carbody and running gear experience large lateral forces. Nonetheless, they are considered safe on curves at high speeds.

The LIRR track design criteria use the standard equations described above or minor variants as mentioned below.

ALTERNATIVE & RELATED EQUATIONS

Where precision is not required, some designers use alternative forms of the basic equations. In fact, precision is **not** sought as there is no absolute measure as to human tolerance of lateral pressure. However, it is best to begin with minimal error, and then introduce the judgmental variables afterwards.

K is sometimes crudely used in denominator form as 0.0007. The reciprocal of 1500 is 0.000666. Rounding to 0.0007 is a 5% error.

Another convenience is to simplify the relation of D (degrees of curvature) and R (radius). The Arcsine procedure is cumbersome. A very close answer is:

$$D = 5729.65 / R.$$

The 5729. etc. is the radius for a 1-degree curve. If the chord was one unit of distance instead of 100 units, the key number would be 57.29 etc., also equal to the degrees per radian (180 / pi). The error accepted by this shortcut is only 0.5% at 20 degrees.

Some criteria simplify the equations to the form $V^2 = (E R) / 4.01$. The factor of 4.01 is the result of dividing the factor 5729 by 1428. The 1428 figure contains the 5% error mentioned above. It is the reciprocal of 0.0007 rather than 0.000666. The latter, of course, is the 1/1500 ratio. The correct factor would be 3.819, not 4.01.

(LANDOW)

4. STANDARD PRACTICE ON TURNOUTS - LIMITS OF UNBALANCE

In the 1970's, the LIRR specifications for track geometry used 3.0 inches of unbalance as the maximum recommended on circular curves. This was reduced at a later time (see section on Criteria below).

A common railway "rule of thumb" defines turnout speed as twice the frog number. Following the AREA Plan 910, we have the following radius values for various turnouts: The "E" factor is based on D, V squared and K @1500.

Frog #	Radius	Degrees	V	E	
5	177.80	32.665	10	2.177	
6	258.57	22.299	12	2.141	
7	365.59	15.721	14	2.054	
8	**487.28**	**11.779**	**15**	**1.767**	**typical use**
8	"	"	16	2.010	
9	615.12	9.324	18	2.014	
10	**779.39**	**7.356**	**20**	**1.962**	**standard**
12	1104.63	5.188	24	1.992	
14	1581.20	3.624	28	1.894	
15	**1720.77**	**3.330**	**30**	**1.988**	**standard**
16	2007.12	2.855	32	1.949	
18	2578.79	2.222	36	1.920	
20	3289.29	1.741	40	1.857	
20	"	"	**45**	**2.350**	**used for 45 mph**

Many of these "rule of thumb" values are near 2.0

The common #8 has an E of 1.767 at 15 MPH

The #20 is often used for *limited* (45) speed moves in interlockings. At 45 the Eu is 2.350.

(LANDOW)

5. LIRR - TRACK CONSTRUCTION CRITERIA

The STV study (1973) discusses the LIRR criteria on page 2-17. It is worth quoting in full.

> "It is noted that previous MTA studies performed in the mid 1970's utilized alignment design criteria which have since become more restrictive by recent revisions of the LIRR's CE-1. The changes include a reduction in the allowable amount of unbalanced superelevation from three inches to 1 ½ inches and a reduction in the allowable maximum gradient undercover from 3.00 percent to 2.00 percent. Based on the analysis performed for this study, it was determined that the maximum gradient undercover of 2.00 percent cannot be adhered to for the profiles either in Manhattan or in Queens. A 3.00 percent maximum gradient undercover is being used with the concurrence of the LIRR Chief Engineer."

In some cases a design criteria may define an *absolute* limit based on safety concerns. An example would be an unbalance allowance related to possible rail overturn or derailment potential.

However, the criteria may also define a targeted *quality* such as passenger comfort. These are not absolutes. They are used as *desirable* conditions. When practical design necessity forces a review, there may be change (such as the maximum grade referenced above).

The unbalance factor on the loop tracks is a targeted *quality* issue. Given the reality of the GCT loop alignments and the economic advantage of using the loop productively, one must clearly reexamine the criteria

(LANDOW)

6. GCT LOOP TRACKS – SPECIFIC CURVES

In the case of GCT, a variety of radius values are used on the loop systems. Radius can be converted to degrees of curvature, and the curves analyzed for speeds at varying levels of E.

INNER LOOP

TRACK	RADIUS	DEGREES	MPH @ E 1.5"	MPH @ E 3.0"
117	400	14.36	12.51	17.70
117-116	241.5	23.89	9.70	13.72
115	163	35.72	7.93	11.22
101-103	136.5	42.97	7.23	10.23
102	265	21.75	10.17	14.38
101	205.9	28.10	8.94	12.65
101	419.3	13.69	12.81	18.12

INNER LOOP TO OUTER LOOP

TRACK	RADIUS	DEGREES	MPH @ E 1.5"	MPH @ E 3.0"
201	600	9.56	15.34	21.69
201	250	23.07	9.87	13.96

OUTER LOOP

TRACK	RADIUS	DEGREES	MPH @ E 1.5"	MPH @ E 3.0"
40-42,1	335	17.16	11.44	16.19
40-42	500	11.47	14.00	19.80
41	375	15.32	12.11	17.13
39	695	8.25	16.51	23.35
39	333	17.27	11.41	16.14
ALL	339.1	16.95	11.51	16.28
1-2	450	12.75	13.27	18.78

The lower and upper level **outer** loop use the same curves in the west section. The lower loop follows the route to track 3 in the east section.

Interpreting the 12-MPH limit south of 57th street, we can solve for the E value on the tightest radius of the outer loops. It comes to 1.65 inches. Thus, the NYC RR regarded 12 MPH as a safe operating speed on the **outer** loop. Assuming no physical superelevation at GCT, they found 1.65 inches of unbalance as reasonable.

(LANDOW)

INNER LOOP

The loop was abandoned in the late 1960s with the retirement of the 65'-72' cars.

Only employees (not passengers) were expected to go around the **inner** loop. The balancing speed on these routes was 7.23 MPH @ 1.5 unbalance. If any engineer got a bit rambunctious, the result was still comfortable.

The inner loop is quite short, if only because the radius values tighten it up so much. Given the short route, short trains etc, the 6-MPH rating was reasonable from a capacity point of view.

OUTER LOOP – *UPPER* LEVEL

The arrival station (tracks 38-42) opened in 1914, just after the official opening dedications of the terminal. It has always been a productive tool, turning intercity trains for their return to Mott Haven Yard in the Bronx.

With the decline of intercity trains, Mott Haven was reduced in size, then finally closed. As an economy measure, trains were serviced in GCT itself. The extra crews and engines used for the Mott Haven run were abolished.

Today, the loop remains active although used below its full capacity. Some trains are turned and stored in the Waldorf Yard. Others turn and move north for second trips or mid-day layup in yards to the north. Even GCT cannot store all of the trains delivered to it.

Over time, the condition of the loop track has deteriorated. It is due for a rebuild which may restore confidence in using higher speeds than are currently allowed.

As indicated, however, it was rated at 12 MPH with a very modest level of unbalance. The physics of motion analysis demonstrates the reasonableness of that limit. The former LIRR criteria offer the same conclusion.

(LANDOW)

OUTER LOOP – *LOWER* LEVEL

When the **lower** ***outer*** loop opened in 1927, new possibilities opened for GCT manipulations. Some trains arriving on 117-115, used 201 to double over to the Madison yards for storage.

The proposed use by the LIRR provides the first high density use of this track region. The overall station design must reflect the capacity of the loop system. Its geometry would allow the full 12-MPH rating given to the upper level loops.

TRACK 117 AS LIRR TRACK 12

It is suggested here, that 117 be used as a loop track. This would transform the station proposed from 5 to 6 tracks connected to the loop.

While 117 is connected to the original *inner* loop, it has radius values that are not as extreme as the balance of that group. The tightest radius is 241.5'. Another short segment is at 250'. The other curves are 400' and 600' which exceed the outer loop limit of 333'. In addition, with tracks 116 and 115 stub ended, lateral clearance exists to actually **superelevate** 117 (See Appendix B).

Only the turnout connecting tracks 201 and 200 remain as an issue. It has a 250-foot radius. It is rated at 13.96 MPH at an unbalance of 3.0. At Eu 2.2", 12 MPH would be the standard limit.

In using 117 curvature to reach the new Track 12 alignment, the curve would continue north past its current point of tangency. This would allow for a short tangent and a curve back to the final alignment *parallel* to track 11.

(LANDOW)

TRAIN OPERATOR - SPEED MANAGEMENT

The engineer should not move the train faster than the prescribed limits. However, if he drags the train too slowly, we suffer time losses and capacity losses that are not tolerable in a high density situation.

The speedometers on the trains are **not** a good guide in the lower speed ranges. Some other technique should be provided to assist in proper speed control.

We suggest borrowing a technology from the communications field, specifically the "moving light" or "Zip" banner. At Times Square and elsewhere, are public displays in which characters "Zip" along. Our need is not so complex. All we need is a series of light and dark sections on a row of lights that "move" at the targeted speed. If we want to move the train at 12 MPH, we move the stripes at that speed. The engineer avoids "passing" a stripe as this would be an overspeed condition. However, he can accelerate up to the stripe's velocity.

The Zip lights would be interlocked with the signals so that they could only "move" when the route is cleared for the movement and the signal ahead is set to restricting.

If some routes were operated at 11 MPH and others at 12, the Zip would be programmed to conform to the appropriate route.

MOVING PASSENGERS AROUND THE LOOP

Two minutes is added to a trip *from* GCT if the train must go around the loop before heading North. This is a minor annoyance, but it is not likely to dip into passenger loads. Market demand will exceed LIRR capacity to GCT in any case.

The NYC RR had no rule against running loaded trains around the loop. It was not necessary, of course, *except in emergencies*. On several occasions, the author has been routed via the loop on a fully loaded rush train when train failures blocked the normal exit routes.

(LANDOW)

LOOP CAPACITY

Speed

The 12-MPH limit on the loop should be restored after the loop is returned to a state of good repair. The speed rating at 12 MPH is 17.6 feet per second (fps). A full 12-car train is 1020 feet long. This length takes 58 seconds for a train to pass.

Braking Distance

A standard brake rate for signal design purposes (de-rated conservative figure) is 1.713 fps/s. At 12 MPH it takes 91 feet to stop. Allowing a 8 second reaction time we travel an additional 141 feet for a total of 232 feet.

Signal spacing can be set for very short blocks if desired. Only two aspects are expected. These are stop and restricted. Special instructions for the loop would set the limit at 12 MPH). In this context, a 350 foot signal interval is possible. At a velocity of 17.6 fps, this takes only 20 seconds to traverse.

Headway Distance and Time

The minimum headway between trains equals the time to pass the train length plus the time to pass a signal block. This is 78 seconds (58+20). Allowing 5 seconds to establish the next route, we have a total of 83 seconds minimum headway.

Load Factors

At 24 trains per hour, there is an average headway of 150 seconds per train. With a minimal requirement of 83 seconds, there is a load factor of only 55%.

If the volume should grow to a full 30 TPH in the future, the average headway would reduce to 120 seconds. This is a load factor of 69%, a still workable value.

(LANDOW)

PLATFORM CAPACITY

The intent is to bring in 24 trains per hour (TPH). Using 6 platform tracks instead of 10 averages 4 trains per hour per platform track. The resulting 15 minute headway is more than adequate for the station. It allows a 13 minute "trickle" load period followed by a 2 minute "headlight/marker" move to refill the track just vacated.

If the volume were expanded to 30 TPH, the 6 platform tracks would handle 5 TPH on a 12 minute headway. This still allows for a 10-minute load period. In some cases, this exceeds the time allowed at Penn Station.

CONCLUSIONS & RECOMMENDATIONS

The efficient use of the loop is the key to an efficient and cost effective design.

The loop can be used at moderate speeds and have a load factor that allows for reliable operation with normal off-schedule conditions.

Track 117 can be turned into a loop track. It can be super-elevated into track 200.

The remaining 4 stub tracks 13-16 can be deleted from the design.

GCT would run as an all through station for the LIRR. This gives maximum operating and cost efficiency. No stub operations are needed.

The Park Avenue approach trackage (tracks 1-6) are reduced to only two.

The East River grade to Park Avenue is reduced to 2.2% or better. Grade reductions are of major benefit (downgrade) by reducing train and block spacing, thus improving capacity and reliability.

Radical reductions in cost, complexity and construction time will result from these elements.

(LANDOW)

DATA SOURCES

- The New York Central Railroad Company, Electric Division
  Employee Time Table No. 24
  Effective, Sunday, September 26, 1926
  Special Instructions, Pages 1-6

- Penn Central Transportation Company, Metropolitan Region
  Employee Timetable No.6
  Effective, Sunday, December 8, 1974
  Special Instructions. Page 223, Turnouts, Rule #1157-D1

- NYC & HR RR **COMPOSITE** Plan Tracks and Columns **BOTH LEVELS**
  Grand Central Terminal Improvement New York City
  January 15, 1910 Revised 1-14-1914
  Scale 30 ft. Issue #11. Scope: 0+00 to E 8+00, N 28+50

  This drawing is 30" wide by 8 1/2 ft. long. **It gives dimensions to 0.001 ft.**, e.g., station 2+38.335. All columns are shown as of the date of revision. Prior revisions are noted as issues 6-10. This includes Yale Club columns between 44th and 45th.

  Columns are coded to show separately those:
  Suburban Level base *up to* Express Track Level
  Above Express Track Level
  Suburban Level *up through* Express Level
  Similar coding is used to separate independent building columns from those supporting trackwork.

  This drawing has been encoded in a CAD file and used in this study. References to this source will use the name **COMPOSITE.**

- Similar to NYC & HR RR above. Tracks and Columns
  1. **SUBURBAN LEVEL**
  2. **EXPRESS LEVEL**
  Grand Central Terminal Improvement New York City
  March 15, 1933
  Scale 50 ft.
  Dimensions stated are given to 0.001 ft.
  Track curvature is indicated by degree or radius specification.

- Operational & Physical Feasibility Study of Long Island Rail Road Access to Manhattan's East Side
  Prepared for the Long Island Rail Road
  April 1993
  by STV/Seelye Stevenson Value & Knecht
  References to this source will use the name **STV.**

(LANDOW)

AUTHOR

Mr. Landow has over 4 decades of railway experience. In the NY region, he worked for PB/GH on the 1976 study of LIRR entry to GCT. His work related to both the operations plans and the required infrastructure.

Following the GCT project, he developed the basic concepts for the *West Side Yard*, presenting 100 and 40 scale plans to the LIRR President. The MTA then authorized detailed studies and the project was eventually completed.

At NJT, Mr. Landow developed high-density plans related to the future of *Penn Station*. This required studying the operations and needs of all three users at the station.

His experience ranged from the operating department of the DL&W (1956-59) to *AVP-Planning* of the IC RR in 1969. He performed operations and economic studies for the New York Central RR as well as consulting work with Peat Marwick, Bechtel and Parsons Brinckerhoff on a wide range of projects.

Questions and comments on this proposal are welcomed and should be addressed to:

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(LANDOW)

N. Y. C. R. R.
N. Y., N. H. & H. R. R.
N. Y. & HARLEM R. R.

Grand Central Terminal

AND

The New York Central Railroad Company

ELECTRIC DIVISION

Time Table No. 24

FOR EMPLOYES ONLY

Effective 2.00 A.M.

Sunday, Sept. 26, 1926

EASTERN STANDARD TIME

Superseding Time Table No. 23A.
dated June 13, 1926.

MILES BRONSON,
Superintendent, Electric Division

C. K. BRODHEAD,
Superintendent, Grand Central Terminal

THE DE VINNE-HALLENBECK COMPANY, INC., PRINTERS, NEW YORK

(LANDOW)

APPENDIX A

SPECIAL INSTRUCTIONS

Rules referred to by numbers are the Rules for the Government of the Operating Department, unless otherwise specified.

N 2. THIRD RAIL.

Cars that do not clear third rail tell tales must not be run where there is a third rail.

When emergency requires that power be shut off third rail, telephone nearest substation, stating what tracks are affected and immediately notify train dispatcher. If pipes carrying transmission cables are involved, the load dispatcher must be notified promptly.

Power will not be restored until load dispatcher has been notified by responsible person that it is safe to do so. Load dispatcher must secure permission from train dispatcher to restore power if trouble was due to train accident.

If engineman desires power shut off, he will stop and sound whistle signals prescribed by Special Instruction 14, and repeat same until power is shut off. Conductor of such train will immediately communicate with nearest substation, load dispatcher or train dispatcher, requesting power to be shut off tracks affected and asking for other necessary relief. All employes hearing these whistle signals must also make immediate request by telephone to have power shut off tracks affected. Maintainers, trackmen and other employes must go to point of trouble promptly and render any assistance possible.

To shut power off in Park Ave. tunnel, give cord, suspended from wall on adjacent track, a steady pull first from the west and then from the east, which will shut power off track affected between 56th St. and 110th St. As a further precaution, go to nearest alarm box and send in a second alarm from the box. These boxes are located approximately three blocks apart. When cord is pulled, or when trains are stopped in tunnel because of loss of power, report must be made at once to train dispatcher from nearest telephone. Train employes and others who do work in the tunnel must familiarize themselves with location of cords and boxes to which they are attached. These cords and appliances belonging to this system must not be tampered with.

When emergency requires that power be shut off third rail on any track between 110th St. and Mott Haven Jct., third rail switch at Signal Station NK, or at cabin at east end of Park Ave. Drawbridge will be closed and held closed 3 seconds. The closing of one of these switches shuts power off all tracks between 110th St. and Mott Haven Jct. Employes shutting power off must at once notify Load Dispatcher that third rail switch has been closed, and the same employe must also notify Load Dispatcher promptly when it is proper to have power restored.

When communicating by telephone to have power shut off, use words "power emergency," and when by telegraph, use numeral "21" to obtain circuit. All others using line must give way at once.

When two or more electric trains have been stopped on the same track short distances apart, a period of 30 seconds must elapse between the starting of each train.

3. STANDARD CLOCKS.

Croton-on-Hudson.....	Passenger station.
Grand Central Term....	Conductors rooms. Yard building, enginemens room. Station masters office. Train dispatchers office. Yard building, yard masters office.
Harmon.....	Engine dispatchers office. Steam enginemens room.
High Bridge.....	Train masters office.
Mott Haven Yard.....	Yard masters office.
Sedgwick Ave.....	Engine dispatchers office.
White Plains, North Sta.	Engine dispatchers office. Yard masters office.

6. SIGNS.

† Stop to receive passengers.
‡ Stop to discharge passengers.
□ Stop Sunday.
⊕ Stop Saturday.
E Stop to receive passengers Saturday.
K Stop on signal to receive or discharge passengers to and from Albany and beyond.
M Stop on signal to receive or discharge passengers to and from Utica and beyond.
U Stop on signal to receive or discharge passengers to and from west of Buffalo.
V Stop to receive or discharge passengers from Millerton and west.
• Use Track No. 3 westward or Track No. 4 eastward.
✚ Use Track No. 4 westward G. C. T. to Mott Haven Jct.
B Will not carry baggage.
B-2 Will not carry baggage Saturday.
B-3 Carry baggage Sunday only.
B-4 Will not carry baggage Sunday.
O Originate at Albany, Sunday.
O-1 Originate at Poughkeepsie, Sunday.
O-3 Originate at Mount Pleasant, Sunday, until December 12, 1926; originate at White Plains, No. Sta., Sunday, after December 12, 1926.
O-4 Originate at White Plains, No. Sta., Sunday.
O-5 Originate at Chatham until Oct. 31, 1926, inclusive, only.
P Will not carry passengers.
P-1 Will carry passengers between 125th St. and Croton only.
P-2 Will not carry passengers to or from White Plains, No. Sta.
P-3 Will not carry passengers to or from White Plains, No. Sta., Sunday.
P-4 Will handle passengers at White Plains, No. Sta., Sunday only.
P-5 Will handle passengers at White Plains, No. Sta., Sunday after Dec. 12, 1926.
R Will not run Nov. 25, Dec. 25, 1926; Jan. 1, or Feb. 22, 1927.
R-1 Will not run Oct. 12, Nov. 2, 1926, or Feb. 12, 1927.
R-2 Will not run October 12, or November 2, 1926.
R-3 Will not run November 25, 1926, or February 22, 1927.
R-5 Will not run December 26, 1926 or Jan. 2, 1927.
R-6 Will not run January 1, 1927.
R-7 Commence running December 5, 1926.
R-10 Run to October 31, 1926, inclusive, only.
R-11 Run to November 19, 1926, inclusive, only.
R-12 Run to November 20, 1926, inclusive, only.
R-13 Run to November 28, 1926, inclusive, only.
R-15 Run October 16 to October 30, 1926, inclusive, only.
R-17 Run to Chatham only until October 31, 1926, inclusive.
R-18 Run to Mount Pleasant only, Sunday until December 12, 1926. Run to White Plains, No. Sta., only, Sunday, after December 12, 1926.
R-19 Run to Peekskill, Saturday.
R-20 Run to Brewster only, Saturday.
R-21 Run to Mount Pleasant, Sunday.
R-22 Run to Peekskill, Sunday.
R-23 Run to Pawling, Saturday.
T Use Track No. 1 at Signal Station PF.
T-1 Use Track No. 2 at Signal Station PF.
T-2 Use Track No. 3 at Signal Station DV, Saturday.
T-3 Use Track No. 2 at Signal Station GD.
T-4 Use Track No. 2 at Signal Station OW.
T-6 Use Track No. 4 at Signal Station MO, Sunday.
T-7 Use Track No. 1 at Signal Station U, Sunday.
T-8 Use Track No. 1 at Signal Station MO, Saturday.
T-11 Leave from Track No. 105, Saturday.
T-14 Leave from Track No. 115, Saturday.
T-15 Leave from Track No. 26, Sunday.
T-16 Leave from Track No. 104, Sunday.
T-18 Leave from Track No. 33, Sunday.
T-19 Leave from Track No. 113, Saturday.
T-20 Leave from Track No. 24, Saturday.
T-21 Leave from Track No. 112, Sunday.
T-22 Leave from Track No. 25, Sunday.
T-23 Leave from Track No. 16, Saturday and Sunday.
T-25 Leave from Track No. 103, Saturday.
T-26 Leave from Track No. 114, Saturday.

12. HAND, FLAG AND LAMP SIGNALS.

Grand Central Terminal:

Locomotives of eastward storage trains on Tracks D, E, G and H, will be cut off and run around train between Signal Station U and Signal Station A, when "run around" white light is displayed from following locations:

Track D—On ground at Signal 466.
Track E—On ground at Signal 469.
Track G—On protection pier at Signal 505.
Track H—On protection pier at Signal 456.

14. WHISTLE SIGNALS.

Sound	Indication
oo —— o	Relief engine required. To be sounded passing first 2 signal stations after defect develops.
o —— o	Shut power off Track No. 1.
oo ——	" " " " No. 2.
ooo ——	" " " " No. 3.
oooo ——	" " " " No. 4.
o — — —	" " " " No. 5.
o — —	" " " " No. 6.
ooooo ——	" " " N. Y., N. H. & H. tracks.
oo oo	Member of crew of MU train go to head end and assist engineman.

Rule 14 (l) applies approaching signal stations when view of trackmen may be obscured by snow. Rule 14 (l) is modified accordingly.

Rule 14 (m) does not apply. This does not affect Rule 14r

APPENDIX A (LANDOW)

High Bridge:
Rule 14 (l) applies at public grade crossing to MU trains only. Rule 14 (l) is modified accordingly.

17. HEADLIGHTS.
When rules require the headlight to be displayed, it must be dimmed while passing through yards where yard engines are employed; approaching stations at which stops are to be made or where trains are receiving or discharging passengers; approaching train order signals, junctions, terminals, or meeting points or standing on main track at meeting points and on two or more tracks when approaching trains in the opposite direction.
When making switching movements in yards, the headlight must be displayed on both ends of electric engines and MU cars operated under their own power. Rule 17 is modified accordingly.
East of Spuyten Duyvil and Mount Vernon:
When rules require the headlight to be displayed, electric headlights must be dimmed at all times.
East of 96th St.:
The headlight will be displayed to the front of every train, at all times. Rule 17 is modified accordingly.

19. MARKERS.
Trains with rear car not equipped to display markers, as per Rule 19, will display red flag by day and red light by night on rear of train.
East of Mott Haven Jct.:
Storage trains will display one red light on rear platform of rear car or on rear of engine, to indicate rear of train, at all times. Rule 19 is modified accordingly.
East of 125th St.:
Trains on Track No. 2 (except when having N. Y. C. multiple unit car on rear) will display northerly marker on rear platform. Rule 19 is modified accordingly.
East of 96th St.:
Night signals will be displayed on rear of every train, as markers, at all times. Rule 19 is modified accordingly.

21. EXTRA TRAINS.
Extra N. Y. C. trains will omit display of white signals on two or more tracks.

22. ENGINE SIGNALS.
When two or more electric engines are coupled, only the leading engine will display signals. Rule 22 is modified accordingly.

34. COMMUNICATION OF SIGNAL INDICATIONS.
Indication of signals day and night will be communicated as follows: "red," "yellow" or "green." When other than the top arm, or top light, of an interlocking signal is "yellow" or "green," add "middle arm" or "middle light," or "bottom arm" or "bottom light," as the case may be. Rule 34 is modified accordingly.

72. SUPERIORITY OF TRAINS.
Between Westchester Ave. and Port Morris:
11.00 P.M. Saturday until 11.00 P.M. Sunday, Mott Haven Switch Engine is superior to all trains.
At all other times—Port Morris Switch Engine is superior to all trains.
Between White Plains and White Plains, North Sta.:
Multiple unit car operated for convenience of employes is superior to all trains on Track No. 5 between east end of White Plains station platform and White Plains, North Station, 4.00 A.M. until 7.00 A.M.
No's. 1080 and 1094 are superior to all trains on Track No. 5 between White Plains, North Station, and Substation No. 9 White Plains, 6.30 P.M. until 10.30 P.M.
Between Yonkers and Mount St. Vincent:
Yonkers Switch Engine is superior to all trains on Track No. 6 between hand throw switch to Track No. 4, Yonkers, and Mount St. Vincent 11.00 P.M. until 7.00 A.M. daily.

83. TRAIN REGISTERS.
When trains running against the current of traffic by train order return to track with the current of traffic, conductor will leave register card with signalman or operator, or if there be no signalman or operator, with a flagman left there for that purpose to notify all opposing trains that the train running against the current of traffic has arrived.
Van Cortlandt, Putnam Div. trains:
Where train is not required to stop, conductor may throw off register card, except when train displays signals for a section, conductor must register in person.

83. CLEARING OF TRAINS.
On two or more tracks, trains will be cleared at initial stations by signal indication.

High Bridge:
Permission to leave yard must be obtained from signalman at Signal Station MJ before opening main track switch.
Mount Vernon:
Westward trains must receive permission from signalman at Signal Station VO before opening main track switch.
White Plains, North Station:
Westward trains must receive permission from signalman at Signal Station NW before opening main track switch.
Croton-on-Hudson:
Westward trains must receive permission from signalman at Signal Station CD before opening main track switch.

93. YARDS. **Limits defined by signs.**
Getty Square, west of Kellinger St.
G. C. T., east of 60th St.
Kings Bridge.
Sedgwick Ave., east of 176th St.
V. C. P. Jct.
Passenger trains must be given full protection at all times. Rule 93 is modified accordingly.

94. DELAYED TRAINS.
Between Mount Vernon and White Plains, North Sta.:
When a train is delayed or disabled so that delay will result to following trains, the conductor will immediately arrange to flag such trains around on opposite main track. Where possible, authority should first be obtained from the Superintendent; if this is impracticable full information must be telegraphed the Superintendent as soon as possible.
When making movements against current of traffic, passenger trains and trains following passenger trains must be held until track is clear to next signal station, or point where flagman is stationed.
In making such movements, two flagmen must be used to hold trains running with the current of traffic, one at the crossover where diverted trains return to their proper track, and one a sufficient distance beyond to stop and notify trains before they reach such crossover. The conductor in charge must make his instructions to his flagmen clear and explicit, in writing if practicable, and flagmen must repeat the instructions so as to avoid misunderstanding. Trains must not move over a track so used without personal instructions from the conductor in charge. Where possible, the Superintendent will notify conductors and enginemen of all trains involved of the conditions, and instruct them to report at a designated point to the conductor in charge. If authority has been received from the Superintendent for such movement, normal operation must not be resumed without his permission; and under any conditions whenever the obstructed track is again in use the conductor in charge must provide for notice to conductors and enginemen who have been instructed to report to him and who have not arrived with their trains at the designated point. Rule 94 is modified accordingly.

97. WORK EXTRAS.
On double track, or three or more tracks, conductors of work extras must advise Superintendent by wire before leaving initial station specifying working limits and must not proceed beyond such limits without permission from Superintendent. When work is completed for the day and train clear of main track, conductors must so report.

98. DRAWBRIDGES.

Location		Signals
Park Ave.	Harlem River	Interlocking.
Spuyten Duyvil	Harlem River	Interlocking.

98. SIDINGS.

		Capacity, based on 43-foot cars
Between Signal Stations:		
CD and HM	Track No. 6, Eastward	60
	Track No. 5, Westward	79
CR and HM	Track No. 5, Westward	61
PF and CR	Middle, Eastward	89
	Middle, Westward	88
Signal Station:		
PF to Ossining	Track No. 6, Eastward	112
OW...Middle—Eastward	West of crossover	31
	East of crossover	72
HS to Greystone	Track No. 6, Eastward	124
GD to Mount St. Vincent	Track No. 6, Eastward	
	Yard Masters office to hand throw switch to Track No. 4	57
	Hand throw switch to Track No. 4 to Mount St. Vincent	208

Spuyten Duyvil.....	Middle, Eastward.....	283
V. C. P. Jct.....	South siding.....	56
	North siding.....	23
Woodlawn.....	Middle, Eastward.....	30
White Plains to Signal Station NW.....	Track No. 5, Westward....	194
White Plains, North Sta.	Track No. 7, Yard B, Westward.....	41

99. FLAGMEN.
Between Grand Central Terminal and Woodlawn:
Fuses will not be used. Rule 99 is modified accordingly.

103. PUBLIC GRADE CROSSINGS.
Trainmen must flag trains or engines over the following crossing:
Croton-on-Hudson.....Track No. 23

106. PASSING TRAINS.
Passenger trains will, if practicable, be moving when passed by a train on an adjacent track.

108. WATER STATIONS.

Croton-on-Hudson.	Port Morris.
Dobbs Ferry, Tracks No. 3, No. 4.	Sedgwick Ave.
Getty Square.	Tarrytown, Tracks No. 1, No. 2, No. 3.
Grand Central Terminal, Tracks No. 63, No. 64, No. 83, No. 84.	Chevrolet Motor Co., Track No. 6.
	Tuckahoe, main tracks.
Harmon.	Van Cortlandt.
High Bridge.	White Plains, North Station, main tracks.
Kings Bridge	
Mott Haven Jct.	Yonkers.

Except when scooping at track pans, engines of freight trains of more than 25 cars must be detached before taking water unless, in the judgment of the engineman, it is unnecessary. Rule 108 is modified accordingly.

108. TRACK PANS

	Tracks
Croton-on-Hudson.....	No. 1, No. 2.

109. BULLETIN BOARDS AND BOOKS.

Croton-on-Hudson.....	Rest car.
Grand Central Terminal...	Conductors rooms. Brakemens rooms. Yd. bldg. conductors room. Yd. bldg. enginemens room. Yd. bldg. train masters office.
Harmon.....	Enginemens rooms
Kings Bridge.....	Car inspectors car
High Bridge.....	Engine house. Train masters office.
Mott Haven Yard.....	Yard masters office.
Sedgwick Ave.....	Engine dispatchers office. Station.
White Plains, North Sta...	Engine house. Enginemens room. Yard masters office.
Yonkers.....	Yard masters office.

110. DESIGNATION AND USE OF MAIN TRACKS.
Double Track:
Between Signal Station VO and west end of division.
Signal Station FH and Signal Station DV.
Signal Station DV and a point 490 feet east of Spuyten Duyvil drawbridge.
Signal Station MX and crossover west of Westchester Ave. freight station.
Tracks are numbered from the south:
No. 2, No. 1.
Tracks will be used as follows:
No. 2, Eastward.
No. 1, Westward.
Between Sedgwick Ave. and Getty Square.
Tracks are numbered from the south:
No. 6, No. 5.
Tracks will be used as follows:
No. 6, Eastward.
No. 5, Westward.
Three Tracks:
Between Signal Station MO and Signal Station MJ.
Tracks are numbered from the south:
No. 4, No. 2, No. 1.
Tracks will be used as follows:
No. 4, Eastward—Passenger.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
Four Tracks:
Between 57th St. and Signal Station VO.
Signal Station MJ and Signal Station FH.
Mount St. Vincent and west end of division.
Tracks are numbered from the south:
No. 4, No. 2, No. 1, No. 3.
Tracks will be used as follows:
*No. 4, Eastward—Passenger.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 3, Westward—Passenger.
*Between Signal Stations MO and U.
No. 4, Eastward and Westward—Passenger.
Five Tracks:
Between 140th St. and Signal Station MO.
Between Signal Station DV and Mount St. Vincent.
Tracks are numbered from the south:
No. 6, No. 4, No. 2, No. 1, No. 3.
Tracks will be used as follows:
No. 6, Eastward—Passenger.
No. 4, Eastward—Passenger.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 3, Westward—Passenger.

221. TRAIN-ORDER SIGNALS.
The home interlocking signal will be operated and observed as a Train-order signal when necessary to handle train orders. When trains proceed with clearance card while "stop" is indicated they must run to next signal at slow speed prepared to stop. Rule 221 is modified accordingly.
Rules 1021 to 1033 inclusive do not apply.

251. MOVEMENT OF TRAINS BY BLOCK SIGNALS.
Between G. C. T. and White Plains North Station.
Sedgwick Ave. and Getty Square.
Mott Haven Jct. and Croton-on-Hudson.
If train is not in condition to make usual running time, conductor or engineman must notify signalman.
Trains will run against the current of traffic by block signals, whose indications will supersede time table superiority and take the place of train orders, as shown below. When signal cannot be cleared, this movement will be made only by train order.

Signal Station	Tracks
MO to KY.....	No. 2, No. 4.
Between KY and MX....	No. 2, No. 4, No. 1, No. 3.
MO and MJ.....	No. 2, No. 4, No. 1.
FH and DV.....	No. 2, No. 1.
CR and HM.....	No. 2, No. 4, No. 1, No. 3.

Signal Stations U and NK:
When signal cannot be cleared for westward movement on Track No. 4, train will proceed on Track No. 4 only by train order.

253. TRAINS HAVING WORK IN BLOCK.
Trains must do no work on main track ahead of trains about due or overdue without permission from Superintendent. Rule D-253 is modified accordingly.

751. TIME SIGNAL STATIONS ARE OPEN.
Signal stations are open as specified in list of Stations, Office Calls, Signals and Telephones.

801. INTERLOCKING SIGNALS.
Where a passenger train is to be diverted from a main track over crossover or switch at following locations or to a siding, the signalman must hold signal in stop position until train has stopped:

Signal Station	Track
CD.....	No. 1 to No. 3.
HM.....	No. 1. to No. 3, No. 3 to No. 1. No. 2 to No. 4.
CR.....	No. 1 to No. 3.
GD.....	No. 1 to No. 3, No. 3 to No. 1. No. 2 to No. 4, No. 4 to No. 2.
DV.....	No. 5 to No. 6. No. 5 to No. 1, No. 3 or eastwye. No. 2 or No. 4 to No. 5 or No. 6. No. 6 to No. 5.
BN.....	No. 1 to No. 3, No. 2 to No. 4.
KY.....	No. 1 to No. 3, No. 2 to No. 4.
MX.....	No. 1 to No. 3. No. 2 to No. 4, No. 4 to No. 2.
BG.....	No. 1 to No. 3, No. 3 to No. 1.
JS.....	No. 5 to No. 5 or Putnam Div.

Rule 833 does not apply.
When stopping at signal station for relief engine, engineman will leave room for relief engine to couple on without blocking track circuit.

1002. AUTOMATIC BLOCK SIGNALS.
Between 59th St. and White Plains, North Station.
Mott Haven Jct. and Croton-on-Hudson.
Sedgwick Ave. and Getty Square.

Spuyten Duyvil Rock Cut:

If track is not in condition for movement of trains at normal speed, knife switches in boxes, located every 100 feet, must be operated, or wire on either side of track broken promptly to cause automatic signals to indicate "Stop; then proceed."

1002. SWITCH INDICATORS.

Switch indicators for crossovers between main tracks indicate, for the opposite track, whether or not block is occupied or if there is a train approaching.

1267. LEAVING CARS ON SIDE TRACKS.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

1269. OBSTRUCTING PUBLIC CROSSINGS.

Croton-on-Hudson:

Crossing in Track No. 23 must not be obstructed within 5 minutes of the time trains are scheduled to arrive or leave.

1307. AIR BRAKES.

When stopping freight trains of 25 or more cars for water or coal, air brakes must be applied by engineman and engine detached unless, in the judgment of the engineman, it is unnecessary. If on a grade, hand brakes must be applied to hold train. While taking coal or water, engine brake must be held applied. Rule 1549 of the Rules for the Operation and Supervision of Air Brake, Train Air Signal and Steam Heat Equipment is modified accordingly.

Harmon and White Plains, North Station:

When changing power, engineman will leave brakes applied before engine is cut off.

Mott Haven Yard:

Conductors of storage trains backing around wye must use back-up hose equipped with whistle.

Storage trains which regularly go around wye must have hose attached before leaving G. C. T. Head brakemen of other storage trains must take hose from locomotive to rear end of train as soon as it is known train will go around wye.

1401. SPEED RESTRICTIONS.

Speed restrictions are shown in miles per hour and apply to the entire train

	Passenger, mail, express and milk trains				
	Multiple unit or electric engine	Steam engine	Freight and work trains	Engines light or with caboose	Trains with steam cranes, except as shown below
East of 57th St.	20	20	20	20	
Between 57th St. and 96th St.	35	35	35	35	35
96th St. and Mott Haven Jct.	45	45	40	45	35
Mott Haven Jct. and White Plains, North Sta.	55	60	40	45	35
Mott Haven Jct. and Glenwood	55	60	40	45	35
Glenwood and Signal Station PF	55	65	40	45	35
Signal Station PF and Croton-on-Hudson	40	40	40	40	35
Sedgwick Ave. and V. C. P. Jct.	45	45	25	35	25
V. C. P. Jct. and Getty Square	40(MU)	40	25	35	25

	G. C. T. Electric Crane No. 1		Steam Crane X 21
East of 59th St.	6		4
Between 59th St. and 110th St.	25		35
110th St. and Park Ave. Drawbridge	20		15
Park Ave. Drawbridge	10		10
Between Park Ave. Drawbridge and 140th St.	20		15
West of 140th St.	35		35

Restrictions shown above are modified as follows:

GENERAL	
Circus trains with freight equipped cars	30
Engines running backward	30
Engines running backward by night over public crossings	15
Engines, Classes B, M and U under steam or being towed	15
Engines, Classes E-1 and F-3 in passenger service	35
Engines, Classes F-12 and F-12A	35
Engines, Classes G-6 and (H-5, N. Y. C. and B. & A.) light	35
Engines, Class Q	35
Engines, Class R	45
Freight trains with pushers	25
Over track pans	45
Passenger trains with engines, Classes (H-5, N. Y. C. and B. & A.) or L	40
Passenger, mail, express and milk trains with freight equipped cars	40
Revenue freight trains with cranes moving on their own wheels	25
Trains consisting of 50 per cent or more of 55-ton capacity or greater coal cars, loaded	30
Trains with dead engines not having all side or main rods	20
Troop trains with freight cars	30
Work trains with locomotive cranes	30
LOCAL	
Lower Level loop tracks	6
54th St. to 50th St. — Tracks A, B, F and J, Eastward	12
58th St. — Track No. 2 to No. 1 or No. 3 and Track No. 1 to No. 3	15
Signal Station NK — Crossovers, except between Tracks No. 1 and No. 2	30
125th St. Station	30
132nd St. curve	25
Park Ave. Drawbridge	25
138th St. Station	35
137th St. and 140th St. inc. — Engines, Classes K-2, K-3, K-11, K-41	10
Mott Haven Jct. — Harlem tracks, except crossovers	30
Mott Haven Jct. — Track No. 3 to No. 1, Harlem	15
Signal Station KY to Signal Station MO, Tracks No. 2 and No. 4	40
Signal Station BG — Track No. 4 to No. 2	30
Signal Station JO — N. Y., N. H. & H. Track No. 1 to N. Y. C. N. 2	30
Signal Station JO — Track No. 2 to No. 4	30
Signal Station JO — Track No. 3 to N. Y., N. H. & H. R.R.	30
Signal Station JO — Track No. 1 to No. 3, east of signal station	20
Signal Station JO — Track No. 1 to No. 3, west of signal station	30
Signal Station VO — Track No. 2 to No. 4 and Track No. 3 to No. 1	30
Bridge H48, 4000 feet east of Bronxville. Engines, Classes G-4A, G-6, G-46 (H-5, N. Y. C. and B. & A.), H-6A, K, U and cars 210,000 lbs. or more	20

Bronxville, Tuckahoe, Scarsdale and Hartsdale.	To discharge mail	25
Bridge H55, 1300 feet west of Scarsdale.	Engines, Classes G-4A, G-6, G-46 (H-5, N. Y. C. and B. & A.), H-6A, K, U and cars 210,000 lbs. or more	20
White Plains	Station curve	35
White Plains, North Station	Track No. 1, reverse curve, 1000 feet east of Signal Station NW	20
	Track No. 2, curve opposite station	35
Between Signal Station MJ and Signal Station MO, Track No. 4		20
Between Signal Station MO and 140th St., Track No. 6		20
Signal Station MJ	Track No. 1 to No. 3 and Track No. 4 to No. 2	30
	Track No. 2 to No. 1	20
East of High Bridge	Tracks No. 2 and No. 4, reverse curves at I. R. T. Co. bridge	35
Signal Station BN	Track No. 3	35
Signal Station FH	Track No. 3 to No. 1 and Track No. 2 to No. 4	30
Signal Station FH and west end of Spuyten Duyvil curve, inclusive		30
Spuyten Duyvil	West wye and east wye	10
Spuyten Duyvil Drawbridge	Engines, Class (H-5, N. Y. C. and B. & A.) and K-14 with 15,000 gal. tanks	10
Signal Station DV	Track No. 4 to No. 2 and Track No. 1 to No. 3	30
Between east end Spuyten Duyvil Drawbridge and Signal Station DV, Tracks No. 1 and No. 2		30
Mount St. Vincent to Signal Station DV, Track No. 6		30
Ludlow	Track No. 6, reverse curve	10
Yonkers	Between signals 1504, 1502, 1501, 1503 and west end of island platforms	40
Signal Station GD	Crossovers	20
Signal Station HS	Crossovers	30
Signal Station OW	Crossovers, except between Tracks No. 1 and No. 2	30
Tarrytown	Track No. 4, Main St	30
Signal Station PF	Crossovers, except between Tracks No. 1 and No. 2	30
Signal Station CR. Croton River Bridge	Engines, Class K-3Q	20
	Engines, Class (H-5, N. Y. C. and B. & A.), with 15,000-gal. tank, Tracks No. 1 and No. 2	20
Signal Station HM	Track No. 4 to No. 2	30
Signal Station CD	Track No. 3 to No. 1	30
East of 57th St	Crossover, switch or slip not shown above	13
West of 57th St	Crossover, switch or slip not shown above	10
V. C. P. Jct		10
V. C. P. Jct	Curve immediately west	30
West of V. C. P. Jct., Engines, Class C-12		15
Bridge Y4, Lowerre St., Lowerre		25
Bridge Y6. School St., 1100 feet west of Park Hill		25
West of point 2000 feet west of Park Hill		15

1402. ENGINE AND CAR RESTRICTIONS.

When engines or cars are cut out because of damage or defect, they must not be moved over main track except upon authority from Superintendent.

When electric locomotives assist freight trains hauled by steam engines, the electric locomotive must be placed at least 5 cars from steam engines.

Agents and yard masters must see that steam cranes or similar machinery and open cars loaded with bridge or structural iron or similar material, are moved only in slow freight trains, and know that equipment and lading is properly inspected prior to such movement.

Cars weighing 210,000 lbs. or more must not be operated on trestles or east of 140th St.

Grand Central Terminal.

Equipment, except N. Y. C. M. U., Roger ballast, X series freight cars and steam engines with 10-foot wheel base, must not be operated as shown below:

Tracks	Between Signals
101	1135 and 1115
102	1137 and 1115
103	1138 and 1115

Electric locomotives must not be operated on Track No. 115 between Signals 1111 and 1114.

N. Y., N. H. & H. electric locomotives of the 0300 series must not be operated on Track No. 116 between Signals 1110 and 1114 and on Track No. 117 between Signals 1109 and 1114.

Mott Haven Yard.

Movements of equipment must not be made at the same time over the following routes:

From Track No. 18 Yard C under 153rd St. bridge and over crossover from Yard B lead to Yard C lead.

On Tracks No. 10 and No. 11 Yard F within 50 feet of 153rd St. bridge.

Two turnout movements or one straight and one turnout movement over two opposite slips on east and west leads at entrance to Track No. 5 Yard E.

On adjacent tracks from Yard B lead to scale track Yard C and from Yard B lead to Track No. 14 Yard B.

From Yard B lead to Track No. 5 Yard C and from Yard B lead to Track No. 19 Yard B.

V. C. P. Jct. to Getty Square, inc.

Cars 110,000 lbs. or more, except multiple unit cars, must not be operated.

ENGINES MUST NOT BE OPERATED AS SHOWN BELOW:

Locations	Classes (Class II includes B. & A.)
East of 96th St	F-40, I-10, B-55.
East of 137th St	K-2, K-3, K-11, K-41.
East of 140th St	B-10, B-11, B-56F, B-56G, G-4A, G-6, G-46, H, K-14, L, M, N, U.
140th St. and White Plains. No. Sta., inc.	H-6A double-headed, G-6, H-5 and K-14 with 15,000-gal. tank, L, NE.
Mott Haven yard. All tracks. except in freight yards.	F-2, F-12, G-6, H-5, I-10, K-2, K-3, K-11.
Melrose: Tracks Nos. 15, 29.	F-2, F-12, G-6, H-5, I-10, K-2, K-3, K-11.
Melrose: Tracks Nos. 19, 33.	F-2, F-12, G-6, H-5, I-10.
Melrose: Other tracks except. Nos. 5, 7, 9, 11.	G-6, H-5, I-10.
Port Morris Branch. East of Melrose.	F-2, F-12, G-6, H-5, I-10.
Westchester Ave. Tracks Nos. 31, 33.	K-2, K-3, K-11, R.
Port Morris. Tracks Nos. 35, 37.	All except B-2, B-10, B-55, C, D, Q.
Port Morris. Tracks Nos. 22, 27, 28, 31.	R.
Bot. Garden. Bronx Hay. and Grain Co. Track No. 12a	F-2, F-12, G-6, H-5, I-10, K-2, K-3, K-11.
Botanical Garden. Raymond. coal trestle.	G-6, H-5, K-2, K-3, K-11.
Woodlawn. Schwiers coal. trestle westerly 75 feet.	All.
Mount Vernon. West Side. Coal Co. coal trestle.	G-6, H-5, K-2, K-3, K-11.
Bronxville. Lawrence Park. Co., Track No. 5a.	G-6, H-5, K-2, K-3, K-11.
Tuckahoe. Conlin Co. Track No. 7.	F-2, F-12, G-6, H-5, I-10. K-2, K-3, K-11, R.
White Plains. Young Bros. coal trestle.	G-6, H-5, K-2, K-3, K-11.
White Plains No. Sta. Track Nos. 8, 18, 19 Yard C.	F-2, F-12, G-6, H-5, I-10.

Locations	Classes
Morris Heights. Con. Ship.. Bldg. Co. Track No. 6a.	F-2, F-12, G-6, H-5, I-10.
Morris Heights. Con. Ship.. Bldg. Co. Track No. 6d.	All.
Kings Bridge Freight Yard...	H-5, I-10.
Kings Bridge Freight Yard.. 471 ft. west end Track No. 41.	F-2, F-12, G-6.
Ludlow. Natl. Sugar Re-... finery. Tracks No. 8a, 16.	All except B-2, B-10, B-55, C, D, Q.
Yonkers. Otis Elevator.... Co. Track No. 13.	F-2, F-12, G-6, H-5, I-10, K-2, K-3, K-11, R.
Glenwood. Power House... trestle. Track No. 12.	F-2, F-12, G-6, H-5, I-10, K-2, K-3, K-11, R.
Hastings. American Brass.. Co. Track No. 14.	F-2, F-12, G-6, H-5, I-10.
Hastings. Hastings Pave-... ment Co. Track No. 16.	F-2, F-12, G-6, H-5, I-10, K-2, K-3, K-11.
Tarrytown. Chevrolet Motor. Co. Tracks No. 8, 10, 12, 14, 16, 18.	All except B-2, B-10, B-55, C, D, Q.
Ossining. Prison. Track No.. 24.	G-6, H-5, I-10, K-2, K-3, K-11.
Ossining. Ossining Chem... Co. Track No. 30.	F-2, F-12, G-6, H-5, I-10. R.
East of Signal Station PF...	L.
Sig. Sta. CR. Croton River.. Bridge. Tracks No. 1 and No. 2.	K-14 with 15,000 gal. tank. L with 15,000 gal. tank.
Harmon. Coal trestle.....	F-2, F-12, G-6, H-5, I-10, K-2, K-3, K-11.
Sedgwick Ave. and..... V. C. P. Jct., inc.	L, NE.
V. C. P. Jct. and..... Getty Square, inc.	All (including electric engines) except C-12, D-1A, D-2A single-headed, C-6A.

Electric and Steam Cranes.

No cranes except G. C. T. No. 1 and X21 will be moved on main tracks without permission from the Superintendent.

Between 59th St. and 95th St.:

Steam crane X21 must not be operated on Track No. 2.

Between 110th St. and 140th St.:

Cranes G. C. T. No. 1 or X21 may be moved under own power or may be hauled by steam or electric locomotive when 2 cars of moderate weight not heavily loaded are placed between locomotive and crane, with the following restrictions on adjacent tracks:

On drawspan and the 2 westerly approach truss spans no equipment except M. U. trains, may come abreast of or pass crane on adjacent track normally operated in the same direction as the track occupied by the crane.

Between 110th St. and easterly end of drawspan and between westerly end of westerly approach truss span and 140th St., N. Y. C. electric locomotives, classes S-1, S-2, S-3 and N. Y., N. H. & H. electric locomotives No. 071, and of the 0300 series, shall not come abreast of or pass crane on adjacent track normally operated in the same direction as the track occupied by the crane.

Cranes shall not lift any load on Park Ave. viaduct unless structure is properly braced and the Division Engineer or his representative has given authority.

G. C. T.

Cranes G. C. T. No. 1 and X21 must not lift to exceed 25 tons on tracks supported by steel structure unless Division Engineer or his representative has given authority.

Between V. C. P. Jct. and Getty Square:

Cranes G. C. T. No. 1 or X21 must not be operated.

1403. EMERGENCY OPERATION.

In event of irregularity or accident occurring to a train which endangers safety of passengers or train, notice must be given promptly to the engineman who will proceed with train, if safe to do so, to nearest station or first opening to street, if necessary to discharge passengers. In Park Ave. tunnel, exits to street are located at 59th, 72nd and 86th Sts. On the viaduct, passengers may descend to street at 110th St. If train is on descending grade, it may be possible to proceed without power to points at which passengers may be discharged.

If necessary to operate a multiple unit train from other than head car, conductor and engineman will confer, and be held jointly responsible for safe movement of train, at speed permitting full control.

1405. SPECIAL USE OF TRACKS.

Harmon:

Regular movement for traffic over loop track is from engine house to Signal Station HM. Movements in opposite direction must not be made except under flag protection.

1406. TELEPHONES.

Conductor or engineman must use telephones whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated, and name and occupation of the employes exchanged to avoid misunderstanding.

Substation telephone circuits are exclusively for the use of employes in controlling current to third rail and signal lines, and in train emergency.

1407. ELECTRIC EQUIPMENT.

Electrically propelled trains must not be operated through water when it is above the top of the running rail.

Three or more electric locomotives or electric locomotives and steam engines coupled must not be moved on main tracks except upon order of the Superintendent.

If more than 2 electric locomotives are coupled, power must be used on 2 only.

When third rail shoes are broken off, shoe fuses over broken shoes must be removed.

When overhead shoes are broken off, train or locomotive must come to a stop immediately and remove broken parts from track and train.

If emergency button of master controller on MU car is inoperative and car cannot be cut out, an employe must be assigned to ride with engineman.

West of 56th St.:

The cut-out cock in air pipe leading to overhead shoe on electric locomotives must be closed when not in use.

MILES BRONSON, Superintendent, Electric Division.

C. K. BRODHEAD, { Superintendent, Grand Central Terminal, Asst. Superintendent, Electric Division.

E. L. GOLDEN, { Asst. Superintendent, Grand Central Terminal, Train Master, Electric Division.

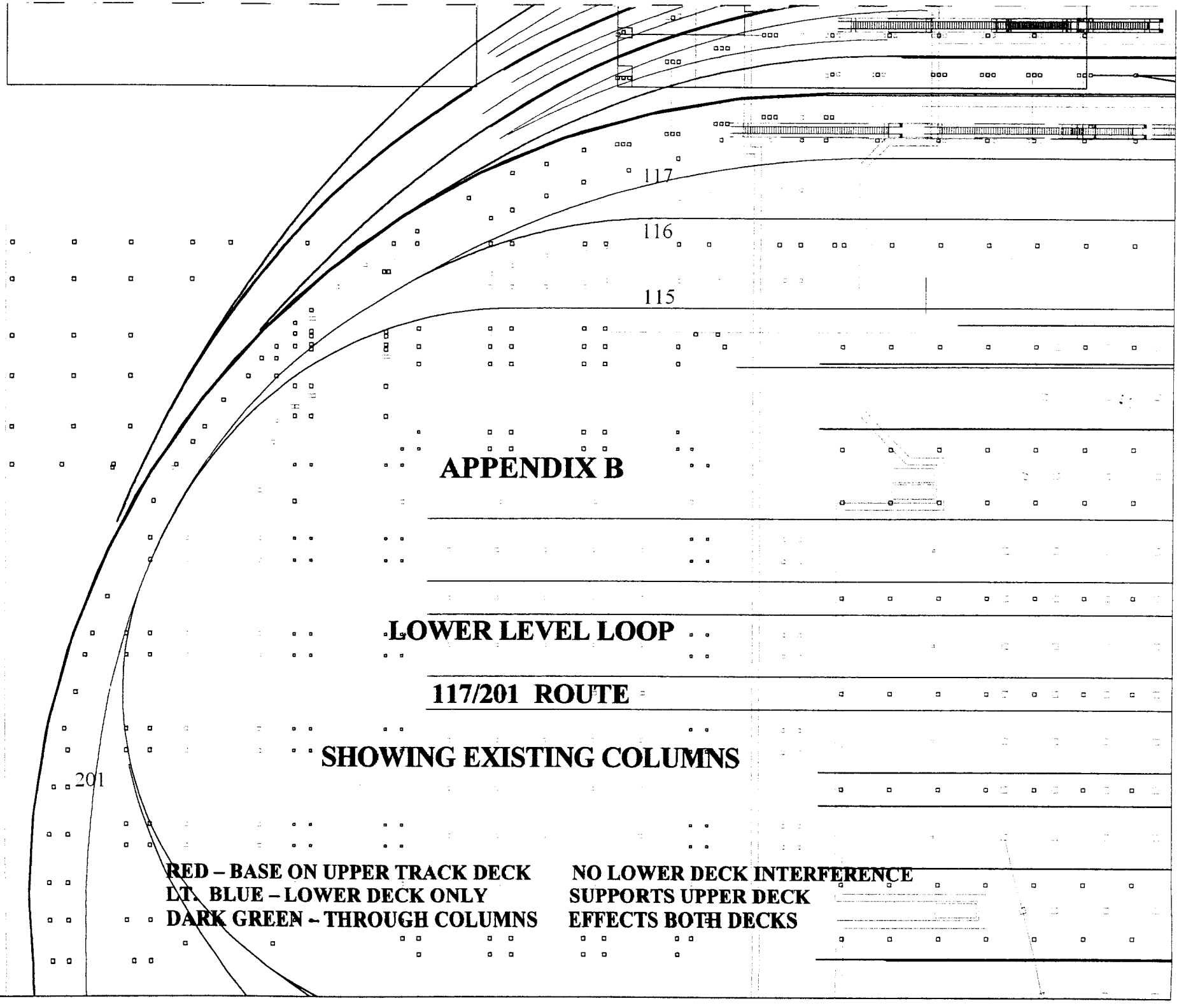
DAVID HUGHES, Train Master, Grand Central Terminal.

W. WEAVER Train Master
J. P. FLANIGAN Train Master } Electric Division.

W. T. KILFOIL
W. T. LITTLE
H. G. STEGMAN
F. N. De CAMP } Chief Train Dispatchers.

W. C. ROYER, Asst. Chief Train Dispatcher.

R. STONE
A. J. HEMPSTEAD
A. P. SWITZER
J. J. BURNS
W. TUCKER
C. P. JOHNSON
S. STECKER } Train Dispatchers.



APPENDIX B

LOWER LEVEL LOOP

117/201 ROUTE

SHOWING EXISTING COLUMNS

RED – BASE ON UPPER TRACK DECK
LT. BLUE – LOWER DECK ONLY
DARK GREEN – THROUGH COLUMNS

NO LOWER DECK INTERFERENCE
SUPPORTS UPPER DECK
EFFECTS BOTH DECKS

(LANDOW)

A

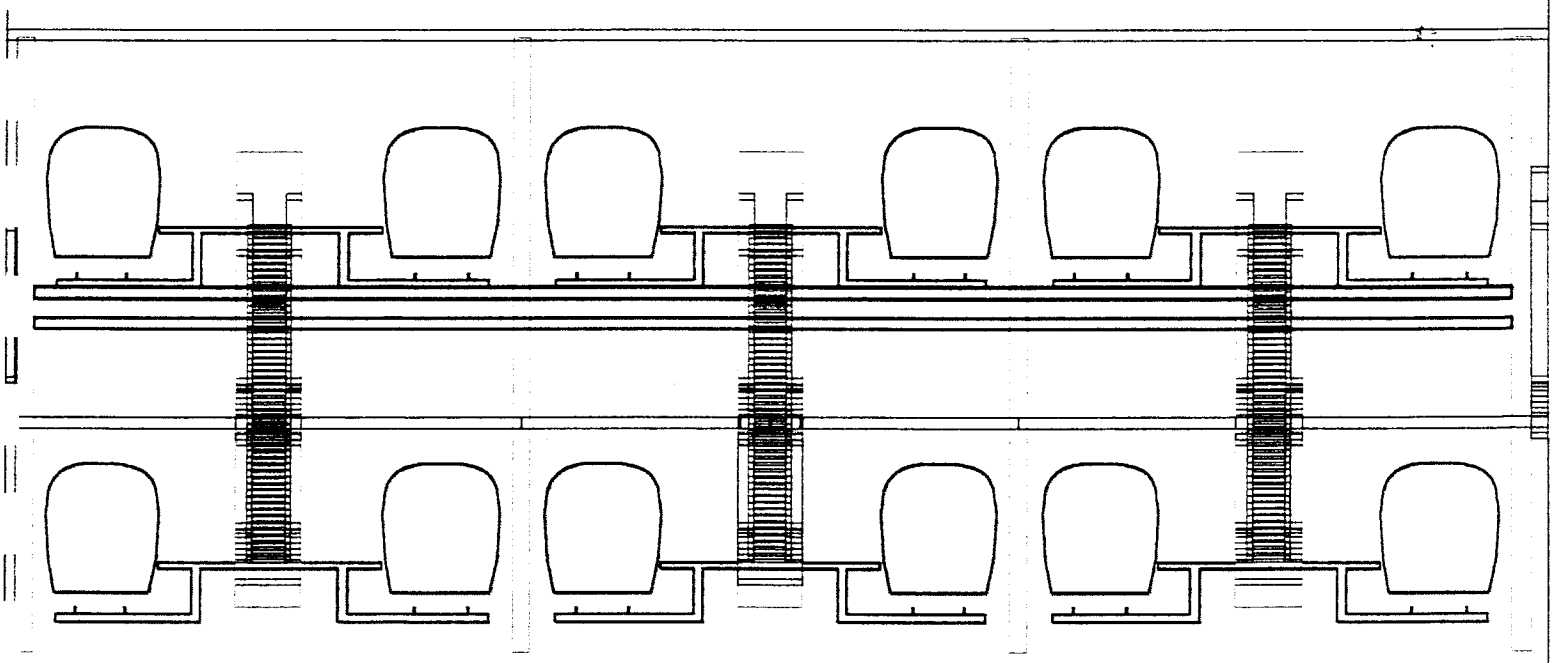
METRO NORTH RR & LONG ISLAND RR

STATION

EN ROUTE TO GCT

AT

PARK / 55



A Design Suggestion

By

H. Landow

hlandow@banet.net

December 1999

(LANDOW)

EXECUTIVE SUMMARY

- A new station is proposed serving **both** MNRR and LIRR trains.
- All trains would stop at Park and 55th, one half-mile north of GCT, before finishing their trip.
- The time saved for riders destined into the 50's is 10 minutes per one way trip.
- The station would attract 35% of the GCT market. (Page 2)
- The net value of the time saved is $123 M / year. (Page 10)
- The project cost is estimated at $800 M, annualized to $48 M / year.
- Payback would occur in 6.5 years (800 / 123).
- The net time value exceeds the cost by a factor of 2.56 (123 / 48).

- The station has 12 tracks (6 on each of two levels).
- A station concourse between the levels provides 3 acres of station space.
- No visible signs exist of the station along Park Avenue. Entrances are on the side streets.
- The station can handle 144 trains per hour on its 12 tracks with a 5 minute headway per track. (12 * 60 / 5).

- Passengers would arrive and depart closer to their true destinations.
- Excessive densities at GCT would diminish.

(LANDOW)

AUTHOR

Mr. Landow has over 4 decades of railway experience. In the NY region, he worked for PB/GH on the 1976 study of LIRR entry to GCT. His work related to both the operations plans and the required infrastructure.

In November 1999 he submitted a report to the LIRR, *"More Than You Ever Wanted To Know About The Grand Central Loop Tracks"*. It provides detailed engineering and historical evidence supporting full usage of the lower level loop tracks by the LIRR.

Following the 1976 GCT project, he developed the basic concepts for the *West Side Yard*, presenting 100 and 40 scale plans to the LIRR President. The MTA then authorized detailed studies and the project was eventually completed.

At NJT, Mr. Landow developed high-density signaling and operating plans related to the future of *Penn Station*. This required studying the operations and needs of all three users at the station.

His experience ranged from the operating department of the DL&W (1956-59) to *AVP-Planning* of the IC RR in 1969. He performed operations and economic studies for the New York Central RR as well as consulting work with Peat Marwick, Bechtel and Parsons Brinckerhoff on a wide range of projects.

Questions and comments on this proposal are welcomed and should be addressed to:

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Bayside, NY 11360-2918

(718) 224-9164
e-mail hlandow@banet.net

(LANDOW)

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(LANDOW)

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LIMIT
AVG.
LIMIT
AVG.

(LANDOW)

INTRODUCTION

Like other cities in the world, we wish to make our rail suburban services more closely linked to the urban core.

Paris and London have been in the forefront of this effort. New York has opportunities in this respect. One such opportunity is described here.

PROPOSAL

We propose to split the east midtown area into two zones. One is GCT. The other is a half-mile north of GCT on Park Avenue. GCT trains center on 45th street. We propose a new stop centered on 55th street. It is termed **Park55** in this report. The 10 block interval is one half mile, a critical break point in walking distance for a busy commuter.

The new station would be underground. At the street surface, there would be few visible signs of its presence. Access from the street would be through entrances on the side streets.

The overall objective is to minimize the commute time of the customer who has a destination in the 50's. The walk/subway time from station to office would be reduced. The service would also reduce the travel time by 4 minutes per one way trip. Hopefully, the easy access to corporate headquarters in this zone would reduce the impetus to relocate to outer suburban towns. Overall, commuting time may reduce by 20 minutes per day.

SERVICE TARGET

Both MNRR and the LIRR would be served. **All** trains going to/from GCT would stop at the new station.

The station would be 1020 feet long (about four blocks). It would stretch from 53rd to 57th streets. Underground passageways would extend the pedestrian limit to 59th street and east/west toward Madison and Lexington Avenues.

(LANDOW)

TRAFFIC VOLUMES

After expanding for long term growth (2020), the morning rush hour would involve:

MNRR Inbound	60 trains @ 900 passengers per train	=	54,000
LIRR Inbound	25 trains @ 1500 passengers per train	=	37,500
Total Inbound	85 Trains		91,500
MNRR Outbound	25 trains @ 200 passengers per train	=	5,000
LIRR Outbound	25 trains @ 200 passengers per train	=	5,000
Total Outbound	50 trains		10,000
Total In + Outbound	135 Trains		101,500

For a three-hour rush period these numbers would be doubled to 203,000.

For daily weekday, the totals would add another 50%, for a total of 304,500 per day.

TRAFFIC SPLIT

The volumes above apply to all GCT trains. However, with the new **Park55** station, the passenger volumes would be split between the two stations. The traffic split varies between the railroads due to their differing circumstances. A rough estimate of the rush hour split is as follows:

MNRR - Final Destination in Manhattan

To Lower Manhattan	25%
To Midtown - South of 48th Street	40%
To Midtown - North of 48th Street	35%

This allocates 65% to GCT and 35% to Park55. The split at 48th street reflects the shorter customer trip time with the Park55 station, thereby biasing the zone split to the south from 50th street.

(LANDOW)

LIRR – Destinations in Manhattan

The customer's **timing** preferences may compel a choice of train, quite apart from the question of terminal location. Therefore, some *lower* Manhattan bound commuters may opt for GCT. In addition, some riders destined for points north of 40th street may prefer PSNY.

Penn Station

Penn Station (PSNY) would continue in service, although with somewhat shorter trains. A split (after Park55 is built) may be:

PSNY-- To Lower Manhattan	30%
PSNY -- To Midtown - South of 40th Street	50%
PSNY -- To Midtown - North of 40th Street	20%

GCT and Park55

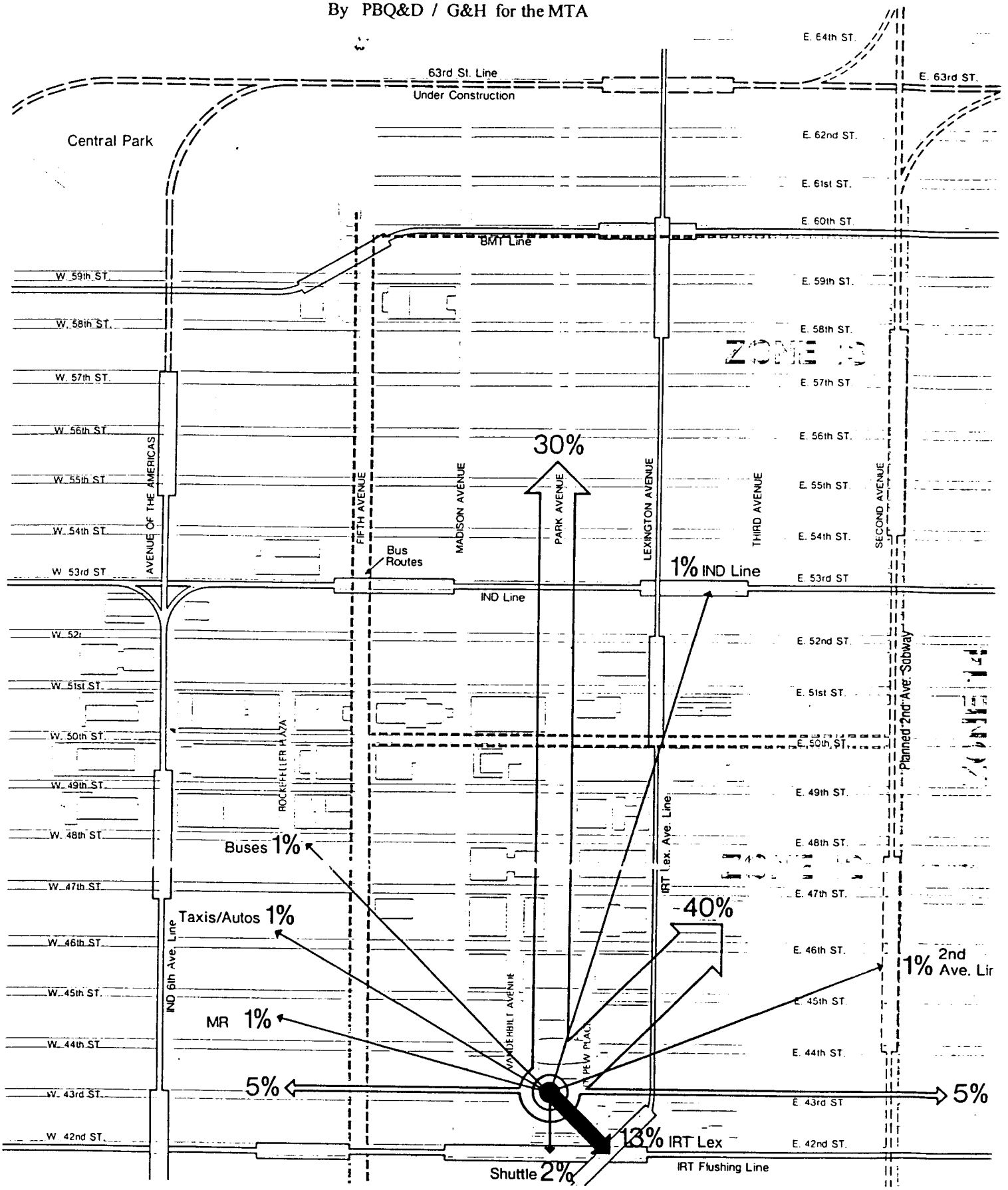
For The GCT and Park55 stations, we estimate a split as follows:

GCT - IRT	15%
GCT - To Midtown- South of 48th Street	45%
Park55- To Midtown - North of 48th Street	35%
Other	5%

This allocates 60% to GCT and 35% to Park55. These estimates are slight variations on the PB/GH 1976 study of GCT. A copy of that estimate follows. The 5% to points west of 5th and 5% east of 2nd are split between GCT and Park55. In the 24 years since the report, more development has occurred in the 50's than the 40's. Therefore, we can expect to shift the 50's estimate upward. In addition, the concept of a station at 55th pulls the Zone12/13 split from 50th to 48th. The shorter trip time at 55th favors its use for mid zone destinations.

(LANDOW)

Source: Grand Central Alternative
Long Island Rail Road East Midtown Terminal
October 15, 1976
By PBQ&D / G&H for the MTA



6.1 LIRR Passenger Distribution

(LANDOW)

PEDESTRIAN MOVEMENT

The impact of the new station is **very significant.** At GCT, the LIRR station area needs diminish. While the train volume at GCT is not effected, the pedestrian flows at GCT are reduced by 35%.

This largely eliminates concerns about overcrowding at GCT after LIRR entry. It disperses the crowds more efficiently over the full street grid of Midtown.

The reduction in pedestrian density will be visible both within GCT and on the street grid. The only increase in street pedestrian density will be the flows from the Park55 station in the 50's. By Manhattan standards, this area has only moderate density. Much of this is GCT related and will be redirected to a more east - west axis. The multiple entry points (53rd – 59th) will disperse the volume instead of concentrating it.

Subway crowding will diminish as well. Fewer short haul subway trips will occur between the 40's and 50's. More walking to final destination will occur as more destinations are viewed as "walk-able".

TRAIN HANDLING CAPACITY

No discussion of a station in this location would make sense if it had no capacity to handle the large volume of trains involved. All platforms are designed for 12 car trains.

MNRR has a 4-track system under Park Avenue. The LIRR approach from the East River complex has two more tracks. Therefore, 6 lines of flow exist to the new station. The traffic density in trains per hour (TPH) is 20-30 on each line. At 24 TPH per track, this yields 144 trains per hour. We propose to handle the volume on 12 station tracks, averaging 12 TPH on each track. This offers a 5-minute headway in the peak period per platform track.

In effect, each line of flow (6) has two platform tracks. A train can stop and dwell while the following train is approaching an adjacent but empty platform track. This ensures that a "following" train will find platform space and favorable approach signals. No delays will result from any limits on station size or track availability. The MNRR is assigned 8 tracks and the LIRR 4 tracks. This is in proportion to the approach trackage ratio.

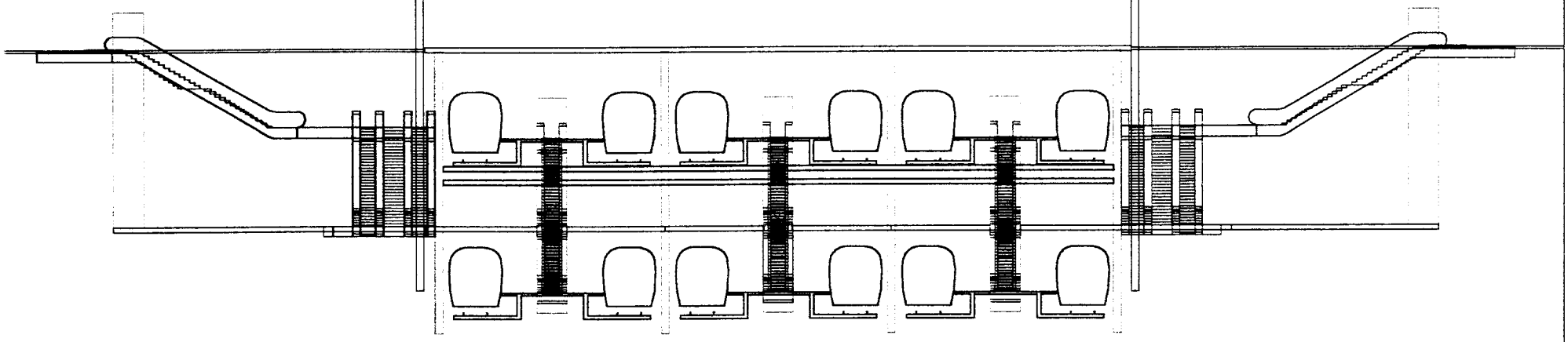
The station design will allow the trains to load passengers from Park55 within 2 minutes. This is well within the design criteria. A more detailed discussion of this will be found under "Loading Process" below.

(LANDOW)

PARK 55

CROSS SECTION

INCLUDING VERTICAL CIRCULATION



(LANDOW)

All platforms are column free. Elevators from street to concourse are shown together with stair/escalator elements.

SITE DIMENSIONS

The Park Avenue site is unusual among the Avenues in its width. At 140 feet, it is the widest in the city. This dates from the mid 19th century and heavy rail use.

The 140' distance is measured from building line to building line. This space limitation requires that the station split its 12 tracks among two levels. Each level has three island platforms. (See cover) The spacing details are in a separate section below. The proposed platforms are 20 feet wide.

Each of the three platforms is in a separate construction bay. On the outer periphery are columns adjacent to the existing building line. On the interior of the system, there are two other column lines. These divide the area into three parallel segments.

At the moment, the area is filled by 10 MNRR tracks in the "U" Tower zone. This is replaced this six tracks and three platforms. The cross section of the station follows.

STATION DESIGN

The concourse is placed between an upper and lower track level. Circulation to all platforms is from the concourse. Street access comes directly to the concourse.

The station pedestrian concourse has 130,000 square feet of space. This huge three-acre space has generous room for the crowds expected. It is partially occupied by shafts for vertical circulation, ticket offices, service facilities, and commercial space. The commercial space should be very valuable as 107,000 persons should pass by twice a day. Placed along the outer walls of the concourse, about 17,000 square feet should be available for retail services.

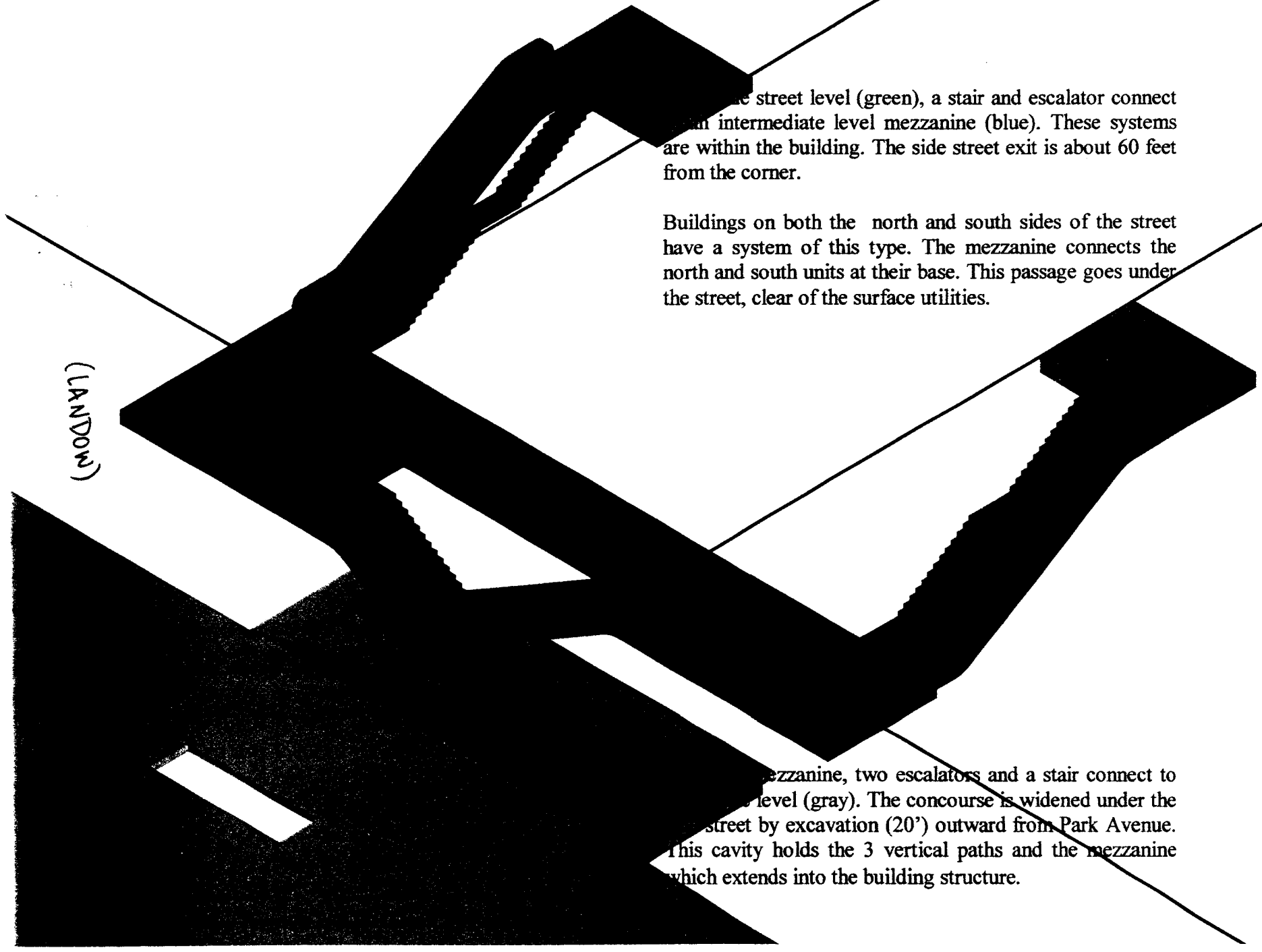
VERTICAL CIRCULATION

Platform Access
Vertical circulation to each platform is by 5 stairways, 5 escalators and one elevator. There is approximately one vertical line of flow for each car in the train.

Street Access
The concourse, in turn, has access to the street via a network of stairs and escalators at each cross street. This is replicated on each side of Park Avenue. For five cross streets (53-57), we have 10 exit systems. Each of these, in turn, has 3 units (2 escalators and a stair) from the concourse. At a mid-level to the street, this triple flow splits into 2 escalators and 2 stairs. Of these 4 units, two connect to the north side and two to the south side of the street.

(LANDOW)

TYPICAL STREET ACCESS SYSTEM



street level (green), a stair and escalator connect intermediate level mezzanine (blue). These systems are within the building. The side street exit is about 60 feet from the corner.

Buildings on both the north and south sides of the street have a system of this type. The mezzanine connects the north and south units at their base. This passage goes under the street, clear of the surface utilities.

ezzanine, two escalators and a stair connect to level (gray). The concourse is widened under the street by excavation (20') outward from Park Avenue. This cavity holds the 3 vertical paths and the mezzanine which extends into the building structure.

(LANDOW)

PURCHASE OF SPACE

The sidewalks are too narrow on the side streets to create entrance kiosks. The entry system must be *within the building* and have exit doors to the sidewalk.

Space within a building has commercial value. The MTA must purchase its space as part of the capital budget for the project. Income from the retail stores on the concourse will help offset the cost of space used at the street.

The vertical flow system has a mezzanine below street level. This projects to the inside of the building at a basement level. A 15' penetration is all that is needed. The customer then enters a stair/escalator that parallels the side street and rises to street level. This takes up about 30' of space at street level. This forms an area of 450 sq.ft. in the prime retail area of the main floor.

The exact design would vary in accordance with each buildings unique characteristics. The owner may benefit by advertising direct lobby access without going outside. In this case, a door into the lobby can be provided. Alternatively, if the owner prefers to isolate his building from the station passenger flow, only a street exit door will be provided.

ADA ACCESS

Two ADA entrances are planned for the station. They are at 56th street on the opposite sides of Park Avenue. This avoids the need to cross Park Avenue.

Elevators are provided between the concourse and street level. Once on the concourse, other elevators provide a linkage to the 6 platforms and 12 tracks. Advance posting of track assignments will enable users to position themselves to the correct platform elevator in time for the train's arrival.

EMERGENCY EGRESS

Platform Clearing
If two fully loaded trains were in the station simultaneously (3000 passengers), the 10 lines of escape would clear the platform within 4 minutes.

Concourse Clearing
There are 10 exit systems to the street. Each has 3 lines of flow. These 30 exit lines are supplemented by routes to the platforms. These too can act as an emergency refuge. These are 60 such exits (6 platforms at 10 each).

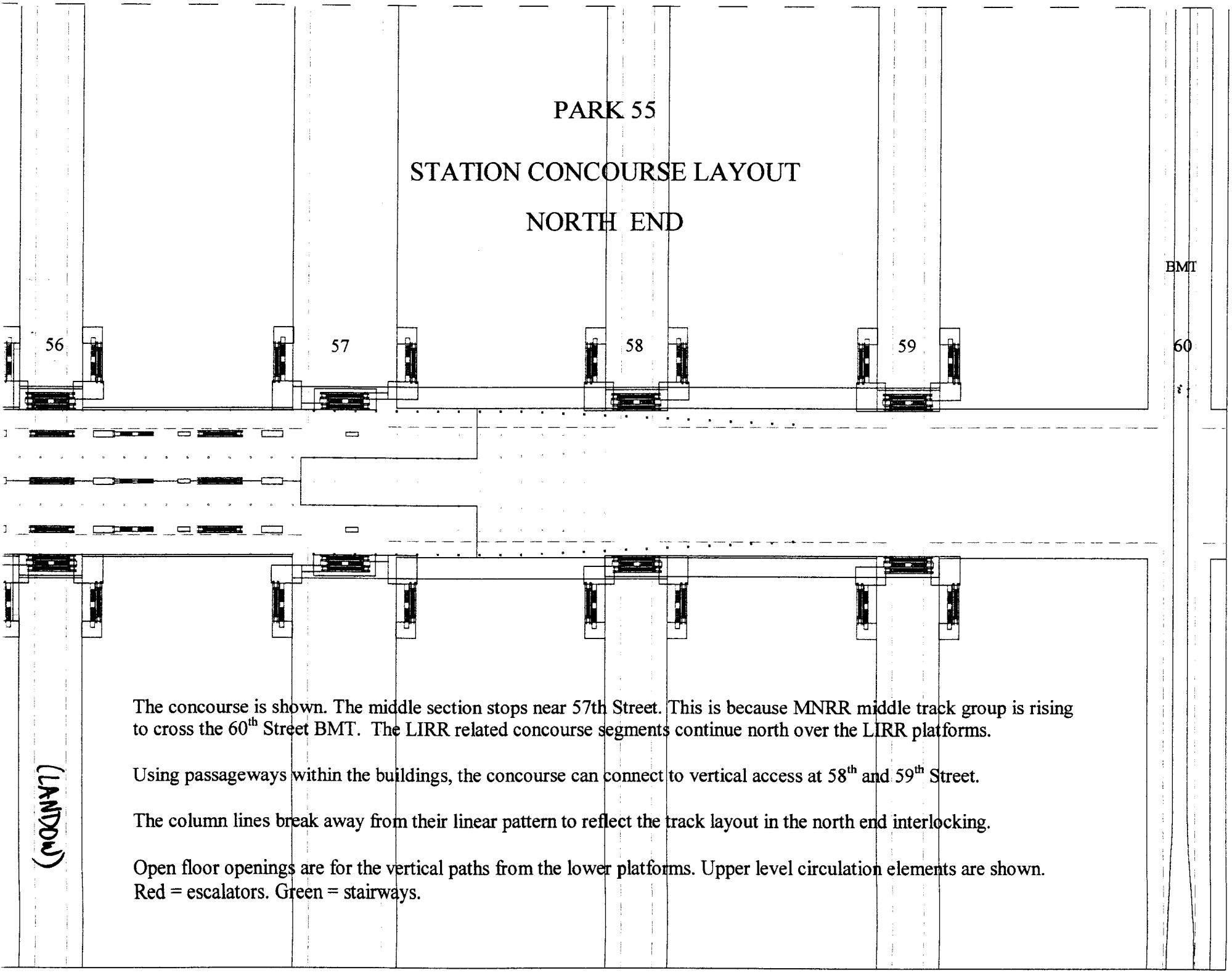
In all cases, the concourse can be cleared rapidly and safely despite its large size. The 90 lines of flow provide extraordinary egress capability.

(LANDOW)

PARK 55

STATION CONCOURSE LAYOUT

NORTH END



The concourse is shown. The middle section stops near 57th Street. This is because MNRR middle track group is rising to cross the 60th Street BMT. The LIRR related concourse segments continue north over the LIRR platforms.

Using passageways within the buildings, the concourse can connect to vertical access at 58th and 59th Street.

The column lines break away from their linear pattern to reflect the track layout in the north end interlocking.

Open floor openings are for the vertical paths from the lower platforms. Upper level circulation elements are shown.
Red = escalators. Green = stairways.

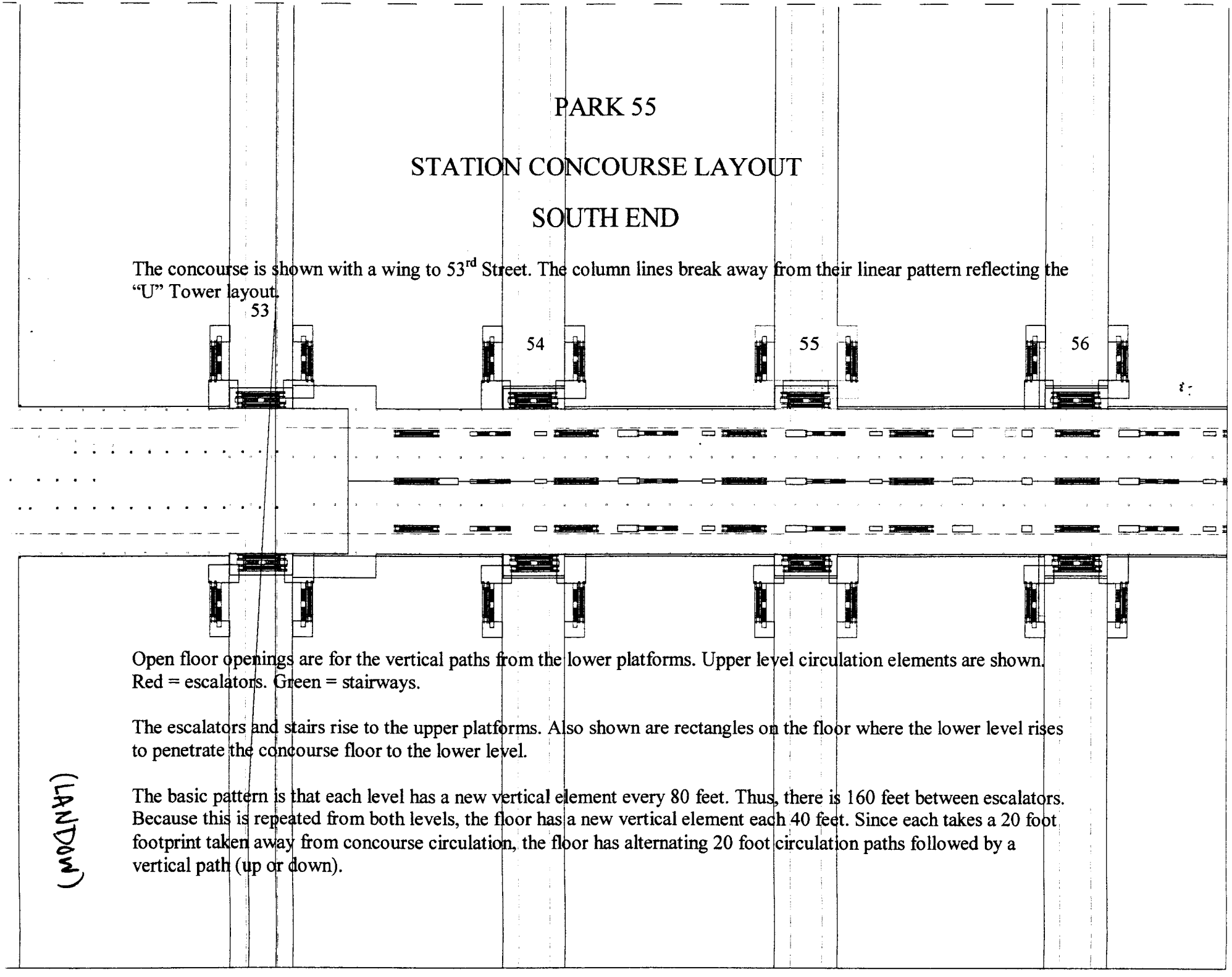
(LANDOW)

PARK 55

STATION CONCOURSE LAYOUT

SOUTH END

The concourse is shown with a wing to 53rd Street. The column lines break away from their linear pattern reflecting the "U" Tower layout.



Open floor openings are for the vertical paths from the lower platforms. Upper level circulation elements are shown. Red = escalators. Green = stairways.

The escalators and stairs rise to the upper platforms. Also shown are rectangles on the floor where the lower level rises to penetrate the concourse floor to the lower level.

The basic pattern is that each level has a new vertical element every 80 feet. Thus, there is 160 feet between escalators. Because this is repeated from both levels, the floor has a new vertical element each 40 feet. Since each takes a 20 foot footprint taken away from concourse circulation, the floor has alternating 20 foot circulation paths followed by a vertical path (up or down).

(LANDOW)

LOWER LEVEL PLATFORMS

The center platform is for MNRR use. It is positioned to the south in comparison with the platforms. This is due to the need for a grade on the north end to cross the BMT.

The outer two platforms are for the LIRR. Each connects to a 63rd street tunnel track.

All three platforms have 10 lines of egress. In addition, an elevator links the concourse and platform near 55th street. Platform length is set for 12 car trains.

UPPER LEVEL PLATFORMS

These platforms are all for MNRR use. Platform length is set for 12 car trains.

All three platforms have 10 lines of egress. These are 5 escalators and 5 stairways. In addition, an elevator links the concourse and platform near 55th street.

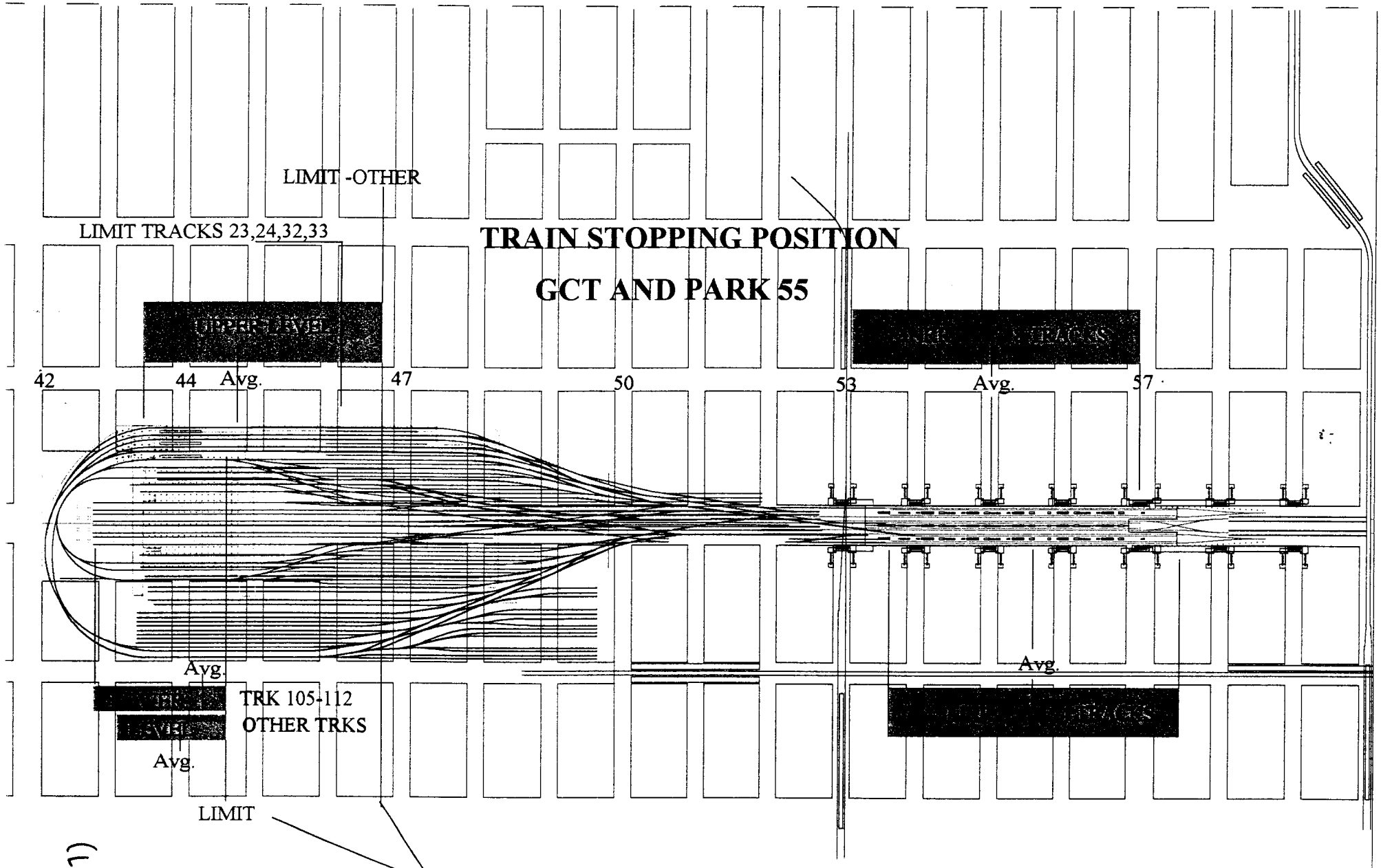
UNLOADING PROCESS

Trains arriving from the suburban regions unload in a "surge". That is, as fast as they can de-board, they do so. Using the M-1 class as a model, we note that a full car can unload 80% of its passengers in 60 seconds. The entire car can be empty in two minutes. This lag for the last 20% reflects the fact that some customers know that they are going to queue up on the platform for a while. They ask, "what's the rush".

At Park55, 35% of the riders will get off. The balance remain to GCT. By allowing 2 minutes for the surge unload, we are allowing plenty of time for some customers to maneuver past others. Of 125 persons per car, 44 will get off. At two doors per car, this will average only 22 per door. This will often be done in less than one minute. With a five-minute average headway, it is clear that no delay will accrue from the unloading.

Access to the concourse will be by 10 paths. They stretch out over the 1020-foot platforms and offer almost one path per rail car. Unlike most stations in the world, the vertical flow will not create a queue of any note. At 60 passengers per minute (PPM) the egress of the 600 passengers would take 60 seconds. This is faster than the unload of the rail car itself.

(LANDOW)


LIMIT -OTHER
LIMIT TRACKS 23,24,32,33
TRAIN STOPPING POSITION
GCT AND PARK 55
42
44
Avg.
47
50
53
Avg.
57
Avg.
Avg.
TRK 105-112
OTHER TRKS
Avg.
LIMIT
LIMIT - NORTH END ACCESS - ENTRY ON PLATFORM
AVG. - AVERAGE CENTER OF TRAIN POSITION

(LANDOW)

LOADING PROCESS

For planning purposes, we will assume a design for 40% of the trainload, not 35%.

The opposite of a surge load, is the "trickle" load. This occurs when the train has sufficient time at origin to "just sit there" and wait. GCT is famous for this insofar as a huge track network exists to accommodate it.

At Park55, only 12 tracks exist in the midst of a major flow. We must board up to 40% of the customers and yet operate a 5-minute average headway per track.

In the evening rush period, the customers arrive several minutes in advance of their train time. This allows for unforeseen delays and ensures a departure as planned. However, to arrive "too early" is seen as a waste of valuable time. Thus, the pre-departure curve of persons arriving before train time starts to develop 10-15 minutes before that time.

For the LIRR, 600 customers must accumulate (40% of 1500). The large waiting area of the 3-acre concourse holds these persons without undue crowding. A train is not announced for a track until **after** the prior train has departed. Despite good platform size, waiting on the platform is discouraged.

The 600 customers can get to the platform over 10 lines of flow. This should take about 1 minute, less than the train replacement time. They start to move to the platform when the prior trains starts to pull out. They will all be on the platform by the time their train has arrived.

With 12 cars and 24 doors, the 600 passengers will average 25 persons per door. This is obviously not a problem. Even with other passengers already on board, it should take about 90 seconds to load and be ready to move out.

Thus, the arrival of passengers from the street grid to the concourse is a "trickle" load. The movement to the platform and onto the train is a "surge" load. Train dwell is minimal (2 minute max).

(LANDOW)

GCT - NORTH END ACCESS

The MNRR recently opened the North End Access (NEA) corridor system. It extends street access points as far north as to 47th/Madison and 48th/Park. It is a beautiful and useful addition to GCT.

The question arises as to whether this corridor system replaces the need for the Park55 station. Our view is in the negative. The new corridors correct the "reverse" walk penalty for a northbound customer. Nevertheless, his walk still begins at the train stopping location. Also, if a passenger's car is north of the NEA entry point, a "reverse walk" is still required.

GCT: The trains stopping location at GCT varies by train length and track location. Street position is given in decimal notation. For example, a location 20% north of 44th toward 45th will be noted as 44.2

Upper Level: The south end is at 43.5. Maximum train length is 3.9 blocks at 12 cars. Average train length is 8 cars (2.6 blocks) which centers at 44.8.The NEA entry point is at 46.8. Four of the 29 tracks enter at 46.1.

Lower Level: The lower level trains center close to 44th street. The NEA entry point to the 45th street cross-passage is located at 44.7. The south end of these trains is near 43rd (42.9-43.1).

Park55: At the Park55 station, the platforms extend:

Upper Level	MNRR	53.0 – 56.9	Av. 55.0	N 28+30 to N 38+50
Lower Level	MNRR	53.1 – 57.0	Av. 55.1	N 28+70 to N 38+90
	LIRR	53.6 – 57.5	Av. 55.6	N 30+00 to N 40+20

The center of the system is at 55.3. For the LIRR 12 car trains expected, the center is at 55.6. For the MNRR, the train center would be at 55.1 The composite of these figures suggests a mid-value at 55.3.

Result:

In sum, there is a half-mile (10 blocks) between the train centers at GCT and Park55.

The customer will see Park55 as a shorter train journey (trip time) than GCT. It will save 4 minutes per trip. In addition, the walking time to the building destination will be shorter. At 6 minutes saved, this is 10 minutes each way, or 20 minutes per day. This saving is the value basis of the project.

(LANDOW)

VALUE OF TIME SAVINGS

The one way ridership was estimated on page 2. The data can be converted to an annual basis and translated into dollar values. This must be done for any major project to test its economic worth.

1. One way, daily ridership, page 2	304,500
2. Mon-Friday #1 * 5	1,522,500
3. Weekend day @ 15% of weekday	45,675
4. Weekend #3 * 2	91,350
5. Total Per Week #2 + #4	1,613,850
6. Total Per Year, Trips #5 * 52	83,920,200
7. Ridership to Park55 @35% * #6	29,372,070
8. Hours saved at 20 min #7 * 1/3hr	9,790,690 hrs.
9. Ridership to GCT @ 65% * #6	54,548,130
10. Hours lost from P55 delay, 4 min #9 * 1/15hr	3,636,542 hrs.
11. Net Hours Saved/Yr. #8 - #10	6,154,148 hrs/year
12. Time Value @$20/Hr * # 11	123,082,960 $/year
13. Payback @Project cost $800M / #12	6.5 years
14. Project cost/year * CRF 6%, 50 years	48,000,000 $/year
15. Ratio Value / Cost/year #12 / #14	2.56
16. Ticket Price Increase to cover costs/year #14 / #6	$.572 round trip
17 Ticket Price Increase per one way #16 / 2	$.286 each way
18 Ticket Price Increase per monthly ticket #14 / #6 * 20	$11.44 per month
19 Percent Increase re Average Monthly @150/mo #18 / $150 * 100	7.63%

(LANDOW)

COMPATIBILITY WITH OTHER PROJECTS

ESA

There are now several planning versions of the ESA project. These include:

1. STV 1993 Report Madison Ave Yards, Tracks 7-16
   Involves Partial Use of the loop

2. Deep rock chamber

3. Full use of the loop tracks,
   Involves six through tracks 7-12
   Entry on "J", exit on "A" slot
   Saves 5700 ft of tunnels

The last item is a recent suggestion submitted to the LIRR in November 1999. It is fully and totally compatible with the Park55 concept.

While Park55 can be modified to some extent, there are some basic limits. For example, it is not compatible with item #1 above. This is because #1 has a two level approach track system in the 50's. This is required because of the failure to use the loop for all trains. This causes some trains to come east against the westbound flow. The numerous route conflicts are resolved with a flyover. The Park55 uses the same space for the station itself.

The Deep rock concept is a stub end concept. This will cause similar problems in the approach. This will use the same space, making it impossible to stop a train in the 50's.

In conclusion, full use of the loop reserves room for the Park55 station.

ARC

Numerous ARC proposals are under study. Most involve a tunnel network between GCT and Penn Station.

Through operations at GCT are inherently compatible with the Park55 concept.

If NJT comes to GCT, turns and returns to Penn, it will fail to take passengers into the 50's. Given the passenger interest in this market, this would be a major failure.

CONCLUSION

Park55 is fully compatible with both loop and through plans. It is not compatible with plans that use the same space (53 –57th) for other functions.

(LANDOW)

EAST / WEST ALIGNMENT WITHIN THE PARK55 STATION

GENERAL

In order to lay out a preliminary plan, it was necessary to make certain assumptions as to the space allocation within the project area.

COLUMNS

There are 3 bays within the station. Four lines of columns on a north/south axis define these. The columns are assumed to be 20' apart. An excavation of 30' below the existing grade is needed. This is 233,000 cubic yards of rock in the project area.

All columns are positioned on the East line of the GCT grid as follows:

1. West side of Park Ave	E 4+82.75
2. Between west and center bay	E 5+27.5
3. Between center and east bay	E 5+72.5
4. East side of Park Avenue	E 6+17.25

The west side building line is at E 4+80. The inner face of the wall is at E 4+83.5. The east side building line is at E 6+20. The inner face of the wall is at E 6+16.5.

The wall must be supported as the area is excavated for the station and lower level tracks. Latter studies will determine the final width of the lower level. If the space is narrowed, it will narrow the platforms a bit from their intended 20-foot width.

Column width was assumed to be 18" at the wall, effectively placing the inner edge at the existing wall face. In the middle of the station (items 2,3 above) the column width was assumed to be 2'. Clearances between the column face and the vehicles were set at 1 foot.

TRACK CENTERS

The six tracks on each level have centers as follows:

1. E 4+89.75
2. E 5+20.25

3. E 5+34.75
4. E 5+65.25

5. E 5+79.75
6. E 6+10.25

Car width is assumed as 10'6" above the platform. Width at platform height is assumed to be 10'.

(LANDOW)

PLATFORM ALIGNMENT

Platform lines on the west, center and east side of the platform are:

	West	Center	East
1. West Platform	E 4+95	E 5+05	E 5+15
2. Center Platform	E 5+40	**E 5+50**	E 5+60
	5+50 = Park Ave centerline		
3. East Platform	E 5+85	E 5+95	E 6+05

ELEVATIONS WITHIN THE STATION

The street level changes as one moves north/south. The elevation is 46.8' at 55th street. To simplify the discussion, we will focus on the elevations at this cross street. Rail elevations are defined at the top of rail.

The upper level trackage is essentially on the same elevation as the "U" Tower trackage. It is at Elev. 25.8 at 55th street. Both the street and upper level track are on subtle gradients.

The station ceiling (interior finish) is set 5' below the upper level track. (20.8)

The station interior height is 8'. While not generous, it may suffice in this tightly packed context. Therefore, the floor is at 12.8. Only 1 foot is allowed for the floor structure. This places the upper clearance line for the lower deck trains at 11.8.

The criteria used for rail vertical clearance was 16'. This places the lower track at –4.2. The platform at 4' height is at elevation –0.2.

The 16' clearance is to the GCT standard as constructed. It allows for catenary if needed and bilevel cars on Metro North. The LIRR fleet cannot use such clearances into GCT because of the limited vertical clearance in the East River Tunnel.

(LANDOW)

GENERAL ROUTE PROFILE

The upper level track profile matches the current track. This creates a saucer shaped profile with the low spot near 55th street. A detail of the entire profile is available from the author. It uses a 50 scale horizontal and 10 scale vertical axis.

The lower track level is more complex than the upper level. The MNRR and LIRR are on a different profile. The two LIRR tracks are on a 1% grade. This is the same grade used by MNRR in the arrival station of GCT (tracks 38-42). The use of this grade helps the LIRR to descend to the East River (elev.-95.07 at Sta.77+19) while not placing the station itself on a 2% grade. The average to the East River would be 1.95% without the 1% grade segment proposed. The result is a final grade to the East river of 2.246%.

The LIRR rail elevation is –1.5 at Sta. N 30+00. It moves down to the North on the 1% grade. At Sta. N 40+00 the elevation is –11.5. However, the later point is a PVI on a vertical curve leading into the final 2.2% grade.

The MNRR platform parallels the upper level track, maintaining the internal clearances described earlier regarding overall heights, station clearances etc. At station N 38+63, elevation –2.85, the profile changes. This point is a PVI for the vertical curve needed to lift the track to the north and over the BMT subway at 60th street. A 3% grade is used for this purpose.

The concourse floor follows the profile required by the MNRR. This increases the escalator/stair depth from the concourse floor to the LIRR platforms that continue to descend to the north. At Sta. N 38+50 at 7-foot elevation differential has developed.

The design can be modified in terms of which platforms on the lower level serve which railroads. Depending on the matching plan for GCT services, the LIRR could be on the two west or two east platforms instead of the side platforms. However, this is an issue that should be decided early in the planning process, as it effects the tunnel alignments and other fundamental issues.

(LANDOW)

INTERLOCKING CONNECTIONS

North End

Exhibits follow which illustrate the north end approach track arrangements. MNRR numbering of the main tracks are used here. The sequence is 4,2,1,3 from west to east. The new tracks in the station are:

Lower Level A-D
Upper Level 11,22,33,44,55,66

The first exhibit describes a shift from the MNRR 4-track main line to six tracks. This occurs between 63rd and 61st. The two extra tracks (C&D) are destined for the lower level at the station. The turnouts are drawn as #15. An upgrade to #20 would probably be advisable.

South of the BMT at 60th, tracks C&D descend a 3% grade into the station. The second exhibit shows the lower level. A #8 crossover is shown between C&D. This allows either track to reach any of the mains 4,2,1,3.

The LIRR approach is very simple. The inbound track splits to form tracks A&B. The LIRR north approach is designed for 30 MPH. Radius values are 1720'. Tracks E&F are for outbound LIRR trains. The geometry is symmetrical to A&B.

The third exhibit shows the upper level approach. Curve radii are set at 500'. The interlocking is compressed between the platforms and the need to clear the C&D tracks rising from the lower level. The operational flexibility sought is obtained by using some equilateral and lap turnouts. Each main (4,2,1,3) can reach any of 3 platform tracks. This is detailed on the exhibit.

South End

On the upper level one must connect the Park55 tracks 11-66 to the existing layout. There are 6 ladders now in position on the upper level. (C,D,E G,H,I). The old ladders to the lower level (A,B,F,J) are replaced. Thus, any of 10 slots could be used.

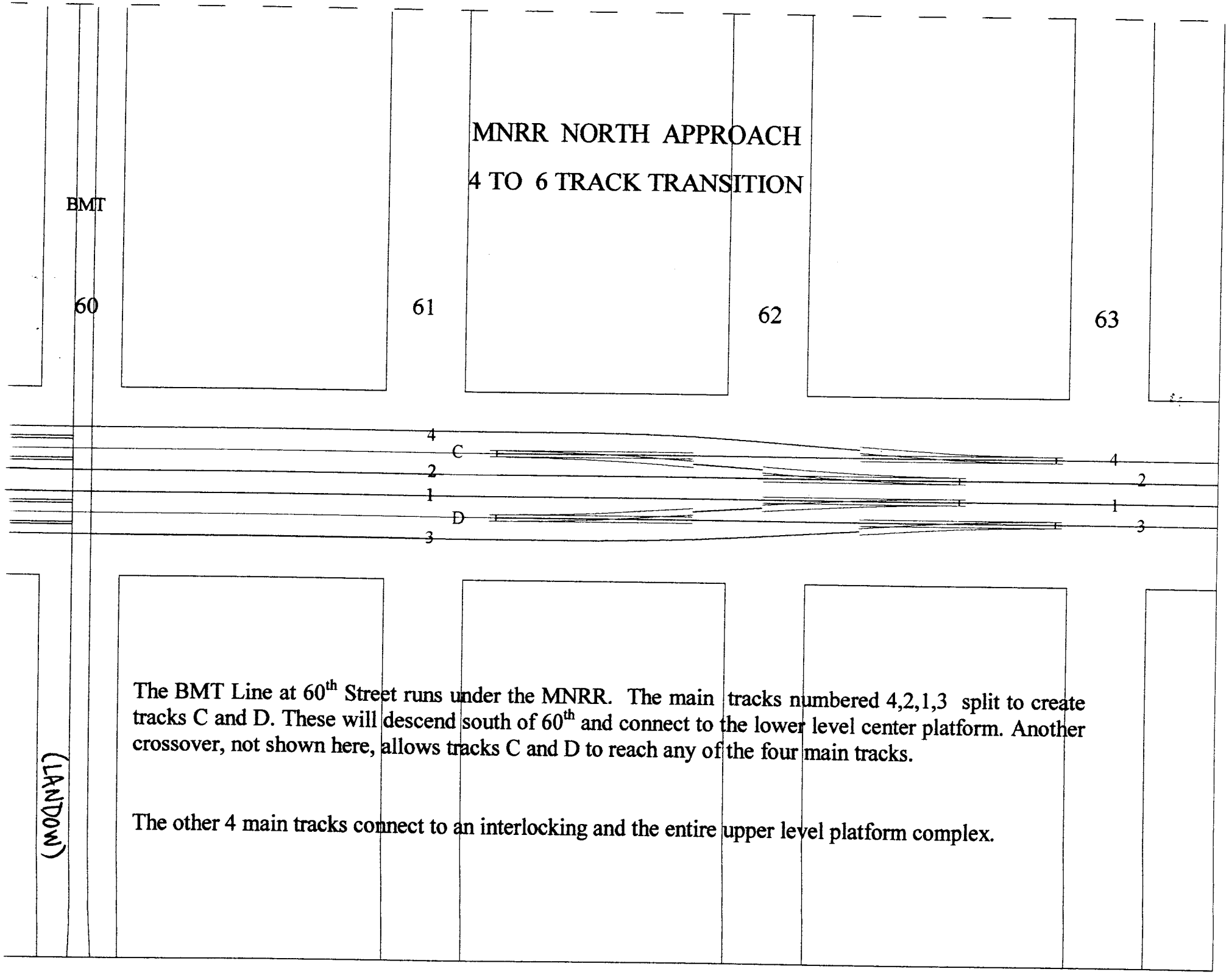
The lower level Park55 tracks (A-D) also have numerous connection options. They are complicated by the various column lines now in place.

The connection options are too numerous to discuss here. Studies of the situation indicate, however, that the connections are very readily made.

(LANDOW)

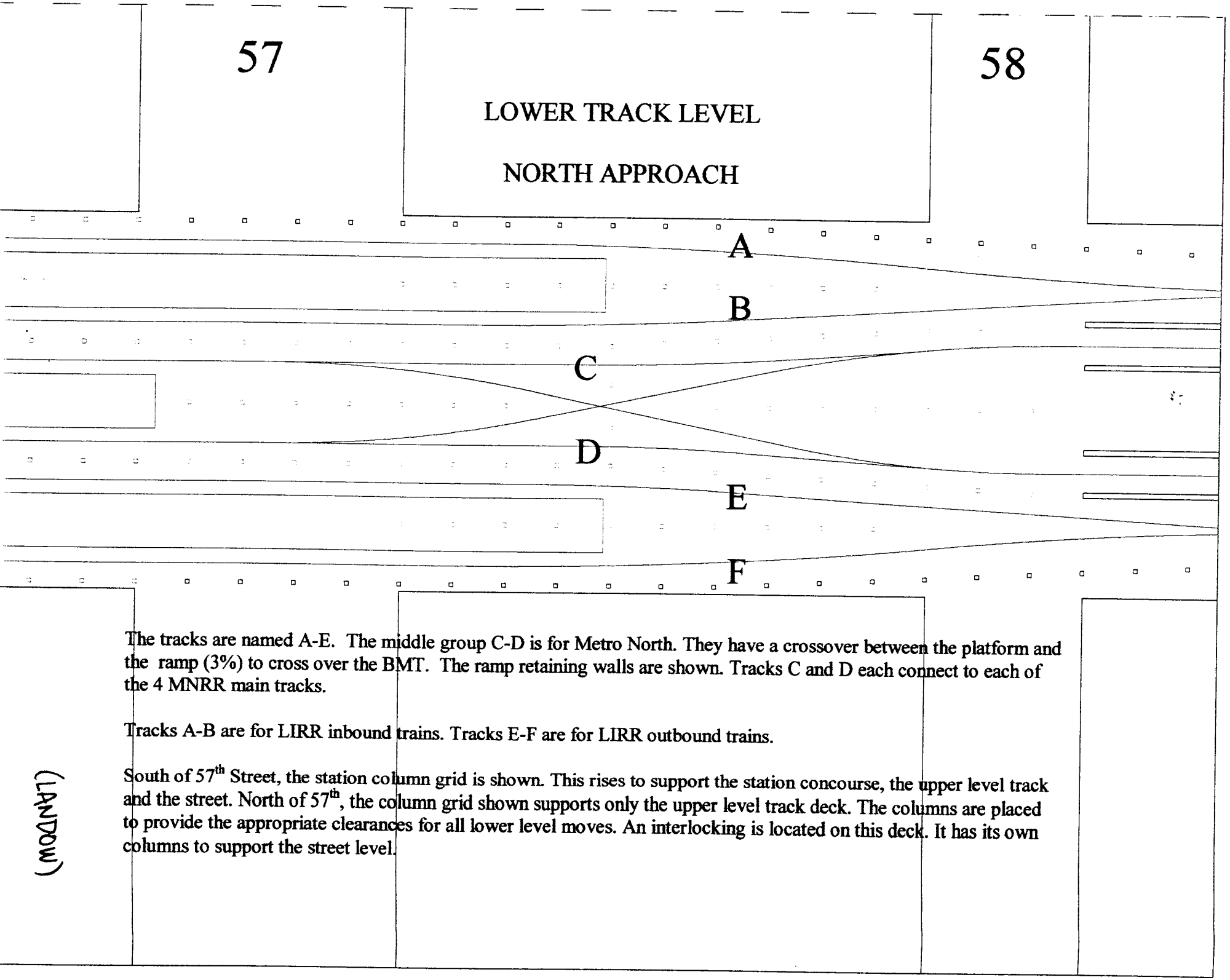
MNRR NORTH APPROACH

4 TO 6 TRACK TRANSITION



The BMT Line at 60th Street runs under the MNRR. The main tracks numbered 4,2,1,3 split to create tracks C and D. These will descend south of 60th and connect to the lower level center platform. Another crossover, not shown here, allows tracks C and D to reach any of the four main tracks.

The other 4 main tracks connect to an interlocking and the entire upper level platform complex.

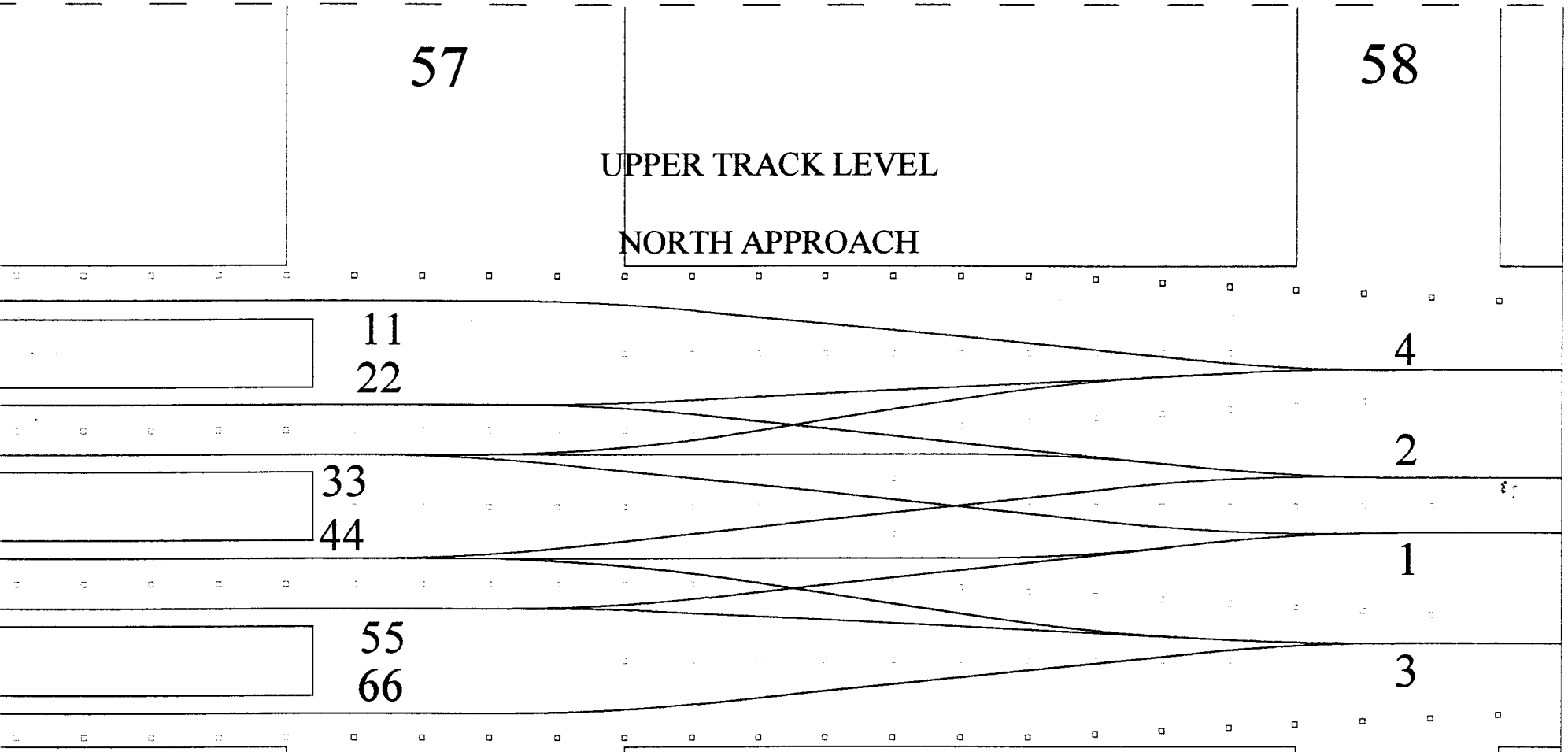


The tracks are named A-E. The middle group C-D is for Metro North. They have a crossover between the platform and the ramp (3%) to cross over the BMT. The ramp retaining walls are shown. Tracks C and D each connect to each of the 4 MNRR main tracks.

Tracks A-B are for LIRR inbound trains. Tracks E-F are for LIRR outbound trains.

South of 57th Street, the station column grid is shown. This rises to support the station concourse, the upper level track and the street. North of 57th, the column grid shown supports only the upper level track deck. The columns are placed to provide the appropriate clearances for all lower level moves. An interlocking is located on this deck. It has its own columns to support the street level.

(LANDOW)



The main tracks from 125th Street (4,2,3,1) split in a short interlocking to the six platform tracks (11,22,33,44,55,66). **Each main track can reach any of three platform tracks.**

The platform tracks reach the mains as follows:

11	to	4
22	to	4, 2
33	to	4, 2, 1
44	to	2, 1, 3
55	to	1, 3
66	to	3

Some equilateral and lap turnouts are used to achieve this connectivity in a short distance. The north end of the interlocking is limited by tracks C, D rising from the lower level. The south end is limited by the platform position. Radius values are limited to 500 feet with #8 frogs. The interlocking is on a deck supported by the columns shown. These are positioned to clear the lower level interlocking (not shown).

(LANDOW)

DATA SOURCES

- NYC & HR RR **COMPOSITE** Plan Tracks and Columns **BOTH LEVELS**
  Grand Central Terminal Improvement New York City
  January 15, 1910 Revised 1-14-1914
  Scale 30 ft. Issue #11. Scope: 0+00 to E 8+00, N 28+50

  This drawing is 30" wide by 8 1/2 ft. long. **It gives dimensions to 0.001 ft.,** e.g., station 2+38.335. All columns are shown as of the date of revision. Prior revisions are noted as issues 6-10. This includes Yale Club columns between 44th and 45th.

  Columns are coded to show separately those:
  Suburban Level base *up to* Express Track Level
  Above Express Track Level
  Suburban Level *up through* Express Level
  Similar coding is used to separate independent building columns from those supporting trackwork.

  This drawing has been encoded in a CAD file and used in this study. References to this source will use the name **COMPOSITE.**

- Similar to NYC & HR RR above. Tracks and Columns in 2 drawings:
  1. EXPRESS LEVEL
  2. SUBURBAN LEVEL
  Grand Central Terminal Improvement New York City
  March 15, 1933
  Scale 50 ft
  Covers issues 8-19. Issue 12 here is equivalent to issue 9 above.
  Dimensions stated are given to 0.001 ft.
  Track curvature is indicated by degree or radius specification.

- Grand Central Alternative
  Long Island Rail Road East Midtown Terminal
  October 15, 1976
  By PBQ&D / G&H for the MTA
  References to this source will use the name **PB/GH.**

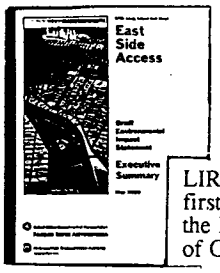
- Operational & Physical Feasibility Study of Long Island Rail Road Access to Manhattan's East Side

  Prepared for the Long Island Rail Road
  April 1993
  by STV/Seelye Stevenson Value & Knecht
  References to this source will use the name **STV.**

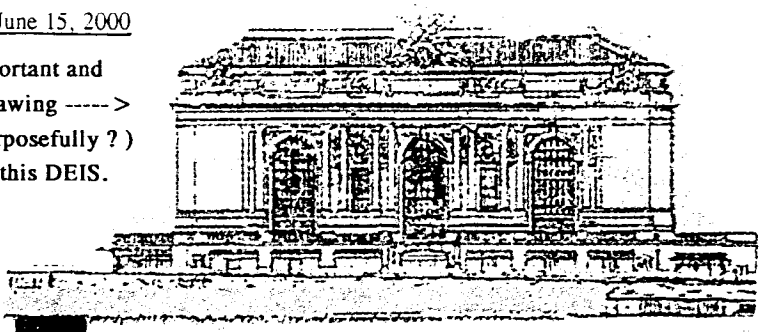
(LANDOW)

SCHUMACHER

Submission to Public Hearing June 15, 2000



One very important and significant drawing -----> has been (purposefully ?) omitted from this DEIS.



LIRR trains were first assigned to the Lower Level of Grand Central.

Under Option 1, located one level below, 65 feet down.

Under Option 2, located in a cavern blasted out of rock, 125 feet down.

On page S-10 of the Executive Summary of the DEIS

> "the distance from platform to street (for LIRR trains terminating at Grand Central) would be less under Option 1 - 65 feet as compared to 125 feet under Option 2."

Yet, "Option 2 is the preferred option." (page 9)

(1) It seems likely that the reason why the above drawing has been (purposefully ?) omitted from this DEIS is to bury, almost unnoticeably, in the text that the LIRR trains will be in Grand Central even lower than the Lower Level by an astounding **60 additional feet** of vertical distance !

Page S-8 states,

> "Option 2 . . . would construct a new LIRR station beneath the lower level of GCT."

Those words, "beneath the lower level of GCT" carry an ominous tone of their own. The Lower Level of Grand Central has second-class status, is used mainly only during the peak periods. Should the new LIRR service to Grand Central be assigned at all times to a level even lower ? Those words might also convey to many people an impression that, for Option 2, the "new LIRR station" would be immediately "beneath the lower level of GCT." Civil engineers know that a vast cavern could not be blasted out of rock directly below an existing structure; that would require a cover of about 40 feet of rock as specified here.

Page S-10 assures that escalators (not elevators) will be provided. But even so

Escalators from a depth of 125 feet is equivalent to traveling by escalators up to the 12th floor of a building !

In department stores, many people who use escalators to go up or down a few floors find that it's a slow way to travel. Is there any place in the world where people ride escalators up or down 12 floors ?

Is there any place in the world where a transit platform is 125 feet below the street ? I have seen the long bank of escalators to PATH at World Trade Center, also in Washington, London, Moscow, Tokyo; none of those are as deep as 125 feet.

In this case, entire trainloads of commuters will empty at the station. Depending upon how many escalators are on each platform, the back-up and the time for passengers to reach the surface could be horrendous.

Not infrequently an MTA escalator is out-of-service as has been the case for quite a while now at the Flushing line platform at Grand Central. (That platform is deep down but not nearly as deep as 125 feet.)

Even from that very deep-down platform, many people use the stairs even when the escalator is operating. But to climb stairs up to the 12th floor of a building ?

The constituency from Long Island that anticipates the attractiveness of riding directly to Grand Central would not be as supportive of the very costly route via 63rd Street if they could see so graphically how deep down in Manhattan's rock they will be.

Funding

Deep in the text of page S-18,

> "Capital costs for the Preferred Alternative are estimated at $4.7 billion for Option 1 and $4.3 billion for Option 2"

Either of those would be about the most expensive transit plan ever proposed. That cost would determine whether the project can be implemented.

Yet, that obscure location is the only place in the 104 pages of the DEIS where the item of "cost" is even mentioned.

(2) Former Senator Alfonse D'Amato, in his effort to win re-election, performed a Herculean task of obtaining $353 million in Federal funds for the route from 63rd Street to Grand Central. But that's less than 10% of the amount needed.

On the reverse side is a montage of newspaper headlines warning of financial chaos and fare increases that could result from MTA's present Capital Program

A Staff Summary for the "Revisions to MTA 2000-2004 Capital Program", April 19, 2000, states,

> "The revised $17.1 billion capital program now assumes support from the proposed $3.8 billion Transportation Infrastructure Bond Act of 2000. A total of $1.6 billion will be allocated to the MTA capital program".

If a majority of voters of New York State vote
- in favor of fiscal prudence,
- against financial chaos for State, MTA budgets,
- against large fare increases

that $1.6 billion will not become available.

But even if it is approved, there would still be tremendous amounts of funding needed that is not now indicated other than by wishful thinking. Projections of federal, state, city funds seem overly optimistic. An increase in federal funding for New York City transit of one-third more than in the recent past does not seem to be likely from the present Congress.

There is good reason to raise the question: --

Will LIRR Access to East Side Manhattan become a 50-year disaster, exactly like the 2nd Avenue Subway -- and for exactly the same reasons ?

For more than 50 years, ever since the demolition of the 2nd and 3rd Avenue Elevated lines, a proposed 2nd Avenue subway has been a series of disasters -- a bright promise, then a false start followed by abandonment of the project because of lack of funds.

If the project to extend the 63rd Street tunnel to Grand Central proceeds under the flimsy, wishful-thinking funding assumptions indicated above, 50 years from now transit planners may still be seeking a way to provide East Side Access for LIRR riders.

But there is an alternative plan -- the "31st Street Proposal" -- that is much better, see over ----->

"31st Street Proposal"

The "31st Street Proposal", details available on request, would save literally billions of dollars and provide the same benefits as the 63rd Street - Grand Central - Penn Station - New Jersey plan -- except only that the station for suburban commuters would be at 31st Street instead of Grand Central. Granted, Grand Central is the more desirable location but it is not so superior as to be worth billions of dollars additional.

A station at Park Avenue & 31st Street is on the East Side and would offer a far better connection to the East Side IRT than Grand Central. Both the platform and trains at the subway station there are completely uncrowded even during the peak hour -- the diametric antithesis of Grand Central. And would it really be desirable to add tens of thousands more peak-hour commuters into the Grand Central complex that is already very congested?

In addition, the "31st Street Proposal" would provide, for the first time ever, full-size freight service directly from New Jersey to Long Island, Southern New England, and Manhattan (not via Albany or Poughkeepsie or by carfloat). That would remove many trucks from Long Island Expressway, Canal Street, Jersey Turnpike, and other congested streets, highways, bridges, tunnels of the Region. (The route via 63rd Street makes no provision whatsoever for freight service.)

The "31st Street Proposal" would provide East Side Access for both LIRR and NJT and would also provide increased peak-hour commuter capacity to Manhattan of 17% for LIRR, 37% for NJT. (Those percentages could be increased to 50% and 100% at an additional cost of building two new tracks under the Hudson instead of one.

That presents an astonishing choice of alternatives: --

$1-billion vs. $5-billion

in which the $1-billion plan offers the same benefits as the $5-billion plan plus a rail freight track and at no additional cost -- on the contrary, it would save billions of dollars compared to the present plan.

Such an incredible bonanza is made possible because that freight track would be included with an increased capacity and improved access to Manhattan's East Side for commuters from New Jersey and Long Island -- which has the support of a powerful political constituency.

The increased passenger traffic would operate only during the 20 peak hours per week. At all other times the present capacity for passenger trains to Penn Station is more than adequate. That leaves 148 out of the 168 hours per week when freight trains would have exclusive use of the new tunnel. There is no foreseeable future freight traffic for Long Island, Southern New England, and Manhattan that could not be accommodated during those intervals by a single-track gantlet 7 miles long.

Other Alternatives

Third Avenue -- Terminating the route from 63rd Street on Third Avenue in the Grand Central area, as originally contemplated by Dr. Ronan when the 63rd Street tunnel was built, would be cheaper, simpler, and better than all the complexities and deep station platforms involved with the Grand Central Terminal.

43rd Street -- Astonishingly, it would be cheaper as well as simpler and better to ignore the existing lower level of the 63rd Street tunnel and build a new river tunnel between Sunnyside Yard and 43rd Street. A 2-level, 4-track stub-end terminal could be located adjacent to the existing mezzanine of the East Side subway at Lexington Avenue & 43rd Street with excellent access to the subway, to Grand Central, and all parts of that area.

Through Running -- Together with any other plan should be Through Running of NJTransit and LIRR trains through Penn Station. At present, NJTransit and LIRR trains go through the hassle of reversing direction there. That station is designed for through operation. In addition to benefits to any passenger who desires to travel between points in New Jersey and Long Island, there would be major operating benefits. There would be no cost, on the contrary there would be savings in the number of trains required along with reduced crews. (Crews could change at Penn Station to eliminate any immediate problems of union jurisdiction.) Service could be implemented as soon as some limited number of special catenary - third rail trains (New Haven type) could be obtained through the regular car-procurement procedures of NJTransit and LIRR. (No added cost.) Details available on request.

THE NEW YORK TIMES **METRO** WEDNESDAY, NOVEM

Dire warnings of financial chaos and fare increases under present MTA Program

New M.T.A. Spending Plan Badly Flawed, McCall Says

A fiercely contested proposal by ... The capital spending plan, which

Official says a 30-cent increase over five years would be 'modest.'

M.T.A.'s Plan Spawns Warnings Of a Debt Crisis and Higher Fares

M.T.A. Chief Won't Rule Out Higher Fare to Pay for Expansion Plan

The Consequences (SCHUMACHER)

Robert Schumacher, P.E., Transit Consultant S53 June 15, 2000
311 Packman Ave. Mt. Vernon, N.Y. 10552 (914) 668-2117

Committee for Better Transit
P.O. Box 3106
Long Island City, NY 11103

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OFFICE OF CAPITAL PROG. MTA EAST SIDE ACCESS

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July 12, 2000

Mr. Anthony Japha
Chief Program Executive
MTA/LIRR East Side Access
469 Seventh Avenue
New York, NY 10018

Re: Additional Comments on DEIS for LIRR Access to Grand Central Terminal

Dear Mr Japha:

Established in 1962, the Committee for Better Transit (CBT) is a volunteer, not-for-profit organization advocating improved public transportation in the New York Metropolitan Region. Its members include engineers, lawyers, financial analysts, public affairs experts, community activists and other concerned citizens.

CBT is pleased to submit the following additional comments on the DEIS for the MTA LIRR East Side Access Project. These comments augment those submitted at the June 15, 2000 hearing (copy attached).

CBT prepared its June 4, 1996 APPLE CORRIDOR plan to breath new life into the long-stalled LIRR East Side Access plan. CBT proposed a "streamlined" plan that would greatly simplify the proposal, substantially reducing its cost and cutting the time needed to build it. The plan also calls for a one-seat ride express train service to Kennedy Airport from Grand Central Terminal. By combining both features into its plan, CBT hoped to broaden the constituency to finally achieve this much needed project. A copy of that plan is attached for inclusion in the record as part of this submittal.

CBT is disappointed that the LIRR has not embraced this plan, even though it would save MTA an estimated two billion dollars in capital cost and would lead to completion of this important project in roughly half the time. CBT has repeatedly requested that the LIRR conduct a targeted analysis of several key issues where there is disagreement. (Copies of these requests, and other related correspondence, are attached to this submittal for inclusion in the record.) Rather than conduct the requested analysis or to even describe it in some detail in the DEIS, the LIRR has chosen to repeat its original objections to the CBT plan, in Appendix A of its DEIS. In the interest of providing full public disclosure of these areas of disagreement, we are offering the following additional comments for the record:

1

CBT Plan has only modest, if any, impacts on Metro-North Operations

CBT strongly disagrees with the LIRR assessment of the relative negative impacts of the CBT plan, compared with its own plan, on Metro-North operations. It is CBT's position that neither plan will have significant adverse impacts on Metro-North, and in many ways either plan will be beneficial to Metro-North. Because the CBT plan is less costly, and can be completed more quickly these benefits will be realized sooner. A direct, high speed one-seat rail service from Kennedy Airport to Grand Central will be an attractive plus for Metro-North, generating new riders and new revenues. Airport service opens the opportunity for leasing space to airlines for ticketing and baggage handling at Grand Central Terminal, producing an important new revenue source. Bringing LIRR service to Grand Central will facilitate interchange of passengers between the two railroads, increasing ridership and revenue. Adding LIRR passengers will increase lease revenues from existing retail operations within the terminal.

The CBT plan calls for using the five westernmost upper level platform tracks (tracks 38-42) and the upper level loop track for LIRR 63rd St. tunnel service. This plan will eliminate access to fourteen relatively short storage tracks located directly beneath the Waldorf-Astoria Hotel. Removal of these tracks would be a economic windfall to Metro-North, releasing over 160,000 square feet of useable underground floor space, which could be sold to the hotel for expansion of its exposition and banquet facilities or other related commercial use. Trains stored in the Waldorf Yard can be relocated to other areas in the terminal. This will occur temporarily in the near term, in any event, since Metro-North plans to rehabilitate the upper level loop, the only practical access route to the yard. (2)

Similar, relatively modest negative impacts to Metro-North operations will occur if either LIRR plan is implemented. Both LIRR plans call for removal of four lower level platform tracks, 10 storage tracks in the lower level Madison Yard and both lower level loop tracks. The LIRR Option 1 plan would replace them with 10 new tracks and five platforms for the LIRR. LIRR's Option 2 plan would replace the same Metro-North trackage with a new concourse to access a deep-level ten track station.

The New York Central Railroad built Grand Central Terminal during the heyday of long distance rail passenger service. It remains by far the largest passenger station in the U.S., built to accommodate trains carrying coach and sleeping car passengers, baggage, mail and express. It is now used entirely for commuter rail service. Currently Metro-North schedules 49 trains during the morning peak hour into the terminal, spread out over 46 platform tracks. Each platform accommodates an average of one arriving train every 56.3 minutes. This an extraordinarily inefficient use of space. In contrast, Penn Station's nine platform tracks normally assigned to the LIRR handle 37 inbound morning peak hour trains, or one train arriving every 14.6 minutes. If Metro-North were to give up the 5 platform tracks at Grand Central called for in the CBT plan it would still have a very comfortable average of 50.2 minutes per arriving peak hour train per track, over three times as much space as the LIRR has for operations at Penn Station.

Opportunities for accommodating the loss of train storage space at Grand Central would be similar for the CBT and LIRR plans. The LIRR proposes replacing this lost space with a new yard at High Bridge along the Harlem River waterfront in the Bronx. As an alternative CBT

suggests increasing reverse peak service to benefit the growing number of city residents who work in the suburbs. Either strategy would be possible regardless of which track plan is selected at Grand Central.

Two planning studies now underway -- the Access to the Region's Core (ARC) study, jointly sponsored by the MTA, NJ Transit and the Port Authority of NY and NJ, and MTA's Lower Manhattan Access Study -- envision substantial changes in Metro-North operations at Grand Central Terminal. Links to Penn Station and/or to Wall Street would transform Grand Central into a "through" terminal, greatly reducing dwell time and train storage requirements at the station. By locating LIRR trains on the upper level, CBT's plan would permit extension of Metro-North Lower Level tracks south and west for the connections envisioned in the MTA studies. LIRR Option 1 forecloses, or least greatly complicates, this long-proposed connection. 2

In 1968, early in its program development, MTA backed away from its original plan to construct a new East Side Terminal in a costly and disruptive underground terminal beneath Third Avenue. In response to strong community opposition, MTA agreed to consider an alternative that would use the abundant track capacity at Grand Central Terminal. Now, the LIRR, in its Option 2 plan, proposes to mine deep beneath this 46 track terminal, apparently to avoid even a modest change in Metro-North operations. MTA will impose a substantial financial burden on Metro-North riders, as well as on city and L.I. riders, through its issuance of system-wide fare-backed bonds to pay for its inability to get its two commuter rail subsidiaries to cooperate on a plan that would utilize existing track capacity at Grand Central.

The CBT plan provides equivalent capacity for LIRR operations at Grand Central

CBT's plan and the LIRR plan both make use of the 63rd St. tunnel lower deck for access to Manhattan's East Side. Both plans envision bi-directional use of this two track tunnel, with one track inbound to Manhattan and one track outbound to Queens. **This is the primary capacity constraint for either plan.** CBT's plan calls for fanning out the single inbound tunnel track into five existing platform tracks. These five tracks then merge back into a single track for trains to circle the loop and return to Long Island. In effect "parallel moves" are the key feature of the CBT plan since an arriving train can approach the terminal while a departing train exits. Crossovers between the two 63rd St. tunnel tracks can be installed to facilitate late night track maintenance but would be of little use during normal hours. 3

Train operation proposed by CBT for Grand Central would be functionally identical to existing PATH train operations at the World Trade Center Terminal, where a single inbound track feeds a five track terminal and leads to a single outbound track. Figure 9 of the APPLE CORRIDOR paper shows track diagrams for these two terminals at the same scale. The PATH terminal, and its functionally similar predecessor -- the Hudson Tubes terminal, have operated successfully for over ninety years. PATH trains operate at ninety second intervals during peak periods.

The five-to-one ratio of platform tracks to mainline tracks at the PATH terminal, and as proposed by CBT for LIRR operation into Grand Central, is slightly more generous that the current nine-to-

two ratio of platform tracks to approach tracks for the LIRR at Penn Station. This operating practice has provided satisfactory LIRR service at Penn Station for the past 90 years.

There is no question that scarce commuter rail track capacity in the tunnels leading to the Manhattan business district should be intensively used. A CBT goal is to have typical rush hour train capacities reach 30 trains per hour per track on lines where multiple berths are available at central terminals. NJ Transit expects that its new high capacity signal system, to be installed on its Hudson River tunnels to Penn Station, will permit reliable scheduled operation of 29 trains per hour, virtually reaching the CBT goal. Many transit advocates argue that with even more advanced signaling systems, and improved rolling stock, considerably higher capacities are attainable. The CBT APPLE CORRIDOR plan proposes that 30 trains per hour be operated through the 63rd St. lower deck tunnels, with 24 trains allocated to the LIRR and six for direct Kennedy Airport service.

The CBT plan calls for operating trains around the 333 foot radius upper level loop track at 15 mph. Transportation consultant Herb Landow, in his November 1999 report on the loop tracks, points out that the New York Central's original speed limit was 12 mph, when the tracks were first placed in service in 1914. The LIRR argues that trains cannot negotiate the loop at speeds above the current 6 mph speed restriction and that this limits capacity of the CBT plan to 18 trains per hour. Landow argues, in his report, that the lower speed limit was imposed in the declining years of the New York Central, when maintenance expenses were sharply curtailed and tracks were allowed to deteriorate. As mentioned earlier, Metro-North plans to rehabilitate the upper level loop track. 3

CBT has called for instrumented tests to determine safe, practical speeds on the loop. LIRR has declined to make these tests. (CBT members have informally observed Metro-North trains traveling at speeds as high as 12 mph on the loop.) The cost of tests would be small compared to the potential two billion dollar capital cost savings of the CBT plan.

The impact of speed on capacity is also subject to debate. A 12 car, 1020 foot train moving at 12 mph will take 58 seconds to move one train length. At 120 second headways this leaves ample time for a following train. Even at speeds of 8 or 9 mph, two minute headways would be possible. Track speeds at the north end of the terminal are also a concern, where trains must traverse tight radius switches to reach the five platform tracks. The LIRR has chosen not to conduct a computer train simulation analysis of the CBT plan and cannot substantiate the negative claims made in its DEIS.

The LIRR has also questioned the practicality of operating its evening outbound rush hour service on four platform tracks (with a fifth track reserved for airport trains) at Grand Central. (LIRR did not challenge the suitability of this track arrangement for morning peak hour service.) CBT envisions a gradual transformation of the region's commuter rail lines into "regional rail" lines modeled after those operating in Europe and Japan. Instead of random, occasional service to each of LIRR's nine branches, the CBT plan expects the LIRR to operate frequent, fixed interval service from Grand Central to its three to five busiest branches. Passengers destined for diesel branches would have to transfer at Jamaica in any event since recently purchased LIRR bi-level cars and dual mode locomotives cannot fit limited 63rd St. tunnel dimensions. The vast majority

of commuters to or from Grand Central, on electrified lines, would not have to change trains at Jamaica in the CBT plan.

The CBT plan calls for the LIRR to use four upper level tracks (tracks 39-42) with two platforms fed by ramps from the south and stairways from the north. The ramps are a popular feature at Grand Central Terminal and offer ample capacity for access to the platforms. Though platforms are narrower than at Penn Station, there are no columns to obstruct passenger flow. At the north end improved access is possible by constructing escalators leading directly up into the lobby of 383 Madison Avenue, now under construction (see attached October 6, 1998 letter). With excellent access at both ends of the platforms, CBT does not see the need for additional cross-passageways or access systems in its plan. Presumably, existing Metro-North operations on these tracks already meet current access and egress fire code requirements, although if this is not the case then changes must be made in any event. LIRR passengers will find it far easier and quicker to reach their trains on the upper level platforms, the key feature of the CBT plan, than using long escalators to reach trains in the deep level terminal proposed in LIRR Option 2. 3

The fifth upper level track in the CBT plan is served by a single side platform. This would be ideal for the discrete Kennedy Airport service envisioned in the CBT plan. Air travelers, encumbered with luggage and new to the city, would avoid mixing with fast-paced LIRR commuters under normal circumstances. Flexibility would remain if service irregularities required a change in track assignment.

CBT proposes that only two single track tunnels be built to connect the 63rd St. tunnels to LIRR trackage in Queens, rather than three, proposed by the current LIRR plan, and four in the earlier plan. In the CBT plan each tunnel portal track would be located between the local and express tracks heading to or from Jamaica. While not shown in the CBT plan's original schematic, additional crossovers could be installed at Harold Interlocking to permit direct train operation from the 63rd St. tunnel to the Port Washington Branch. The CBT layout does not preclude three-and-one operation on the mainline to Jamaica, if that were desirable.

CBT's plan for midday storage of rail cars

Most subway lines in NYC lay up cars in midday in the same yards used for overnight storage and repair. The LIRR proposes, instead, building two separate berths for each railcar, one at the eastern end where trains originate in the morning, and one near the western terminal for daytime storage. CBT has questioned the wisdom of this capital-intensive solution, particularly in light of the shortfall in capital funds to complete other segments of the plan and the need to fund these investments through fare-based revenue bonds. Also, CBT would like to see a major increase in reverse peak service to increase opportunities for NYC residents to reach job opportunities in the suburbs and improved off-peak service to attract discretionary riders. These service improvements would result in the need for relatively few non-revenue runs for midday storage at overnight storage yards in Nassau and Suffolk Counties. 4

The trade-off between building midday storage near the city center and returning cars to their origin yards in the suburbs is largely economic. The extra labor cost, and the incremental power and maintenance cost, attributed to returning cars to the suburbs for midday storage can be

compared with the substantial capital cost for constructing duplicate facilities and the higher maintenance cost for keeping these facilities in a good state of repair. Midday storage at Yard A in Sunnyside is especially costly because it requires two extra tunnel links to the 63rd St. tunnel and because it takes up valuable land in Queens that could be used for other economic purposes.

Other, less costly opportunities for midday storage exist. East of Woodside the LIRR mainline includes two unused trackbeds extending eastward nearly three miles to Forest Hills. Mainline storage is often deployed on the NYC subway system where yard capacity is inadequate. This remains an unexplored opportunity for some LIRR midday car storage

The LIRR has not undertaken a "value engineering" trade-off concerning its midday car storage proposal, as requested by CBT. Instead it has selected a capital-intensive solution requiring MTA to issue more fare-backed revenue bonds, increasing the need to raise fares for NYC bus and subway riders and Metro-North commuters, as well as for LIRR riders. Since over 60% of LIRR commuters are from Nassau County, which has one of the nation's highest per capita incomes, shifting the cost burden to other less well off constituencies is clearly unfair. (4)

More productive use of existing Penn Station tunnels can be accomplished in the near term

It makes sense to use existing facilities more productively even as major investments are considered. The LIRR transportation systems management (TSM) plan falls far short of using existing facilities effectively. If NJ Transit can plan a new high-density signal system increasing track capacity to nearly 30 trains per hour, the LIRR can do so as well. Even the Empire State Development Corp. (ESDC) expects LIRR to improve peak hour capacity. To make more effective use of its Farley Post Office addition to Penn Station, ESDC issued a Request for Expressions of Interest (RFEI) from prospective suppliers of a new one-seat ride express train service from Kennedy Airport to Penn Station. At NYU's Conference on the Future of Aviation held on June 20, 2000, American Airlines executive William Hood confirmed that four such proposals had been received by ESDC. No mention of the ESDC initiative is made in the DEIS. (5)

Capacity would be increased even more by "through operation" of trains from New Jersey to Long Island. As evidenced in public meetings of the ARC study, the LIRR has steadfastly refused to even analyze this concept and no mention of it is made in the DEIS. This is a serious omission. If through operation, and an advanced signal system, could boost capacity to 30 trains per hour per tunnel, 60 morning trains could be operated from Long Island to Penn Station. Almost all of this capacity could be available for regional rail service. Even if Amtrak operated hourly three-hour Acela Express service from Boston to New York, an early train departing Boston at 6am would only reach Penn Station at the very close of the busiest commuter hour. High capacity operation at Penn Station would allow the LIRR to reduce its very high New York City commuter fares, which keep riders from Southeastern Queens -- a community of color -- from using its trains. Some of this higher capacity through the East River tunnels could be used for a new regional rail service from points on the New Haven Line, serving Co-op City, East Tremont and Hunt's Point communities in the Bronx via the Hell Gate Bridge.

Several other TSM issues could also be considered. The Sunnyside Station could be built in the short term rather than awaiting completion of the LIRR access to Grand Central. By operating all

of its diesel service, with dual-powered locomotives, directly to Penn Station, the LIRR could close its waterfront terminal at Long Island City, allowing a more appropriate use to be developed on this valuable site. By using the Sunnyside Station as an en route stop for Penn Station trains, and not terminating trains at Long Island City or Hunters Point the LIRR could greatly simplify its track layout at Harold Interlocking. This would also simplify track diversion requirements during construction of the tunnel connections at this location, substantially reducing cost.

Another overlooked TSM opportunity is improving existing subway connections at Penn Station. With the completion of the local-express connection to Queens Blvd. Subway line next year, it will be possible to double the number of subway trains passing Penn Station on the E route. This will reduce overcrowding on subway trains carrying LIRR commuters heading to or from the 53rd St. and Fifth Avenue or Lexington Avenue stations. Another short term opportunity would be to restore the Gimbel's passageway under 33rd St which links Penn Station with the eight track subway station at Herald Square. Diverting passengers to this station will ease the burden on the 7th and 8th Avenue subway stations at Penn Station.

Many residents of Manhattan's upper East Side have raised serious concerns about additional overcrowding of the Lexington Avenue subway resulting from LIRR access to Grand Central. MTA's Lower Manhattan Access Study explored a number of short term mitigation measures to resolve this problem. One proposal called for encouraging subway passengers from the Bronx to shift to the Concourse line from the Lexington express by providing a second 6th Avenue express service, running locally in the Bronx and express on the Central Park West subway line in Manhattan. Another proposal suggested creating the equivalent of a new north-south subway along Sixth Avenue in the Manhattan business district by using existing track connections at West 4th Street. By outfitting two of the four trackbeds of the Times Square-Grand Central shuttle with moving walkways linking Grand Central with the Sixth Avenue subway station at 42nd Street, a new downtown route could be established from Grand Central to Lower Manhattan. This would shift some of the commuter rail load off of the Lexington Express. These proposals are not discussed in the LIRR DEIS, suggesting that MTA is not effectively coordinating these related studies. 5

CBT's estimate of cost savings

The CBT plan focused on reducing construction cost of the LIRR Grand Central connection. As shown in the DEIS, the LIRR estimates this cost, for Option 2 at $3,296 million (dollars escalated to year of midpoint of construction). In June 1996 CBT estimated that its "streamlined" plan would cost $739 million (midpoint of construction, mid-year 1999) reducing construction cost by two-thirds. This estimate was based on cost shown, by segment, in the 1992 STV report. Allowing for inflation at perhaps four percent per year, and assuming a new midpoint of construction of midyear 2003, CBT's cost estimate would become $865 million. This is barely a quarter of the cost of the LIRR plan. 1

LIRR consultants have not made their own independent estimate of the cost of the CBT plan despite requests from CBT. Instead they have assumed the amount estimated by CBT to be correct and have added what they claim are necessary items that should be included. CBT strongly disagrees with these claims for the reasons dsicussed in this DEIS submittal..

In its statement at the June 15, 2000 DEIS hearing, CBT pointed out that its rough estimate of excavation requirements in Manhattan, for its "streamlined" plan, were only 18% of those required for the LIRR Option 2 plan. Since the CBT uses existing track, platforms and access systems already in place on the upper level of Grand Central, no significant costs are needed for these elements. The LIRR Option 2 plan requires outfitting its excavated tunnels with escalators, ventilation systems and other station requirements. At the Queens end CBT's plan, which envisions only two connecting tracks, requires only 40% of the tunneling needed for the LIRR plan, which includes five tracks. In the earlier LIRR plan six tracks were specified. Besides avoiding the cost of a new midday storage yard at Sunnyside, discussed earlier, CBT sees no need to extend the bellmouth of the 63rd St. subway tunnel under Northern Blvd. With the Queens Blvd. local-express subway connection nearly complete, new options for providing eastward extension of express regional transit can be considered. In it APPLE CORRIDOR plan CBT suggested linking the 60th St. tunnel to LIRR trackage at Sunnyside. Committing a substantial amount of funds for a 63rd St. subway extension under Northern Blvd. when no specific plan is in place, and when other viable options exist, is unwise. MTA should move quickly to consider a range of alternate plans before making a decision to proceed on the 63rd St. subway structure. As part of this planning analysis it should request that the LIRR produce a cost estimate of its connection without the subway structure.

In its DEIS the LIRR estimates that $264 million is needed for right of way acquisition for the LIRR deep level Option 2 plan. Presumably this is largely for acquisition of sub-surface easements. The amount estimated seems excessive considering this is excavation in solid rock with no known mineral or petroleum resources. CBT has not made an estimate of right of way acquisition cost for its plan, but it would be considerably less, perhaps proportional to its reduced excavation requirements -- about 18% of LIRR requirements. MTA should consider requesting new state legislation permitting it to acquire subsurface rights at their true value -- in this case essentially zero.

Finally, the LIRR estimates its rolling stock acquisition cost associated with the Grand Central project at $790 million. CBT challenges this claim. If CBT is correct in its argument that an advanced design signaling system can increase peak hour train capacity to 30 trains per hour per tunnel track into Penn Station, then the LIRR can increase service independently of completing its East Side access project. The additional riders attracted to the LIRR due to East Side access is modest, and would be similar for either the CBT or the LIRR plan. In its plan CBT suggested that a modern articulated car modeled after an innovative car design constructed in the 1930s for the BMT subway system be considered. CBT still supports the concept. LIRR's plan to acquire M-7 electric MU cars represents a step backward, at least based on a preliminary design shown in the June 2000 issue of Railway Age. Where the M-1 car represented a real pioneering effort, producing a car that weighed about 90,000 pounds and seated 118 to 120 passengers, the M-7 will weigh over 125,000 pounds and seat as few as 93 persons per car. If this is the case then the MTA should not exercise options for additional cars of this flawed design. In CBT's plan an articulated train, capable of meeting FRA standards, but still able to negotiate the tight geometry of the PA's on-airport rail system at Kennedy, would be the prototype for a new car fleet for regional rail trains. Articulated trains are much safer for passengers to use when walking between cars.

The LIRR bi-levels pulled by dual powered locomotives offer a short term opportunity to greatly increase capacity into Penn Station. Of the 46 locomotives purchased by th LIRR, 23 are dual powered. The other 23 locomotives should be converted to dual-powered use and additional bi-level cars of compatible design should be acquired by NJ Transit. Then a through NJ-LI rail operation could be put into place, substantially improving transit service in the region in the near term. 1

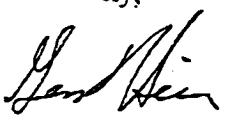
Kennedy Airport Access is an important component of CBT's APPLE CORRIDOR plan

A key element of the CBT plan is the inclusion of a high quality express train service from Grand Central Terminal to Kennedy Airport. Throughout the MIS/EIS process LIRR planners have insisted that the East Side Access Project is for the exclusive use of LIRR commuters, and that peak hour capacity constraints preclude direct operation of express trains to Kennedy Airport. CBT takes strong exception to both of these points. As CBT has pointed out, MTA began the 63rd Street lower deck tunnel project as a joint use facility -- for LIRR trains and for airport trains. The tunnel does not "belong" to LIRR commuters. MTA expects to raise a significant part of the funds needed to complete this project, the largest in its capital program, through fare-backed bonds, paid by higher fares imposed on subway and bus riders as well as Metro-North and LIRR commuters. In this submittal, and in related efforts, CBT has shown that there is capacity for both groups of users. The DEIS is flawed in not considering this opportunity. 6

Port Authority planning studies have shown that the East Midtown area, well served by Grand Central Terminal, contains the densest concentration of air travelers in the region. The MTA has undertaken a "One Seat Ride" planning study as part of a 1998 agreement signed by the Mayor, the Governor, the Queens Borough President and the Executive Director of the MTA. The study was to be completed by August 1, 1999. The DEIS fails to mention this study, even though several of the alternatives under consideration include rail service options to Grand Central Terminal using the LIRR improvements that are the focus of this DEIS. MTA insists that study results are to be kept from public view. CBT takes strong exception to this approach to planning improvements in the New York Metropolitan Region.

Thank you for the opportunity to present these comments on behalf of CBT.

Sincerely,



George Haikalis
Transportation Consultant
Committee for Better Transit

enclosures

List of Attachments
submittal by the Committee for Better Transit
"Additional Comments on DEIS for LIRR Access to Grand Central Terminal"
July 12, 2000

Comments at June 15, 2000 Hearing

"Streamlining LIRR Access to Grand Central Terminal", February 4, 1999
(Distributed at several Citizen Advisory Committee meetings)

October 6, 1998 letter to Lois A. Mazzitelli

November 19, 1997 letter to Thomas Prendergast

August 21, 1996 letter to Pamela Burford

July 8, 1996 memorandum from Pamela Burford

June 4, 1996 APPLE CORRIDOR paper

(HAIKALIS)

Committee for Better Transit
P.O. Box 3106
Long Island City, NY 11103

Comments at June 15, 2000 Hearing on DEIS for LIRR Access to Grand Central Terminal

CBT's "streamlined" alternative cuts construction costs by two thirds

CBT strongly supports completion of LIRR access to Grand Central Terminal a project begun over thirty years ago. But we see no need to spend over three billion dollars to complete this project when only one billion will get the job done. CBT proposed a "streamlined" alternative -- The APPLE CORRIDOR -- in June 1996. The CBT plan would make use of five existing Metro North tracks at Grand Central that connect to the upper level loop track. Two new tunnel tracks would link the existing lower deck of the 63rd Street tunnel near 2nd Avenue to the upper level tracks at 52nd Street and Park Avenue a distance of about 4,000 feet. In Queens CBT proposes that two new tunnel tracks be constructed to link with existing LIRR trackage in Sunnyside.

In contrast the LIRR plan is much more ambitious. The original LIRR "preferred plan" would have reconfigured existing Metro North tracks on the lower level creating a new ten track terminal. Five of the tracks would connect to the lower level loop and five would be "stub" tracks, where trains would leave in the same direction that they entered. To increase capacity an underground "flyover" would be constructed north of the terminal just below Metro North trackage. The original LIRR plan required underpinning four large buildings on Park Avenue, including the landmarked Lever House and Racquet Club, and removing and reframing 70 columns in Grand Central Terminal. In Queens the LIRR plan would include six new tunnels: four to LIRR trackage at Sunnyside, and two leading to a new storage yard to be constructed from the largely disused LIRR freight yard adjacent to Amtrak's Sunnyside Yard. (1)

LIRR offers its own slightly streamlined plan

The DEIS shows that the LIRR has done some "streamlining" of its own plan. In Queens the LIRR proposes to construct only three tunnel connections to LIRR trackage at Sunnyside instead of four. The two tunnels leading to the storage yard remain in the plan. In Manhattan the DEIS describes a new variation of the preferred plan -- "Option 2". In this new plan the LIRR would construct a new ten track stub terminal deep below the existing lower level of Grand Central. The LIRR estimates that Option 2 would cost $225 million less to construct, or some 6.4% of the $3.5 billion construction cost of Option 1.

CBT estimates that its far simpler plan can be constructed for less than one third of the cost of the LIRR Option 2 plan. In Manhattan the CBT plan requires excavating about 90,000 cubic yards of rock. The LIRR plan with its massive new underground terminal calls for excavating nearly half a million cubic yards. The CBT plan uses existing Metro North platforms on the upper level of Grand Central which have convenient ramps at the southern end and recently completed stairways to the North End concourse. The LIRR plan calls for a complex new access system including a new concourse and several escalators to reach each new platform. In Queens

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the CBT plan proposes two tunnel connections instead of LIRR's five and avoids constructing a new storage yard at Sunnyside on valuable land that could be used for economic development. 1

CBT's streamlined plan has a higher capacity than the LIRR Option 2 plan

CBT's five track terminal connecting to the upper level loop is a high capacity facility. With a generous ten minute average interval between trains on each of the five platform tracks the plan can easily handle 30 trains per hour. The loop will not be a capacity impediment if a 12 mph operating speed, its original design speed, can be maintained. Operators can remain in their cabs and skip the brake test, required when trains change directions, thus improving labor productivity. In contrast the LIRR Option 2 involves a flat interlocking feeding a stub terminal. Capacity will be restricted since conflicting moves will occur and slow speeds are required as trains approach bumper posts Crews must walk the entire length of the train at the end of each run. 3

CBT's plan can be completed much more quickly

Because of its substantial cost and complexity the LIRR expects to take 11 years to complete its plan. CBT estimates that its plan can be completed in four to five years. With LIRR access completed sooner, a direct one-seat ride to Kennedy Airport could be offered from Grand Central, a key part of the APPLE CORRIDOR plan, avoiding the costly PA shuttle link. 6

CBT requests that MTA give full consideration to its "streamlined" plan

During the past four years since it produced its plan CBT has pleaded with the LIRR and its consultants to give the plan careful consideration. The LIRR has raised concerns but has not analyzed these concerns, giving the plan only a superficial review. CBT requests that MTA conduct a detailed technical review that deals with the substantive issues. This review should: 1

1. Perform instrumented tests of commuter cars to determine practical speed on the loop track
2. Use computer simulation to compare performance of CBT's streamlined plan with Option 2
3. Estimate capital cost and implementation time of CBT's streamlined plan
4. Conduct benefit/cost analysis of the midday car storage facility at Sunnyside

CBT has been one of the earliest and most vocal supporters of completing LIRR access to Grand Central. About half of the LIRR passengers now using Penn Station would shift to Grand Central saving an average of 15 minutes per trip. But CBT cannot support giving the LIRR a blank check to build any facility it wants without adequate justification. Even with budget surpluses, funds for improving public transit are limited. By focusing almost all spending for new rail transit projects on a single constituency - commuters from Nassau and Suffolk County – MTA expects residents of New York City and the Hudson Valley to largely foot the bill. A streamlined plan would reduce this inequity. 1

We plead with MTA and USDOT to give serious consideration to CBT's streamlined plan before completing this environmental review.

-prepared by George Haikalis, transportation consultant for the Committee for Better Transit

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Streamlining LIRR Access to Grand Central Terminal

I. WHY CONNECT THE LIRR TO GRAND CENTRAL TERMINAL AT ALL?

1. Over half of LIRR Penn Station commuters would shift to Grand Central Terminal
   - saving up to 40 minutes per day
2. Only opportunity for one-seat ride from JFK Airport to Grand Central/Penn Station
3. Makes room for Bronx/Westchester/CT service to Penn Station
4. Increases track capacity under East River for more Queens/LI riders

II. WHAT IS "STREAMLINING" AND WHY DO IT?

1. Removes unnecessary project elements
2. Makes project achievable, given diminished clout in Washington for Federal funds
   - reduces $3 billion project cost by two-thirds, saving $2 billion
   - cuts construction time from eleven years to five years

III. WHAT FEATURES OF THE MTA PLAN CAN BE STREAMLINED?

1. Use existing upper level instead of lower level at Grand Central
   - use five western-most existing tracks, instead of building ten new tracks below
   - use passenger access system in place or soon to be completed
2. Don't build new flyunder directly under Metro-North tracks north of 52nd St
   - not needed, since only one track each way in LIRR 63rd St. tunnel
3. Don't build six tunnel tracks at Long Island City
   - construct only one portal in each direction to connect to existing LIRR trackage
4. Omit new yard in Sunnyside
   - return trains midday to existing yards on Long Island

IV. WHAT ARE ADVANTAGES BESIDE SAVINGS IN COST AND TIME TO COMPLETE THE PROJECT?

1. Reduces competition for Federal funds, allowing other projects
2. Avoids disruptive construction along Park Ave., protects Racquet Club/Lever House
3. Allows lower level to eventually be extended south to Penn Station or Wall Street
4. Permits other commercial development at Sunnyside Yard

V. NEXT STEPS -- SPECIFIC REQUESTS TO MTA:

1. Estimate capital cost savings of streamlined plan
2. Conduct instrumented test of commuter cars around upper level loop
3. Use computer simulation to evaluate performance of streamlined plan
4. Explore feasibility of escalators into Bear Stearns lobby and near Vanderbilt Ave.
5. Conduct benefit/cost analysis of midday car storage at Sunnyside

GEORGE HAIKALIS, TRANSPORTATION CONSULTANT, COMMITTEE FOR BETTER TRANSIT (CBT)
ONE WASHINGTON SQUARE VILLAGE, APT. 5D, NEW YORK, NY 10012 FEBRUARY 4, 1999

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October 6, 1998

Lois A. Mazzitelli
Associate, Skidmore, Owings & Merrill
220 E. 42nd St.
New York, NY 10017

Dear Lois:

I am writing to request that your firm assess the feasibility and desirability of a plan to enhance passenger access between Grand Central Terminal (GCT) and the new 383 Madison Avenue building. I am a public member of the Transportation Committee of Manhattan Community Board Five, and also a transportation consultant to the Committee for Better Transit (CBT), a not-for-profit organization concerned with improving public transit in the New York area.

When Metro-North's north end access project is completed in the near future passengers boarding and alighting trains that use the upper level of GCT that wish to head north must walk down one level to the 47th St. cross passageway and then ascend two flights up to street level. Many of these passengers will make use of the new escalators proposed to be constructed in your building linking the passageway to street level.

The lobby of 383 Madison Ave. will be built immediately above platforms T and U serving tracks 39 thru 42 of the upper level of GCT. CBT has proposed that the developer or the MTA build new escalators (or stairs) directly up from these two platforms into the lobby of 383 Madison, as shown in the attached sketch. The advantage to passengers heading to or from trains using these four tracks is obvious -- they would avoid going down in order to go up to street level. Passengers using Metro-North's 25 other upper level tracks would also benefit since there would be fewer passengers using the narrow cross passageway, significantly reducing overcrowding. The advantage to the developer is that this new link will enhance the value of the building and make it easier for building occupants to reach commuter trains.

The benefits of this new access link will increase in the future when LIRR access to GCT is completed. MTA plans to connect the existing 63rd St. lower deck tunnel to lower level trackage at GCT. Many LIRR passengers will then compete with Metro-North passengers for the limited capacity of the 47th St. cross passageway. More exit capacity is a must, and the new platform to lobby link would be a big help.

An alternative plan for LIRR access, described in the APPLE CORRIDOR paper that I prepared for CBT, is to use the upper level loop tracks, instead of the lower level trackage, for LIRR trains. This would put LIRR passengers much closer to the street. The CBT plan calls for using

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tracks 39-42 for LIRR trains and a fifth track, track 38 for Kennedy Airport trains. These five tracks connect with the upper level loop allowing for a high capacity in-and-out operation. In the CBT plan the four LIRR tracks lie just below 383 Madison. If the proposed escalators or stairs were built they would be quite intensively used. The public open space in the lobby would become a miniature "north end head house" for the LIRR. Some provision for ticketing, seating and customer service could be located in this space.

The major advantage of the CBT plan over the MTA is the dramatic cost reduction. CBT's "streamlined" plan, including simplified connections at Long Island City, would save over $2 billion in construction cost. By placing the LIRR in the upper level, MTA preserves the option to extend lower level Metro-North trackage south to Penn Station or Lower Manhattan.

While I realize that you may not be able to fully evaluate this proposal in time for the community board haring on Thursday, I hope you give it serious consideration before it moves further through the review process.

Many transit activists and civic leaders have suggested that more significant changes could be made in the 383 Madison plan. Clearly the redevelopment of this site presents a rare opportunity to make north end access to GCT far more attractive. The current MTA plan simply allows passengers to escape from the platforms to the street. Using the 383 site as the focal point of a new terminal and shopping complex, though hardly rivaling the much celebrated main terminal to the south, would be in keeping with similar transport/commercial development projects being advanced throughout the world. The thousands of relatively well-off commuters that will pass through this building represents a rare commercial opportunity. The ground floor, and perhaps several levels above could serve as an attractive public space for passengers to buy tickets and wait for trains. A multi-level atrium with shops and restaurants would be possible. In order to preserve the needed trading floors in the new building a zoning variance would have been needed to have increased the bulk at this site. Suffice it to say that neither the community nor the city gains in this lost opportunity. At least the proposed platform-to-lobby link will produce a significant benefit.

Hoping to hear from you soon.

Sincerely,

George Haikalis
Public Member, Transportation Committee, Manhattan Community Board Five
Transportation Consultant, Committee for Better Transit

cc Kevin Finnegan, CB 5
Joseph Clift, CB 5
Tim Forker, Manhattan Borough President's Office

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August 21, 1996

Pamela Burford
Director - Special Projects
Long Island Rail Road
Jamaica Station
Jamaica, NY 11435

Dear Pam:

Dr. Stephen Dobrow, President of the Committee for Better Transit (CBT), asked me to respond to some of the technical issues about CBT's "APPLE CORRIDOR" paper -- raised by your consultants, in their memo of July 15,1996.* First, CBT would like to thank you for circulating the paper, together with STV's comments, to the Citizens Advisory Committee of the LIRR East Side Access Study. We hope you will circulate this response as well.

* copy attached

CBT's APPLE CORRIDOR calls for the completion of both the LIRR Grand Central link and the rail line to Kennedy Airport as a single integrated project. Many of us "old-timers" will recall that when the MTA advanced its original plan for the lower level of the 63rd St. tunnel it called for the rail tunnel to serve as an access route to Manhattan's East Side for both LIRR trains and direct Kennedy Airport trains. That made sense in 1968 and CBT believes it still makes sense in 1996.

CBT appreciates STV's effort to address some of the technical issues raised in the paper about LIRR East Side Access. However, CBT regrets that neither the LIRR nor the MTA have chosen to deal with the Kennedy to Grand Central aspect of this paper, including service planning and capital investment issues that would impact LIRR operations. For the LIRR to gain the broad public support it needs to advance its East Side Access project, particularly among New York City residents and business interests, planning for this project must deal forthrightly with the Kennedy access issue. This is particularly true now that Governor Pataki has advanced his "Master Links" plan which calls for the physical linking these two efforts. CBT together with other civic and community organizations have consistently pointed this out at Citizen Advisory Committee meetings.

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To deal with STV's comments, CBT has regrouped them into ten major points, and offers the following response to each STV concern:

STV Concern

1. CBT's plan "no longer provides the necessary infrastructure to meet the...needs of the LIRR."

CBT Response

While STV has done a good job of identifying some of the critical issues that affect the feasibility of CBT's plan, the firm is incorrect in making this categorical assertion. STV misses the "value engineering" issue raised in the paper – that the value of more costly design elements should be compared to the benefits gained from these features. The CBT plan was offered as a practical, doable, "streamlined" alternative to make the LIRR East Side Access Project affordable, and thus to achieve the project's benefits to the riding public, the city and the region sooner, while saving taxpayers a considerable sum. The current LIRR plan has been dormant for over twenty years, because it was too costly and unnecessarily ambitious. CBT's plan would achieve most of the benefits of the STV plan, but would cost only $739 million, instead of the $2.177 billion, in July 1999 dollars, (or $2.5 billion if built in 2005 as proposed in STV's 1993 report). This is a substantial difference and it deserves a serious hearing.

STV Concern

2. CBT's plan provides only four platform tracks at GCT to handle LIRR's nine branches.

CBT Response

Providing a frequent, direct service from each of nine LIRR branches to each of three western terminals, as desirable as it might seem, is simply not affordable, nor is it operationally feasible. CBT assumes that there would be direct, high frequency, regular-interval service to GCT from the three or four busiest electrified LIRR branches. This should make a four track terminal workable. Dual-mode locomotives and bi-level commuter cars, serving the four non-electrified branches, are limited by physical constraints in the 63rd St. tunnel, and would operate to Penn Station. Cross-platform transfers at Jamaica will remain a feature of LIRR operations for many years to come. In the first phase of the CBT plan the Port Washington Branch would continue to operate only to Penn Station as a discrete, high frequency, rapid transit-like service. Clearly planning for train service to Grand Central must be part of an overall service planning strategy for the LIRR. CBT would be happy to participate in such a study.

While CBT believes that its five track terminal plan (four for the LIRR and one for airport trains) will be adequate to meet the needs of the LIRR, other possibilities should be explored by STV. One opportunity for increasing platform space on the upper level, without greatly increasing cost, is shown in the attached schematic track diagram, labeled Figure 8a. This option evolved from suggestions made by several members of the Technical Construction Subcommittee of the Citizen's Advisory Committee at an informal meeting held on July 30th, although it does not

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represent an official subcommittee position. Some subcommittee members felt that a second departure track heading north, back to the eastbound 63rd St. tunnel track, in addition to the loop track would improve operational flexibility and provide redundancy. This track would use Metro-North approach track "H" as shown in the diagram. Given the existing track layout in the terminal it becomes possible to use two additional Metro-North upper level platforms -- "Q" and "R" and four tracks -- 34 through 37 -- for LIRR service. This option produces a five track "through" terminal and a four track stub terminal. All track, signals, turnouts and platforms are in place, and functioning, although the third rail would be converted to the overrunning LIRR mode. Approximately 1,000 feet of additional tunnel excavation, shown in the heavy line in Figure 8a would be needed. About half of this excavation would be adjacent to approach track "T" which itself would ramp downward in the original CBT plan. This added track increases total linear feet of tunneling requirements for the LIC and Manhattan connections to the 63rd St. lower level tunnel by about 8%. The incremental cost of this work should not exceed $60 million bringing the total cost of LIRR Grand Central access to $799 million. This is still a bargain compared to STV's $2.177 billion.

STV Concern

3. Using a single track loop track, even at speeds as high as 15mph, severely constrains capacity.

CBT Response

This is clearly not the case. STV has confused running time with capacity. While it is true that operating around the loop increases running time by as much as 100 seconds this in itself does not affect capacity. Operating at 15 mph, a 12-car train takes approximately 50 seconds to pass a given point. With two minute headways that leaves 70 seconds before the arrival of the following train -- more than adequate time to throw a switch and clear a signal. With the option of adding a second departure track, described above, the terminal might have an even greater capacity. There are other issues that affect capacity both for the CBT plan and the STV plan, including the type of signaling system used, the track geometry at the north end of the platforms at Grand Central, and the nature of the merge at LIC. STV has the analytic tools to conduct a comprehensive capacity analysis of all these elements as part of this project.

The 100 seconds of extra running time for trains traversing the loop is an important consideration. One way to minimize this impact would be to reverse operations between the morning and evening peak. Then only a relatively small percentage of LIRR commuters would travel around the loop. With the nine track upper level terminal option, described earlier, operation around the loop could be kept to a minimum. However, another consideration is operating efficiency. Current railroad operating practice is to conduct a brake test when trains reverse direction. A through operation, with trains arriving and continuing in the same direction around the loop, avoids the need for a brake test, improves crew utilization and reduces operating cost. A full range of options should be explored by STV as part of this major investment study.

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STV Concern

4. Narrow platforms hamper boarding and constrain capacity.

CBT Response

The 14 foot wide platforms at Grand Central are indeed a constraint. But this will be a shortcoming for any LIRR access plan. With the completion of Metro-North's North End Access project, adequate vertical capacity will be available to load and unload trains, and to quickly clear platforms. Additional opportunities exist to add direct platform to street stairways, particularly from platforms "T" and "U" where a full block office redevelopment project at 383 Madison Avenue, immediately above these platforms, is planned.

STV Concern

5. Metro-North must give up trackage at Grand Central to allow LIRR access.

CBT Response

This is true of any plan. The original CBT plan takes only five of 29 existing Metro-North platform tracks on the upper level, while leaving the 17 lower level platform tracks largely intact. Even with the option of using four more upper level tracks for LIRR trains Metro-North would be left with a 37 platform tracks at Grand Central, fed by only four mainline tracks in Park Avenue. In addition to platform tracks, several other Metro-North track segments are affected, as STV correctly notes. Metro-North upper level storage tracks 52-65 must be taken out of service in the CBT plan since LIRR trains using the upper level loop, block access to these tracks. But these little used tracks are located directly beneath the Waldorf Astoria Hotel and might well be profitably leased to the hotel for exhibition space or some other productive purpose. CBT's plan may also require the removal of lower level storage tracks 100-102. The STV plan removes much more trackage, all on the lower level.

Metro-North has a great deal to gain from LIRR and airport access to Grand Central. With many LIRR passengers diverted from Penn Station to Grand Central, capacity becomes available for Metro-North Hudson Line and New Haven Line trains to serve Penn Station. Revenue from retail space at Grand Central should rise dramatically, as more high income travelers use the station. Some of this retail space may become very attractive for airline ticket use. Metro-North passenger revenues would also be enhanced as many air travelers from Westchester and Connecticut discover the convenience of high speed connecting trains from Grand Central to Kennedy. Even through train service becomes a future possibility.

Metro-North has been operating its four track Park Avenue viaduct and tunnel as a three track system ("two and one" in the peak direction) for nearly 15 years as its repair work on these aging structures proceeds apace. Once fully restored, the line could be operated as a "two and two" system, allowing more frequent contra-flow trains to better recycle equipment and to improve service levels for reverse commuters. This could lead to major decreases in Metro-North storage

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track requirements at Grand Central. Much of this track space could be converted to more productive retail use. Plans to transform Grand Central to a through terminal and extend Metro-North trains south to Penn Station or Wall Street also could greatly reduce platform and yard requirements.

A regional rail systems planning effort is needed to deal with these issues.

STV Concern

6. The CBT plan may require a grade steeper than three percent, the maximum grade specified by the LIRR, to reach the upper level tracks at Grand Central.

CBT Response

A grade exceeding three percent would only be required if Metro-North's lower level Ladder U was needed for future use. Unless additional platform tracks are developed in the lower level, the loss of this ladder will not significantly affect current Metro-North revenue train operations. As STV pointed out in its 1993 study, current LIRR design standards call for a maximum grade of only two percent grade in a tunnel. With this arbitrary standard there would be no practical way to use the 63rd St. lower level tunnel for LIRR service. The three percent grade was chosen as a reasonable maximum for the East Side Access project. But since a considerable portion of this grade is on a relatively sharp curve, the grade planned by STV is effectively higher than 3%. If more detailed analysis demonstrated a need for a grade of 3.2% or 3.3%, LIRR's current fleet of high performance M1/M3 electric commuter cars could easily sustain this grade. The issue is "qualitative" not "quantitative". STV's train performance models could be used to analyze the impact of various grades on capacity and speed.

STV Concern

7. CBT's plan at Sunnyside precludes 3 and 1 operation on the LIRR mainline East to Jamaica.

CBT Response

The present LIRR operation calls for a number of Long Island City-bound peak hour trains to operate on the mainline, the primary reason for 3 and 1 operation on this four track line. With the completion of the East Side access project the CBT plan proposes that the LIRR Mainline be used only by Manhattan-bound trains – dual mode locomotives hauling bi-level commuter cars to Penn Station, and trains of electric M1/M3 cars to Grand Central or Penn Station. With more than half of LIRR peak hour riders wanting to use Grand Central, according to the Project's latest ridership projections, the 63rd St. tunnels become the capacity constraint. 3 and 1 operation on the mainline is not warranted under these conditions.

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STV Concern

8. The CBT plan makes no provision for midday storage of equipment.

CBT Response

In order to streamline the LIRR Grand Central project, CBT omitted the construction of a new midday storage yard and its costly connecting ramps at Long Island City. CBT believes that providing two storage yards for each piece of equipment may not be cost effective. In addition to the capital cost of constructing the yard the second facility must be operated and maintained. The operating cost savings resulting from the reduced dead head crew time, lower energy cost and diminished wear and tear on low mileage equipment must be substantial to overcome these up-front costs. This is a classic value engineering problem. STV could easily make this calculation, perhaps using the LIRR West Side storage yard as a case study.

STV Concern

9. The CBT plan calls for an at grade junction with the Atlantic Branch at Woodhaven.

CBT Response

Grade separated junctions are certainly to be preferred over at grade junctions. The LIRR operates at least a half dozen such junctions, including very busy ones at Valley Stream, Mineola and Hicksville. CBT's flat junction at Woodhaven would be the mirror image of the junction operated by the LIRR at Woodhaven for many years. As plans for extending the Flatbush Line to Manhattan advance a grade separation can be constructed. At current train volumes, the separation would not be cost effective.

STV Concern

10. Other Issues - Mixed Service and Aluminum Cars

CBT Response

STV questioned the cost and practicality of CBT's proposal for "mixed service". This is clearly indicated in the plan as a second phase. CBT made no cost estimate for its second phase, which includes elements beyond STV's scope of work in any event. STV noted the complexity of labor negotiations and institutional constraints and that is precisely why CBT chose not to advance through running or mixed service at this time. But CBT believes that the attractiveness of routing regional express trains through distributor subways in Manhattan, permitting riders to reach many destinations without changing trains, is great enough to merit a full analysis as part of a second phase of this planning effort. This is clearly an MTA responsibility and should be part of a "Master Links" concept plan.

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The CBT plan also depicted an advanced rapid transit train configuration, tested by the BMT in 1933, that might be suitable for airport service. STV noted that this particular train was constructed of aluminum, a material that the LIRR used without success in the 1930s. STV engineers should note that a similar BMT articulated train, also constructed in 1933, used stainless steel material. Today, the LIRR regularly operates on tracks also used by NJ Transit trains, many of which have consists of Comet cars, built largely of aluminum.

Neither issue is significant in dealing with the merits of the key element of the CBT plan -- saving taxpayers $1.4 billion. This is a significant sum and streamlining the Grand Central Access project may the only way to build support for its completion.

I hope that you will share this critique with all the members of the Citizen Advisory Committee who received the STV comments.

We also wish you a speedy recovery from your accident. As always, we would be happy to meet with you and STV at a mutually convenient time and location to discuss these issues.

Sincerely,

—GH—

George Haikalis
Transportation Consultant

cc Dr. Stephen Dobrow

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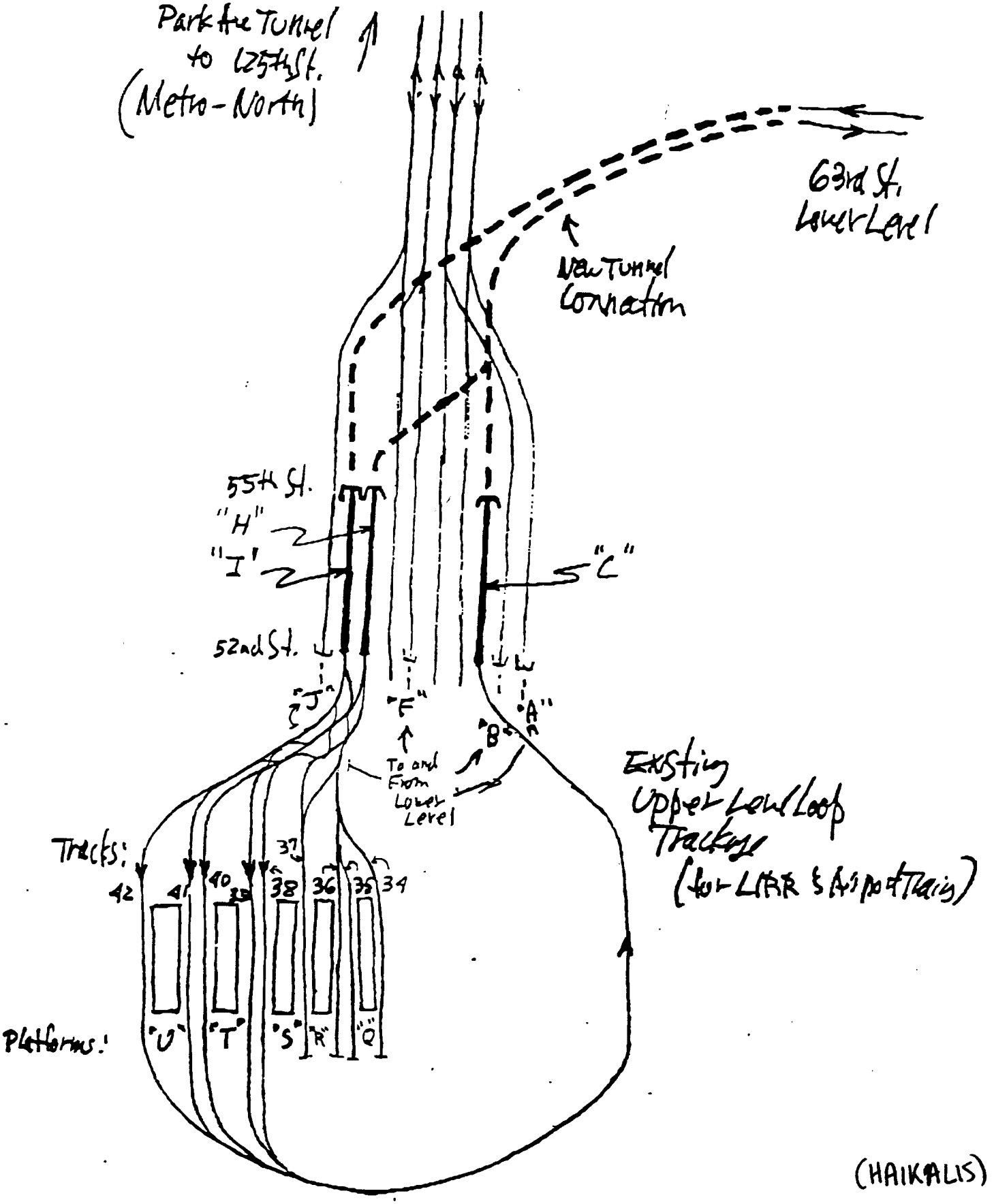

Figure 8a - GCT Track Diagram
Option for Second Departure Track and

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Lola Finkelstein, *Chair* Timothy J. Buzzee, *District Manager*

November 19, 1997

Thomas Prendergast
President
MTA Long Island Railroad
Jamaica Station Building
Jamaica, New York 11435

RE: LIRR East Side Access Project (LIRR Access To Grand Central Terminal)

Dear Mr. Prendergast:

At the regularly scheduled monthly meeting of Community Board #5 on Thursday, November 13, 1997, the Board passed the following resolution by a vote of 28 in favor, 0 opposed; 1 abstention; 1 present but not able to vote:

Whereas, the Long Island Rail Road (LIRR) Access to Manhattan's East Side Major Investment Study (MIS), one of five such studies currently underway by the Metropolitan Transportation Authority and its operating agencies, each costing an average of $5 Million, has produced a single Build Alternative proposal to provide LIRR access to Grand Central Terminal (GCT), which is estimated to cost $3 Billion and take a minimum of 13 years to design and build, and

Whereas, at this price, the project at best would take a very long time to build, while at the same time depriving many other meritorious projects needed funding, and at worst would be only partially built, and

Whereas, the MIS process has not thoroughly and objectively evaluated any less expensive alternative because they failed to meet absolutely 100% of each and every established project goal, such as the Committee for Better Transit Apple Corridor proposal, thereby providing no more affordable alternative to be compared with the Build Alternative in terms of costs and benefits, and

Whereas, completion of this project would provide many important benefits to Midtown Manhattan, including additional train and passenger capacity, significant travel time savings, reduced auto commuting and "one-seat" airport access service from JFK into both GCT and Penn Station, one of the key objectives of the Manhattan Interboard Task Force On Airport Access, on which Manhattan Community Board Five is one of four member boards, therefore, be it

RESOLVED, Manhattan Community Board Five strongly urges the MTA and the Long Island Rail Road (LIRR) to amend the LIRR Access to Manhattan's East Side Major Investment Study process from the single, expensive Build Alternate that provides access to Grand Central Terminal to now include a thorough and objective evaluation of the cost and benefits alternatives that are

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less expensive and faster to build than the proposed MIS Build Alternative, but fail to meet 100% of all project goals, including, but not limited to the Committee for Better Transit Apple Corridor.

Thank you for your consideration of this matter.

Sincerely,

Lola Finkelstein
Chair

Joseph M. Cliff
Co-chair, Transportation Committee

Joseph McCluskey
Co-chair, Transportation Committee

cc: Hon. Daniel P. Moynihan
Hon. Alfonse D'Amato
Hon. Jerrold L. Nadler
Hon. Carolyn B. Maloney
Hon. Rudolph Giuliani
Hon. Ruth W. Messinger
Hon. Thomas Duane
Hon. Andrew Eristoff
Hon. Catherine Abate
Hon. Roy M. Goodman
Hon. Richard Gottfried
Hon. John Ravitz

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STV Incorporated

MEMORANDUM

DATE: July 8, 1996

TO: Pamela Burford
Director Special Projects
Long Island Rail Road

FROM: STV

SUBJECT: **Comments-Apple Corridor Concept for JFK Airport Access with LIRR East Side Access**

The paper entitled "Apple Corridor", which was prepared by George Haikalis for the Committee for Better Transit (CBT), addresses the subject of a proposed high-speed rail link between Kennedy International Airport (JFK) and Grand Central Terminal (GCT). The paper also discusses a number of ancillary issues covering fare strategies, rail transit service to southeast Queens and potential rail transit interconnections to provide through running rail service.

The purpose of this memo is merely to comment on some of the assumptions made with regard to rail operations and on the overall feasibility of proposed changes to the LIRR's GCT East Side Access Plan developed for the "Operational and Physical Feasibility Study of LIRR Access to Manhattan's East Side" April 1993. No comment is offered regarding the ancillary issues or the rail access plan proposed by the Port Authority.

OPERATIONAL ISSUES

The Apple Corridor concept proposes alterations to the planned facilities which are to be constructed for LIRR access to GCT. The alterations are made to reduce the cost of constructing these facilities, but in so doing result in facilities which no longer provide the necessary infrastructure to meet the scheduling and train routing needs of LIRR.

Terminal Station at GCT: The Apple Corridor concept proposes that four tracks and two island platforms (Tracks 39 thru 42 and Platforms T and U) be designated for commuter and suburban rail service and that one track and one platform (Track 38 & Platform S) be provided for JFK trains. These facilities are proposed for the upper level of GCT using the existing platforms and tracks which formerly served as incoming arrival tracks for intercity trains.

The operation of trains through the proposed terminal is via GCT throat Track I to the platforms and thence via the Loop Tracks. This creates a run through operation whereby trains dwell only long enough to discharge and board passengers and then continue back out to Long Island. It is proposed that 30 trains per hour can be operated during the peak hour.

The key assumptions in this scenario are: that four tracks are sufficient to handle LIRR passengers boarding trains in the evening peak period for nine destination branches; that the Loop track speed, which is currently 6mph, can be raised to 15mph; and that Metro-North Railroad

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(MNR) can sustain its operation in GCT without the use of 5 tracks which are currently used by them extensively.

The most critical of the three assumptions, that the single Loop track is capable of 15mph speed, requires further investigation to determine its feasibility. At a minimum an improved signal layout and some degree of superelevation will be required. (The cost estimate contained in Table 2 of the paper includes neither in its scope.) Even if a speed of 15mph can be achieved, however, the single loop track will constrain the terminal capacity by virtue of the fact that the distance travelled by a departing train at 15mph would be approximately 2200ft further than an arriving train.

It should be noted that the maximum authorized speed (MAS) in the throat area of GCT at the present time is 10mph for non diverging routes and 8mph for diverging routes. These speeds are dictated by the civil restrictions imposed by the placement of structural columns. The Apple Corridor concept routes LIRR trains via throat Track I but does not address the issue of operating speed except on the Loop track. It is doubtful that 30 trains per hour can be operated with the speed limitations in the terminal and around the Loop.

The width of Platforms S,T and U are 14ft in each case. While this width is sufficient for the original purpose of intercity train arrivals, it is not sufficient for peak period commuter trains operating on three minute headways and which are being estimated to carry an average of 1200 passengers. This limitation would be most onerous during the evening peak when trains with different routes and stopping patterns are being loaded. The present operation by MNR does not involve the number of train movements conceived by LIRR for east side access and airport access.

Discussions with Metro-North during the development of the East Side Access Feasibility Study concluded with the understanding that expected passenger growth by MNR will require all of the available platform space for peak period operations. In fact, MNR was skeptical that the Madison Yard storage tracks could be made available on the lower level to accommodate LIRR service. It is doubtful that their position will change on this issue.

HAROLD Interlocking: The Apple Corridor proposal shows a simplified layout of HAROLD Interlocking. Specifically, it shows two tunnel connections and a much simplified track layout. While the intent of reducing the tunnel connections from six to two is quite clear (to reduce costs), it is not clear if the track simplification is meant to be taken literally or is merely a device to avoid unnecessary clutter to the sketch. In either case, the lack of crossover switches does not provide the necessary routing to sustain the "3 and 1" Main Line operation between HAROLD and Jamaica. This operating technique is a vital adjunct to today's operation and will become more valuable in the future when LIRR service to GCT is inaugurated. Needless to say, the elimination of the Port Washington Branch from access to GCT must be considered in view of the position of Queens and Nassau County customers regarding access to the East Side of Manhattan.

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Main Line: The previously noted 3 and 1 operation of the main line tracks between Harold and Jamaica provides limited capacity for reverse peak revenue trains and non revenue equipment trains. The introduction of revenue service to JFK will further limit the single track capacity that is available for reverse peak trains.

Train Storage: There is no mention in the Apple Corridor proposal of the disposition of trainsets for off peak storage. (The reference to Hillside Maintenance Facility considers only maintenance and repair activities; the issue of storage is not addressed.) The Feasibility study determined that there is insufficient track capacity to route all trains, either as revenue or non revenue movements, east of HAROLD at the end of the morning peak. As previously noted, three of the Main Line tracks are assigned to the prevailing direction of traffic, leaving only one track available for reverse peak movements. This results in a significant capacity imbalance. Lacking sufficient space within GCT, the study identified Yard A in LIC as the only viable space for storing as many as 22 trainsets.

Atlantic Branch Connection at Woodhaven: The Apple Corridor proposes that a future connection to the Atlantic Branch at Woodhaven could be placed in the southeast corner of the intersection that is similar to the abandoned connection in the southwest corner. The purpose of the new junction would be to serve LIRR passengers via Jamaica and also riders from Jamaica Center. The proposed connection is a flat junction, with westward trains to JFK crossing over the eastward track from Brooklyn at grade. This would impose a potential for conflict with regular trains, especially during the evening peak period. A connection that plans as many as six trains per hour should be grade separated.

Mixed Service: Service options for the Apple Corridor consider the future possibility of mixing trains from Amtrak and New York City Transit with that of LIRR. Operations of a right of way which involve more than one carrier require compatibility of the traction power, signal/train control and communications systems. It also requires concurrence of the several labor union jurisdictions. While all of these issues are capable of resolution, the cost will be high and should be included in any estimate accompanying a proposal.

Rolling Stock: Access to the unit terminal buildings at JFK will require rolling stock that can accommodate the short radius curves. The use of aluminum as a carbody material, however, is not universally accepted. LIRR has had extensive experience with aluminum dating back to 1932. The material was rejected more recently because of structural damage caused by electrolysis and because of the potential for severe damage from fire.

CIVIL ISSUES

The Apple Corridor concept proposes alterations to the planned facilities developed for the "Operational and Physical Feasibility Study of LIRR Access to Manhattan's East Side" April 1993, which would be constructed for LIRR access from Harold Interlocking (within the Sunnyside Area) to Grand Central Terminal (GCT). Some of these alterations have been

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examined to determine their feasibility and ramification to the overall design concept and adherence to track standards and codes.

Terminal Station at GCT: The Apple Corridor station proposes using tracks and platforms, formally used by AMTRAK, which are currently in revenue service for Metro-North Railroad. Reallocation of this area will require MNR to either consolidate its current and future operations to exclude this area or to relocate the displaced service into the Madison Yard portion of the terminal. Madison Yard, located on the lower level in the west side of the terminal is currently not accessible to the public and is used for non revenue functions such as car - cleaning.

The Apple Corridor concept is centered on the extensive use of the upper level loop track. LIRR use of this track will preclude MNR from using storage tracks 52-65. Access to these storage tracks would require crossing movements in front of frequent outbound LIRR and Apple Corridor service severely reducing capacity.

If the current or future MNR service cannot be supported by the decreased revenue infrastructure, which is currently viewed as very likely, revenue service expansion into the Madison Yard area of the terminal will require infrastructure rehabilitation, including providing platforms and crosspassages for pedestrian access, signage and ADA compliance. These station changes are comparable to those required to support an LIRR East Side Access into the lower level and will be necessary and costly and should then be included within the cost estimate.

The use of the upper level loop track is also constrained by the fact that this track cannot begin descending from the upper level to join with the 63rd Street Tunnel alignment due to the lower level storage tracks (TKS 100-102) which terminate at 52nd Street. The loop track therefore must transition downward one track level within approximately 800 ft. (i.e., between 52nd and 55th Street) to maintain operational flexibility of the lower level lead tracks A & B. These restrictions will both effect the 3% maximum grade and create possible conflicts with the IRT Lexington Avenue Express track subway line structure.

ADA Issues: A legal determination as to the applicability of the ADA requirement will have to be made. If it is determined that ADA applies, due to the size of this major terminal renovation and the reallocation of the function of the existing upper level platforms, existing access to the platforms will have to be reconstructed to achieve compliance and costed within the project estimate (i.e. existing ramps maintain a 8.65% grade for over 80 feet); a major segment of these platforms are not in passenger use, (i.e., the platforms extend beyond the ramps accessing GCT) and these areas may be in need of refurbishment.

GCT Approach: The Apple Corridor alignment is predicated on developing an alignment using a 3% maximum grade that would be able to access the upper level along the existing Track I Right-of-Way. An initial review of the alignment and the terminal has revealed some design issues which reflect negatively on the viability of the scheme.

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The IRT subway line, which is located within the Lexington Avenue Right-of-Way, prevents the Apple Corridor alignment from being raised further above the East Side Access Feasibility Study elevation. If the alignment proceeds from this critical point at a 3% grade, the alignment will meet (point of vertical intersection) approximately 90 ft. south of the 52nd Street centerline. Although a reconstruction of the upper level Ladder X track is possible, the impacts to the lower level Ladder U (and its access to tracks 116 to 126) may produce a significant reduction to the terminal capacity.

Queens Approach: The Apple Corridor proposal discusses a line station on the LIRR's 63rd Street Tunnel alignment in the vicinity of Northern Boulevard. The inclusion of this station on the alignment would not only have negative impacts on the tunnel capacity but could not be implemented without significantly reconstructing the existing tunnel with concurrent impact to adjacent property owners.

As part of the NYCT's 63rd Street Connector Project the tunnel bellmouth is currently being constructed approximately to the limits of Northern Boulevard. East of this point the alignment must rise at a rate of 3% in order to connect with the existing trackage west of 43rd Street. Station design standards indicate that placing a station on a 3% grade is unacceptable. Any reduction in the grade would elongate the tunnel section eastward, negatively impacting AMTRAKS & NJT's access to Sunnyside Yard via the Loop Tracks which is unacceptable.

Therefore, the only location available for a station would be west of Northern Boulevard requiring a major reconstruction of the existing structure with possible ramifications to the adjacent NYC Transit structure and facilities.

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APPLE CORRIDOR

An Affordable High Speed Rail Link
between
Grand Central Terminal and Kennedy International Airport
incorporating:
LIRR Access to Manhattan's East Side
Kennedy to Jamaica LIRR Link
Convenient Regional Connections
Express Midtown-Rockaways Link

Prepared for

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I. The APPLE CORRIDOR

Imagine boarding a fast, comfortable airport train at Grand Central Terminal in Manhattan. Twenty-one minutes later the APPLE CORRIDOR train would make the first of six stops in the central terminal area at Kennedy International Airport. A few steps away would be your airline check-in counter. Compare this with the current uncertainty of a forty-five minute to one hour and forty-five minute rush hour taxi trip from Manhattan to the airport, on New York City's legendary, overcrowded highways.

Or imagine walking across the platform at the LIRR Jamaica train station (a familiar routine for LIRR commuters) and boarding an airport train that will take you to your terminal or workplace at Kennedy Airport.

Or imagine reaching Kennedy Airport from any subway or commuter rail station in the New York-New Jersey-Connecticut metropolitan region, with only one or two transfers, and using a single, reasonably-priced regionwide ticket.

Or imagine boarding a Long Island-bound regional express train at Grand Central Terminal only a short walk from the many offices on Manhattan's East Side. Contrast this with the inconvenient and time consuming walk or subway ride to Penn Station or Long Island City to reach LIRR trains.

Or imagine taking a train from the Aqueduct/Ozone Park/South Ozone Park area, or making a cross platform transfer from a Rockaway train, and reaching Midtown Manhattan in fifteen minutes, instead of forty-five minutes on the subway.

Unaffordable dreams? Not at all, with a "value engineering", consensus building and private sector involvement approach to capital investment. This report, prepared for the Committee for Better Transit (CBT), describes a plan for making these dreams a reality. CBT believes that trains could be operating by the turn of the century if the Mayor and the Governor would give their blessings to this plan and if a private firm were engaged to design and build, and perhaps operate and maintain, the APPLE CORRIDOR.

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Some Guidelines:

o To complete the plan as quickly as possible, and at an affordable cost, only simple, basic plan elements would be constructed initially. Additional incremental features would come later if their costs are justified by the added benefits they provide. This is the essence of "value engineering".

o Creative financing would allow the plan to proceed without new revenue sources, other than the existing Passenger Facility Charge -- the three dollar tax levied against each enplaning airline passenger. No additional City or State funds would be required, at the outset, for the basic plan.

o A sense of urgency would be needed to bring about cooperation among key affected public agencies, and business, labor and community interests. The overall goal of the APPLE CORRIDOR -- to link Manhattan's East Side with Kennedy International Airport -- needs to be recognized as crucial to the survival of the City and the Region as the epicenter of global commerce and international cooperation.

The overall plan, shown in Figure 1, would contain the following elements:

o In Manhattan, the lower deck of the 63rd St. tunnel, completed over twenty years ago, would be connected to existing trackage in Grand Central terminal.

o In Long Island City, the lower deck would be connected to existing LIRR trackage heading east to Woodside and Jamaica.

o The disused Rockaway Beach Branch of the LIRR from Rego Park to Aqueduct would be restored for service.

o The on-airport rail line from Aqueduct to Kennedy Airport's Central Terminal Area would be constructed to compatible "regional rail" standards.

o A new track connection would be built at Woodhaven Junction to allow direct Airport to Jamaica trains.

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II. Reaching Consensus on a "Preferred Alternative"

CBT proposes the APPLE CORRIDOR as a first phase solution to the intractable airport access problem. With two airports in New York City, and over a thousand miles of standard gage railroad and subway track in place there are countless possible plans for airport access. CBT suggests that a good starting point for an "affordable" access plan would be to keep the plan as simple as possible and to make the maximum use of existing resources. The plan should incorporate state-of-the-art, industry-accepted transit operating practices, rather than current regional transit agency norms. Each affected community and constituency should be invited to participate in the access plan decision-making process early on, before final commitments are made.

Several key issues are discussed in more detail in this report. However, three important general concerns should be addressed at the outset, as part of a consensus building effort:

(1) Why invest substantial sums of money in rail links to the airports?

New York City's two airports are almost totally motor vehicle dependent. Over the past fifty years highway agencies located the region's express highways to serve the airports. The airport operator -- the Port Authority of NY & NJ -- constructed large parking facilities and complex access roads at the airports to facilitate auto access for passengers and employees.

But with the continuing growth of commercial aviation and the increase in auto use throughout the region, this complete dependence on motor vehicular access has resulted in serious traffic congestion problems. Expansion of roadways leading to the airports is virtually impossible, making further addition of on-airport roadways pointless.

Furthermore, this excessive motor vehicle dependence causes many other problems for the region -- unacceptable levels of air and noise pollution, large numbers of injuries and deaths from traffic accidents and enormous amounts of space consumed by the motor vehicle. With less than half of the City's households having cars, and given the transit dependent nature of the extraordinarily dense Manhattan business district, a rail transit alternative to the motor vehicle is clearly needed for access to the airports.

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(2) Why focus on Kennedy first?

Kennedy International Airport is far larger in land area than LaGuardia Airport. Kennedy has four runways compared to LGA's two. Kennedy's runways can accommodate the largest aircraft, used on long international and trans-continental flights. LGA's limited footprint contributes to its widely recognized safety problems. Little room is available for maneuvering from runways to gates. In severe winter weather de-icing must be done at the gates, instead of immediately before take-off near the runways. Proposed runway extensions into LI Sound cause difficult environmental problems. Landing patterns in bad weather impose severe noise burdens on neighboring communities.

LGA's limited space also restricts its ability to handle air cargo or provide for aircraft maintenance. These activities can be better located at Kennedy. Not surprisingly, Kennedy is by far the larger workplace location, with 37,400 employees compared to LGA's 9,200.

It is the busier airport as well, with 28.8 million annual passengers compared to 20.7 million for LGA. During the evening peak hour (5pm-6pm) 58 flights, with 9,200 seats are scheduled to depart Kennedy. During this same period LGA handles only 33 flights with 3,700 seats.

LGA's primary advantage is its closeness to Manhattan. Business travelers from cities in the Midwest and south find this attractive. Distances from East Midtown to LGA are 7.5 miles compared 15.5 miles to Kennedy. The trip to Kennedy is over more congested roads as well, leading to far greater travel times.

But Kennedy is NYC's link to the rest of the world. For NYC to remain competitive, it must offer its international visitors a first class link to the center of the city. An important benefit of a high quality rail link to Kennedy is that it will facilitate "hubbing" of flights. Transfer between international and domestic carriers will be enhanced if more domestic flights were offered from Kennedy. Airlines would find it to their economic advantage to shift a significant portion of LGA's flights to Kennedy if CBT's APPLE CORRIDOR plan, with its superior access to Manhattan, were put into operation. In the longer term an LGA access solution will be needed.

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(3) Why is a direct connection to Manhattan so important?

In contrast to most American cities, in NYC office buildings, hotels, theaters and cultural institutions are much more concentrated in the core -- the Manhattan business district. New York maintains its global dominance in the arts, communications and finance because of the compact nature of its central business district. Not surprisingly, a large fraction of air passengers arriving at Kennedy and LGA are traveling to Manhattan.

It is important for NYC to treat its visitors well. Asking travelers to make multiple transfers en route from the airport to their destinations in the city center is not in NYC's long term economic interest. Airport links that require transfers, like Paris' Orly, have not been successful. While direct rail service to multiple destinations throughout the region would be desirable, it would not be affordable. The region's rail system is focused on the region's core, and by linking the airports to major terminals in Manhattan a comprehensive regional airport access system emerges.

III. Key features and future options

A variety of detailed concerns about the APPLE CORRIDOR's key features are identified and addressed in the pages that follow.

(1) Queens routing

CBT's APPLE CORRIDOR routing through Queens is shown in Figure 2. Instead of the Port Authority's elevated guideway over the Van Wyck Expressway from Jamaica to Kennedy, CBT proposes to restore service on the unused Rockaway Beach Branch, from its junction with the LIRR Mainline at Rego Park to Aqueduct Race Track. This line is a precious city-owned asset, complete with structures and embankments, that is almost on a straight line from Grand Central to Kennedy . New track and signaling would be installed. Structures would be rehabilitated where needed and a new bridge, with adequate vertical clearance for intermodal freight trains, would be built over the LIRR Montauk Branch. Parking for the Forest Park Crescent apartments, now temporarily occupying a portion of the right of way, would be relocated nearby.

Restoring service on this line, not used since 1962, will increase noise levels for an estimated 2,000 nearby dwelling units. Residents are justifiably

concerned. Mitigation measures are essential and would include construction of sound barriers and use of new, quieter rolling stock on airport trains. Property owners could also be compensated for the installation of double pane windows and central air conditioning. Careful attention to detail in the community consultation process could result in carving out a host of neighborhood parks from the wide right of way.

At Woodhaven, Junction the APPLE CORRIDOR crosses the Brooklyn Branch of the LIRR which is in a tunnel under Atlantic Avenue. A double track connection would be built in the southeast quadrant of this junction permitting direct trains from Kennedy to the Jamaica LIRR Station and the Jamaica Center business district. This connection would be similar to the existing, but unused, connection in the southwest quadrant. The new connection would require some property acquisition, including relocation of two or three small industrial operations. Provision for eventual restoration of the southwest connection would be made, when plans are completed for extending LIRR service to Lower Manhattan. At the Jamaica LIRR Station airport trains could use the same trackage as LIRR trains permitting a convenient cross-platform transfer. The subway would be only two levels down. Airport trains could be serviced at the recently completed LIRR Hillside Maintenance Shops only a short distance east of the station.

South of Woodhaven Junction the Rockaway Beach Branch widens to four tracks. At Liberty Avenue the subway enters the right of way. The APPLE CORRIDOR plan calls for shifting the subway to the two westernmost track beds, leaving room for the two airport tracks. North of Conduit Blvd., near the Aqueduct Racetrack, a new cross-platform transfer station with the "A" train subway would be constructed, as shown in Figure 3. Brooklyn and Lower Manhattan-bound APPLE CORRIDOR airport passengers would make a convenient transfer to the subway at this location. And Midtown-bound passengers from the Rockaway Beach peninsula could also transfer from the subway to high speed APPLE CORRIDOR trains to Grand Central.

A number of local buses could also be routed past the Aqueduct transfer station. One example of a routing pattern is shown in Figure 4. Airport employees and Manhattan-bound commuters from Ozone Park and South Ozone Park would find this an attractive station. If the Aqueduct Racetrack were redeveloped into a residential community with neighborhood retail space, the station could become the focal point for this development. If designed with careful attention to community concerns, some airport-related

commercial development could be incorporated, adjacent to the Aqueduct Station.

South of the existing four track rail viaduct across the Belt Parkway the two airport tracks would head east into Kennedy Airport. The two subway tracks would continue south to Howard Beach and the Rockaways.

Advantages of CBT's Plan Over the PA Plan

The Port Authority's plan, to construct an elevated rail line in the narrow median of a very busy expressway is costly and disruptive. In order to clear overpasses crossing the mostly below-grade highway the guideway would have to be forty-five feet in the air. The PA proposes constructing the substantial footings needed in the median at late night hours. Failure to clear construction equipment before the morning rush hour could lead to substantial traffic delays, especially inconveniencing airport bound travelers and workers. The aerial guideway, designed for light rail or rapid transit loads, would be visually disruptive to the surrounding community. At Jamaica the PA plan calls for a station two levels above the LIRR tracks. To transfer to the subway at that location five levels must be traversed.

The PA plan could be modified to permit direct service to Manhattan by providing a connecting link just west of the station. This viaduct would permit Kennedy-Manhattan trains to bypass the Jamaica Station and operate directly west onto the LIRR Mainline to Penn Station and Grand Central. This route would be only a half mile longer than the Rockaway Beach Line. For Kennedy to Jamaica shuttle trains the elevated line would be about two miles shorter.

CBT favors the Rockaway alignment for several reasons -- it is far less costly to construct, it offers a fast cutoff to Midtown Manhattan for Rockway and Ozone Park residents as well as airport travelers, and it avoids the potentially disruptive construction required in the highway. These benefits override the obvious negatives -- increased noise for residents living along the disused right of way and some land taking for the Woodhaven Junction connection.

(2) On airport alignment

The on-airport portion of the APPLE CORRIDOR would generally follow existing Port Authority plans, with two key changes. The airport line would

leave the Rockaway Beach right of way just south of Aqueduct Station, bypassing the Howard Beach Station. And only one en route stop, at Federal Circle, would be provided to serve airport employee concentrations and car rental locations. The station planned for employee parking would not be needed with improved public transit access to the airport.

The airport line would continue under the taxiway and circle the Central Terminal Area, stopping at six stations to serve clusters of terminals. The Port Authority plan calls for a double track loop with island platforms. Enough space is available to extend platforms to handle full length, 600 foot subway trains (or equivalent length intercity rail trains). A minimum curve radius of 350 feet could be achieved with some minor alteration of PA plans. Climbing from under the taxiway to over the airport's internal roadways necessitates a short stretch (approximately 700 feet) of six percent grade. While subway cars, and even Amtrak's Empire Corridor TurboLiners, could negotiate this grade the PA should look at less severe gradients in its final design.

As the PA's design is refined it would be important to reconsider the need for a double track loop. A single track could easily handle the projected peak hour loads. Side platform stations would be simpler and allow ramps directly into terminal buildings. A short stretch of double track could be constructed for operational flexibility, particularly if intercity trains are added at a later stage. But the extra reliability from a full double track loop, given the current performance of modern rail transit cars, may not be worth the substantial added cost. One possible layout is shown in Figure 5. This plan incorporates the PA's two track, island platform to be built into the new International Terminal Building, but otherwise uses side platforms, located 200 to 300 feet closer to the other terminal buildings than in the PA plan.

The Port Authority's original airport access plan, challenging conventional wisdom, called for a unique combination of an on-airport circulator and a high speed trunk line carrier merged into a single system. This important feature avoids a transfer at the airport and is retained in CBT's APPLE CORRIDOR plan. This type of train operation is not without precedent. Figure 6 shows Chicago's one hundred year old elevated "Loop", at the same scale, which functions as a distributor for trunk line rapid transit services. For nearly a century Loop trains made ten intermediate stops as they circled the two mile perimeter taking about ten minutes. Intercity trains from Milwaukee used the Loop as well. Recently the Chicago Transit Authority

began operation of direct trains to Midway Airport from the Loop. The six station loop at Kennedy would be less of a challenge, but the key is to keep station dwell times to acceptable levels.

(3) Manhattan routing

The APPLE CORRIDOR serves one station directly in Manhattan -- Grand Central Terminal. This is the largest single destination area for airport passengers and is a convenient transfer point to Metro-North trains for service to Westchester and Connecticut. The terminal is a grand entrance for visitors to NYC. Plans for refurbishing this magnificent terminal are well underway. APPLE CORRIDOR trains will provide more potential customers for the extensive new retail space under construction at the terminal. Three of the city's largest hotels connect directly to the terminal concourse.

But Manhattan is a carpet of destinations and many airport travelers will have to transfer to another mode to reach these locations. Passengers with luggage will probably want to take cabs for short trips. With its many exits, and well organized cab lines, the terminal can comfortably handle the added load of airport travelers. Passengers for Penn Station and points in New Jersey could make a same-platform transfer to other LIRR trains at Woodside, arriving in Penn Station only a few minutes later than at Grand Central. Passengers for Lower Manhattan would transfer, across the platform, to the A train at Aqueduct Station. If sufficient demand develops direct Kennedy-Penn Station and Kennedy-Lower Manhattan trains could be operated.

Another proposal for rail access, made by NYC officials, calls for connecting the "N" Train line which runs through the BMT subway in Manhattan directly to LaGuardia Airport and operating special airporter trains starting at City Hall. CBT supports this proposal, in concept, but as a second phase of the airport access plan. If a direct track connection from the 60th St. tunnel under the East River to LIRR and Amtrak trackage at Sunnyside, called for in the City plan, were constructed APPLE CORRIDOR trains from Kennedy could also use this route.

Direct LIRR rail access to Lower Manhattan has been proposed for many years, and is receiving a new hearing. Proponents have suggested a track connection between the BMT subway at Atlantic Avenue and the LIRR Flatbush Terminal in Brooklyn. Trains to Kennedy could use this link, and a

restored Woodhaven Junction connection mentioned earlier, to reduce running times compared to the A train.

These Manhattan route options are shown in Figure 7 along with estimated evening rush hour running times from stations in Manhattan to the first stop on the loop at Kennedy Airport. APPLE CORRIDOR running time from Grand Central would be 21 minutes. A direct train from Penn Station would take 22 minutes. The "A" train running from Lower Manhattan, with a coordinated cross platform transfer at Aqueduct, would take 39 minutes, and from 42nd St. and 8th Avenue, 52 minutes. In later phases, with the BMT connections in place, Kennedy times would drop to 32 minutes from Lower Manhattan or from Times Square.

CBT believes its APPLE CORRIDOR plan linking Grand Central to Kennedy Airport with fast, frequent rail service is the best starting point for airport access. Additional connections and services can be operated in the future, as a truly coordinated regional rail plan evolves.

(4) Streamlining the LIRR access link to Grand Central

The key feature of the APPLE CORRIDOR is the completion of LIRR access to Grand Central Terminal. To keep costs down, and to maximize traveler convenience, the plan would use the existing upper level loop of Grand Central with its five platform tracks, as shown schematically in Figure 8. Typical operation would be for LIRR trains to use the four westernmost tracks (nos. 39-42) and their two island platforms (designated T and U). Airport trains would use the fifth track (38) and with its own separate platform (S). This would keep airport travelers out of the way of commuters.

The loop trackage in the terminal would be connected to the completed, but unused, lower level tunnels under 63rd St. that were designed and built for LIRR and airport service. This would require the construction of two 3,000 foot long tunnel segments, mined or bored deep in the rock of Manhattan, from 63rd St. and Second Ave. to 52nd St. and Park Ave. A three percent grade, the current design guideline, would allow the two 63rd St. tunnel tracks to connect to Grand Central upper level loop track leads "J" and "C". The five terminal tracks and three platforms would be used, without any significant modification. Underrunning third rail would be replaced with LIRR-style overruning third rail, or alternatively LIRR cars could be equipped

with double-acting third rail shoes. Additional passenger access to the platforms, from the north, is already under construction as part of a Metro-North project.

Currently the LIRR plan, now the subject of detailed planning, calls for a ten track terminal using the Lower Level of the terminal. A three track approach is planned with a "flyunder" just below Metro-North trackage, avoiding conflicts between inbound and outbound moves. The plan requires reframing dozens of columns, excavating the lower level by five feet and underpinning several buildings on Park Avenue including the Lever House. All of these features are extraordinarily costly, and provide little extra value for the dollars invested.

CBT's plan would provide a high capacity loop system that is operationally similar to PATH's World Trade Center terminal. The layouts are shown at the same scale in Figure 9. PATH operates trains at a rate of 40 trains per hour during the busiest peak periods. Curves are much tighter at the Trade Center. The Grand Central loop track has a generous 350 foot radius in comparison to PATH's 115 foot radius. There is no reason why LIRR trains could not operate at 15mph or faster around the loop. The new local-express connection to the Queens Blvd. Subway line now under construction in Long Island City has the same radius curve on its "mainline". A goal of 30 scheduled trains per hour for the loop is not unreasonable.

Connecting to the upper level loop tracks at Grand Central has several other advantages, besides drastically reducing cost. The upper level is closer to the surface, reducing the climb for commuters and airport passengers. At the south end of the terminal the upper level tracks have ramps that lead directly to the concourse and the street. This popular feature of the much heralded terminal will be especially convenient for airport travelers with luggage that is equipped with wheels. Using the upper level keeps open the option of using the lower level for future extension of Metro-North trains south to Penn Station or Wall Street.

(5) Long Island City Alignment

In Long Island City the APPLE CORRIDOR would require construction of two tracks from the end of the existing lower level of the 63rd St. tunnel at Long Island City to existing LIRR trackage at Harold Tower, as shown schematically in Figure 10. Two 3,000 foot long cut and cover tunnels would be

constructed, one for each track, crossing under Amtrak and LIRR freight trackage at Sunnyside Yard. The two tunnel tracks would connect directly into existing track beds of the LIRR Mainline local tracks. Track layout shown also permits connecting to the Mainline express tracks for flexible operation. Under normal operation most APPLE CORRIDOR trains from the 63rd St. lower level tracks would pass through this connection without changing tracks. Using the local tracks is advantageous because at Rego Park, the restored Rockaway Beach line connects directly with these tracks, keeping costs down.

LIRR bi-level cars and dual mode diesel electric/electric locomotives, now being built to serve non-electrified lines in eastern Long Island cannot use the 63rd St. tunnel, and would operate on the two mainline express tracks from Jamaica, continuing to Penn Station using the 32nd St. tunnels (Lines 1 and 2). Amtrak, and eventually Metro-North Hell Gate trains, would also use these tunnels. At Penn Station, in CBT's plan for early implementation of regional rail, most trains using the 32nd St. tunnels would be through-routed with trains using Amtrak's Hudson River tunnels to New Jersey. This would greatly enhance capacity of Penn Station, while opening up new regional travel possibilities.

Plans for a Long Island City/Sunnyside intermodal transfer station are being developed by MTA. One possible layout is shown in the schematic drawing. Amtrak is developing plans for a flyunder in the eastbound direction, and an upgraded bypass track in the westbound direction, eliminating conflicting moves through this location. These Amtrak tracks are shown in the schematic, though in a simpler, less costly layout. The transfer station shown in the drawing anticipates CBT's Penn Station through-routing plan and simplifies the layout. No significant new trackage is needed, other than a few turnouts. Platforms would be constructed adjacent to the eight existing mainline tracks passing under the Queens Blvd. overpass. An interim access system to these platforms from the overpass could be built at relatively modest cost, with a "grand" station constructed later as part of a redevelopment plan. Many of these features are shown approximately to scale in Figure 11.

The two LIRR Port Washington Branch tracks would connect directly to the 33rd St. tunnels (Lines 3 and 4) to Penn Station. This discrete line, with its own tunnels to Penn Station, would be operated more like a rapid transit line, with frequent service and an integrated fare structure. Port

Washington Line passengers bound for Grand Central, or for Kennedy Airport, would change to APPLE CORRIDOR trains at Woodside.

In the longer term the Port Washington line could be routed through the 60th St. tunnel, as part of a comprehensive restructuring of rail and subway lines. This restructuring would include consideration of the City's proposal for rail access to LaGuardia Airport and local developer aspirations to relocate elevated railroad lines out of Queens Plaza. It would also anticipate operation of Rockaway Beach rapid transit trains on the APPLE CORRIDOR, making several additional stops in Queens and connecting to the 60th St. tunnel. The 60th St. tunnel connection could be made just west of the intermodal transfer station, as shown in Figure 11, to facilitate connections and focus development. This effort could include reconfiguring Woodside into a cross platform transfer station. Another option is to make provision for a future "on-line" station on the 63rd St. lower level line from Grand Central, near Northern Blvd., before it begins its climb to the LIRR Mainline at Sunnyside. These possibilities are worth considering, but they need not be put in the critical path of implementing the initial phase of the APPLE CORRIDOR quickly.

The streamlined APPLE CORRIDOR plan at Long Island City contrasts with the costly and elaborate plan currently being considered by the LIRR in its East Side access plan. The LIRR would build six ramps at LIC instead of two. The other four would lead to the Port Washington Line and to storage tracks at Sunnyside Yard. Though desirable, these feature may not be worth the substantial incremental cost.

(6) Schedules

APPLE CORRIDOR trains would operate every ten minutes from Grand Central Terminal to Kennedy Airport for 20 hours per day. Running times are shown in Table 1. Airport trains would take 21 minutes to make the 15.2 mile trip from Grand Central to the first of six stops on the airport loop, with intermediate stops at Woodside, Aqueduct and Federal Circle. This is well within the capability of modern regional rail technology. The entire round trip would take 51 minutes. With a nine minute layover at Grand Central, only six train sets would be needed to maintain the basic service. With one person train operation on-board labor costs are quite modest.

Jamaica-Kennedy trains would also operate on ten minute headways. The 7.7 mile run to the first terminal would take 13 minutes. A complete round trip from Jamaica to the airport and back would take 35 minutes. To assure a convenient cross-platform transfer at Jamaica, in each direction, airport trains would use one of the turnback tracks east of the station. Five train sets would be required.

The on-airport loop service would operate every five minutes, requiring only two sets of equipment. A system total of thirteen train sets plus three spares would be required.

As a future option, Amtrak intercity passenger service could also operate from Penn Station to the airport. Frequent high speed TurboLiner-type trains from Albany, Scranton, Allentown, Harrisburg and Atlantic City would be able to serve both Manhattan and the airport increasing their ridership potential. Rather than construct a separate terminal for intercity trains, at least at the outset, these trains could use the airport loop. Typically an arriving intercity train would circle the loop, making up to six stops, and then proceed to a ground level lay up yard located somewhere between Aqueduct and Federal Circle. A departing train would leave the yard, circle the loop stopping to receive passengers and head for Penn Station. This service only makes sense if Amtrak takes steps to minimize dwell time and improve equipment utilization. This is the key to making these services affordable in any event.

(7) Fares

As a starting point for discussion, fares could be assumed comparable to the LIRR. The airport would fit into Zone 3, the same as Jamaica and Eastern Queens. Manhattan to Airport APPLE CORRIDOR fares would be $3.75 off peak and $5.50 peak. A $117 monthly ticket used at a typical 37 trips per month basis would be $3.16 per one-way ride. The LIRR presently offers a bus/rail combination ticket for weekly or monthly commuters. This adds $0.74 per trip for regular monthly users. This combination might be offered to subway/APPLE CORRIDOR transferring passengers at Aqueduct.

But LIRR fares are far too high to attract many NYC riders given the $1.50 base fare. They will be even less competitive when the MTA eliminates double fares in July 1997. CBT has proposed that affordable unlimited ride passes be offered for time periods of a month, a week, one day or two hours..

These passes would be good for travel on any mode in the city -- rail, subway, bus or ferry. For example, a monthly pass priced at forty times the current $1.50 base fare -- $60 per month -- would be a tremendous boon to ridership, citywide. If honored on LIRR trains as CBT proposes, the LIRR would become a true regional rail service.

MTA has been reluctant to offer passes because of its high estimates of revenue loss from its already frequent users. CBT has challenged these estimates. But some revenue loss can be expected. Operating costs would rise for commuter rail service to meet the much larger demand. The APPLE CORRIDOR opens up new East River capacity by the turn of the century with its streamlined 63rd St. tunnel connection to Grand Central permitting the LIRR the opportunity to serve eastern and southern Queens patrons as well as suburban commuters. At the same time, CBT has called for road pricing strategies that would produce revenues for an affordable, vastly improved transit service. The APPLE CORRIDOR is an integral part of this plan. Road pricing, a innovative parking pricing on the airport, could go a long way toward encouraging airport passengers, visitors and employees "to do the right thing" -- use the APPLE CORRIDOR, instead of driving.

(8) Ridership

Ridership estimates are difficult to make. For this overview a few key assumptions and goals are suggested. Assuming CBT's proposed service and fare levels, one goal would be to attract about three-quarters of the Manhattan-Kennedy market, a large part of which now uses taxis or buses, and about one quarter of the non-Manhattan market, which is primarily auto-based. If the APPLE CORRIDOR is effective in shifting half of current LaGuardia air traffic to Kennedy, because of its vastly improved Manhattan access, a substantial core of ridership can be expected. Using 1993 PA air passenger counts these assumptions produce an APPLE CORRIDOR estimate of 10,200 daily trips from Manhattan and 5,500 daily trips from other origins in the region to Kennedy. In addition, the APPLE CORRIDOR might succeed in attracting about a quarter of the employee trips or about 6,400 trips to the airport. Another 3,000 persons might be attracted to the system as meeters and greeters, accompanying travelers to or from the airport. Not estimated are other airport visitors who might be attracted to the extensive commercial developments planned in new terminal buildings at Kennedy.

The APPLE CORRIDOR provides a fast shortcut for Midtown commuters from the Rockaways, and from the Ozone Park area. If half of the current subway riders from these areas shifted to the new line, about 10,000 more riders to Manhattan could be expected. Even more ridership from these areas could be attracted in the future as travel patterns change, and as development on the Rockaway Peninsula is encouraged by the faster service.

Not including on-airport users, the APPLE CORRIDOR might attract as many as 35,000 passengers each way, or 70,000 total weekday ridership. In addition there would be a shift of as many as half of the LIRR riders from Penn Station to Grand Central with the completion of the 63rd St. lower level tunnel link. Some 50,000 LIRR riders to Penn Station would be attracted to Grand Central. With the new East River capacity, and CBT's proposed regional fare structure riders from Eastern and Southeastern Queens would find the LIRR more attractive than a bus-subway combination. Perhaps another 30,000 of these riders would shift to the LIRR, half of them to Grand Central. Overall, the APPLE CORRIDOR might attract a total of ridership of over 200,000, of which 25% would be airport travelers, making it one of the busiest transit corridors in the U.S..

One concern about attracting large numbers of air passengers to a rail line is the difficulty in handling luggage. With an attractive price, and very frequent service, the APPLE CORRIDOR would be appealing, even to Manhattan travelers who now use taxis or other for hire vehicles. But the possibility of through checked baggage from Grand Central remains difficult because of heightened security due to worries about terrorism. Until this can be overcome, perhaps the best approach is to have extra personnel on hand to help travelers with luggage, with Red Caps at Grand Central and Sky Caps at each of the six on-airport stations. Family and friends would be encouraged to accompany travelers, given the appealing ride and modest fare. For higher income travelers the APPLE CORRIDOR could offer Premium Fare luxury service that would include attendants helping with luggage.

The APPLE CORRIDOR connects directly to the nation's rail network. Amtrak supports a limited mail and express capability at present, and might consider the opportunity to enhance its market share with new links to Kennedy Airport. Intermodal rail freight could also reach the airport on this trackage. No U.S. or overseas railroads exploit rail connections to the airport for freight, at present, although some experimentation is beginning in Germany.

(9) Equipment -- Back to the Future

Acquiring new trains for the APPLE CORRIDOR airport service provides an opportunity to introduce a new concept in train technology. Or more correctly an old one. Arguably the most advanced train equipment ever acquired by the NYC transit system occurred at the depth of the depression, in 1933. Eager to win back new riders from the automobile, rail car manufacturers and railroad and transit operators began to consider new options. The Presidents Conference Committee (PCC), made up of key executives of the then privately-owned transit companies, developed an advanced streetcar design, which eventually became an enormous success. At about the same time rail car builders, like Pullman and the Budd Company, began to produce advanced lightweight "streamliners" for high speed train service. A unique combination of the best of these two technologies was developed by Pullman for the Brooklyn-Manhattan Transit Corp. (BMT).

BMT's new lightweight aluminum train consisted of two identical end units and three intermediate units permanently connected together as an articulated train. Passengers could walk through the train without stepping between cars. As many as nineteen units could be connected to form a single continuous train. Figure 12 shows this train configured in a way that would be useful for APPLE CORRIDOR service. Nine units would form a 298 foot long train, equivalent to a five 60 foot subway cars, or four 85 foot commuter rail cars.

While the BMT cars could serve as a prototype, rail technology has advanced in the last 63 years. Paris, Hong Kong and Copenhagen have new articulated rapid transit trains of advanced design. The MTA's new technology train has many of the propulsion and control features that would be desirable in a new train. The United Aircraft TurboTrain and the PATH car demonstrate that aluminum trains can be both lightweight and strong enough to meet Federal railroad safety standards, which would be specified for the APPLE CORRIDOR. The initial fleet of sixteen prototype trains, capable of eventually running either on the subway or the LIRR, would be a large enough procurement to advance the state of the art, while small enough to allow necessary refinements to take place as the cars are placed in service. They could serve as the precursor to the Transit Authority's plan to purchase 100 new subway cars for the Queens Blvd. Connection.

The interior layout of the original BMT cars is very close to what would be desirable for the APPLE CORRIDOR airport service. The 32 inch wide bi-parting doors lead to a generous holding space which would be convenient for passengers with luggage. Framing this space are three rows of two by two seating at each end. All together a nine-unit train set could seat 320 passengers, while still leaving adequate space for luggage on the floor or in overhead racks.

These trains would be designed to couple together in groups of two to four sets. The APPLE CORRIDOR platforms at Grand Central, originally used by long intercity trains, could handle a four-set, 1,200 foot long train if that were ever needed. In-service coupling of trains en route to form longer units is a way to make more productive use of limited track capacity. While once common in the U.S., few transit properties now use this practice. But it is quite common overseas. Once the initial APPLE CORRIDOR service is established, some experimentation with train coupling could be considered. An obvious candidate would be train service to the Rockaway Pennisula, where the two branches converge and connect with the APPLE CORRIDOR at Aqueduct Station.

IV. Creative Financial and Institutional Arrangements

The entire APPLE CORRIDOR project including the streamlined connection to Grand Central Terminal, the restoration of the Rockaway Beach line, the connection to Jamaica at Woodhaven Junction, the on-airport loop at Kennedy and airporter trains will cost an estimated $1.585 billion if construction could begin in two years. Of this amount, $739 million is for the LIRR East Side Access. This cost estimate is based on the 1993 MTA plan for the LIRR East Side Terminal, factored downward to reflect the vastly simpler, and therefore less costly, project as described in this paper. The basis for this estimate is described in Table 2. Other costs are estimated in a comparable way and summarized in Table 3. These estimates are for full implementation including planning, engineering, construction management etc.

The Port Authority's plan for rail links to Jamaica and Howard Beach is estimated to cost $1.1 billion. The PA will advance this capital funding for the project, and repay it from two sources -- the Passenger Facility Charge (PFC) of $3 collected by the PANYNJ from each enplaning passenger and its

regular capital budget for on-airport improvements. The PFC revenue stream can support about $700 million in capital improvements.

CBT proposes that the APPLE CORRIDOR be constructed, instead of the current PA plan. This plan will cost $485 million more than the PA plan, but will include the LIRR Grand Central access project as well. CBT assumes the PA will continue to contribute its $1.1 billion to this vastly superior plan. The MTA Capital Program, as recently amended, allocates $50 million for the LIRR East Side project. The remaining $435 million could come a variety of resources. Federal "new start" transit funds could be sought. Funds now allocated to highway expansion could be reprogrammed. Alternatively, the PA could advance the money, build the entire project and then be reimbursed by the MTA on a trackage rights basis, once service begins early in the next century. The PA could "buy" a twenty percent share in the completed segment of the 63rd St. lower level tunnel which was built for railroad and airport use. This is about the proportion of peak hour capacity that would be used for airport trains in the APPLE CORRIDOR plan. At current prices, this completed tunnel shell may have a replacement value of close to a billion dollars. The MTA could use this $200 million to reduce its trackage rights fees to an amount that would support the remaining $235 million to complete the project. This sum could easily be funded from expected increased annual revenues to the LIRR once service begins to the East Side.

The APPLE CORRIDOR would be undertaken as a single cooperative, joint use project. The PA and the MTA would reach an agreement and contract with a third part -- a private vendor -- to design and build the various components of the project. It would organized as an "airport" project, with a projected revenue stream from trackage rights agreements, for its no-airport users. In this way the PA could use its resources, and the PFC funding, to finance the construction cost.

Operating costs are another matter. High fares reduce subsidy requirements but also curtail use. One person train operation requires the cooperation of organized labor. Maintenance agreements with the LIRR or the Transit Authority could avoid the capital and operating costs of a new, separate facility just for airport trains. Mentioned earlier in this report was the basic issue of increasing use of LIRR lines in NYC by including them in an integrated, unlimited ride pass fare structure. A coherent citywide strategy of charging motorists for the costs they impose on the city, and using some

of these revenues to make transit more affordable and attractive, is a sensible strategy. Kennedy access is a good case in point. The PA should consider charging motorists who pay nothing for the use of its elaborate and costly roadways, when passengers are dropped off and cars are not parked, and charging employees for parking space.

The Mayor and the Governor have much to gain by endorsing CBT's APPLE CORRIDOR. The Mayor gains an extraordinary airport rail link at no cost to the city, even as most of its investment in construction activity takes place in the city. The Queens Borough President gains a major boost to its largest industry -- aviation -- restoring Kennedy's competitive edge over Newark Airport. And the Governor can accomplish a great deal -- LIRR East Side access and a direct Manhattan-Kennedy and Jamaica-Kennedy rail links -- with no new outlay of state dollars. Doing more with less is always a good idea, but especially in the current political climate.

We invite the Mayor, the Governor and the Borough President to join us on the inaugural run of the APPLE CORRIDOR, on January 1, 2000.

Table 1 - Distance and Estimated Travel Time

Grand Central - Kennedy International Airport

	Miles	Minutes
Grand Central Terminal	0.0	0
Woodside Station	5.0	7
Aqueduct Station	11.8	15
Federal Circle Station	13.3	18
Terminal One Station	15.2	21
Delta Station	15.4	23
International Station	15.7	25
TWA Station	16.1	27
British/United Station	16.2	28
American Station	16.6	30
Federal Circle Station	18.6	33
Aqueduct Station	20.1	36
Woodside Station	26.9	44
Grand Central Terminal	31.7	51

Jamaica (LIRR) Station - Kennedy International Airport

Jamaica (LIRR) Station	0.0	0
Aqueduct Station	4.3	7
Federal Circle Station	5.8	10
Terminal One Station	7.7	13
Delta Station	7.9	15
International Station	8.2	17
TWA Station	8.6	19
British/United Station	8.7	20
American Station	9.1	22
Federal Circle Station	11.1	25
Aqueduct Station	12.6	28
Jamaica (LIRR) Station	16.9	35

(HAIKALIS)

Table 2 - "Affordable" GCT cost estimate
Based on costs published in STV's 1993 Report

Item	original cost millions	estimated %	new cost millions
contracts: (in July 92 $)			
at Grand Central			
C-1	199	0%	0
C-2	96	10%	10
C-3	116	95%	111
line equip./track/signals	102	20%	20
station finish	49	5%	3
GCT Total	563		144
at Long Island City			
C-4	77	95%	73
C-5	319	34%	108
line equip./track/signals	131	34%	45
LIC Total	527		226
Total Contract Cost	1,090		370
Contingencies (20%)	218		74
Total with contingencies	1,308		444
Other Costs*	324		110
Total Cost in July 1992	1,632		554
inflation**	545		185
Grand Total	2,177		739

*includes design 8%, construction management 12%
LIRR supervision & review 4.75% , total "other" 24.75%
** 4.25% compounded annually, assume July 1999 (33.4%)

Note: Contract C-1 is for work south of 52nd St., C-2 is from 52nd to 55th Sts., and C-3 is north and east of 55th St., C-4 if from Northern Blvd. Through Yard A and C-5 is east of Yard A.

(HAIKALIS)

Table 3 - Estimated Capital Costs for APPLE CORRIDOR
(In 1999 $ - including allowance for design, adm., inflation etc.)

Grand Central Terminal Access (See Table 1) 739

Restore Abandoned Rockaway Beach Branch (Rego Park to Aqueduct)
- restore 4.2 miles of double track railroad @ $8 million per mile = $34 million
- replace bridge over Montauk Line = $10 million
- relocate parking spaces at Forest Park Crescent = $2 million
- install sound barrier along 2 miles of route = $2 million
- provide resources for property owners to install double pane windows and central air conditioning to reduce noise - 2,000 housing units @ $5,000 per housing unit = $10 million
- relocate Aqueduct Station and provide for cross platform transfer to subway = $20 million
- subtotal $78 million

Woodhaven Junction
- construct new track connection in southeast quadrant for Kennedy to Jamaica service, including purchase of right of way $100 million

Total off-airport cost $907

Rolling stock - special airporter cars
- 16 9-unit 298 foot long articulated trains sets @ $8 million = $128

Total cost including equipment $1,035

Total cost of PA access plan $1.1 billion, less the following items:
station at Jamaica LIRR, 3 miles of elevated guideway in median of Van Wyck
Expressway, Howard Beach and Employee park ride stations, rolling stock, maintenance facility. Savings = $550 million

Net PA cost = $550 million

Total GCT access and airport cost = $1,585 billion

(HAIKALIS)

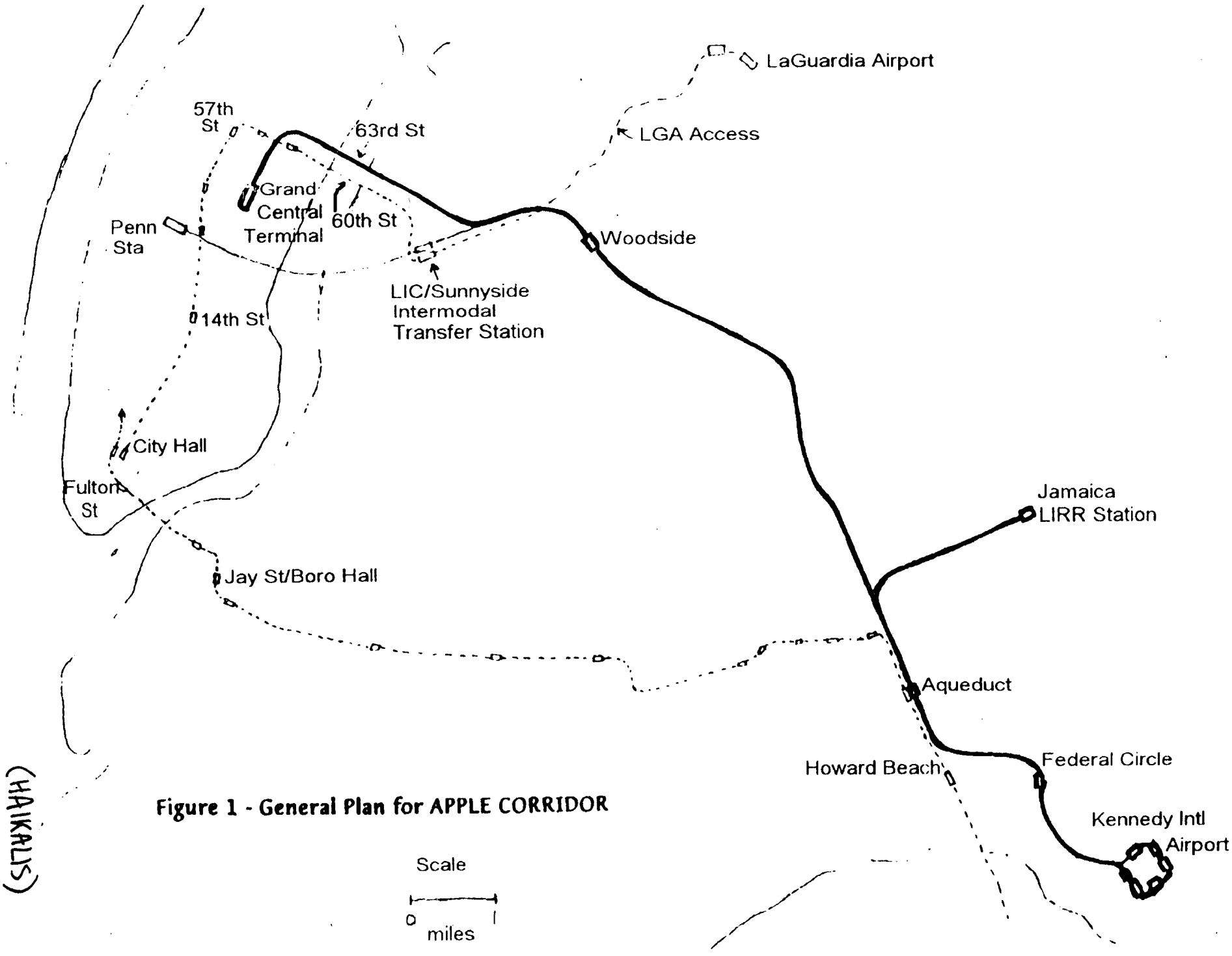
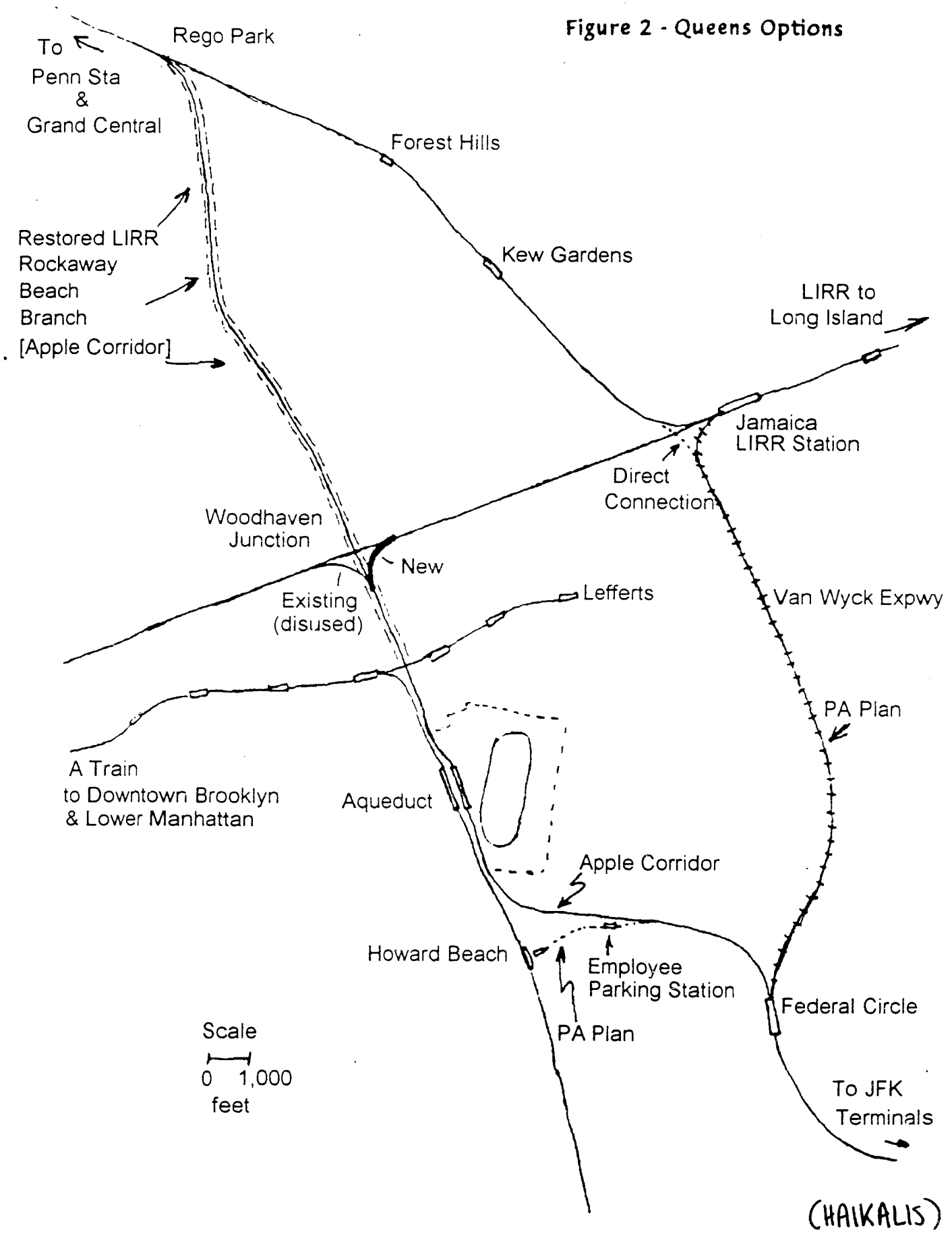


Figure 1 - General Plan for APPLE CORRIDOR

(HAIKALIS)

Figure 2 - Queens Options



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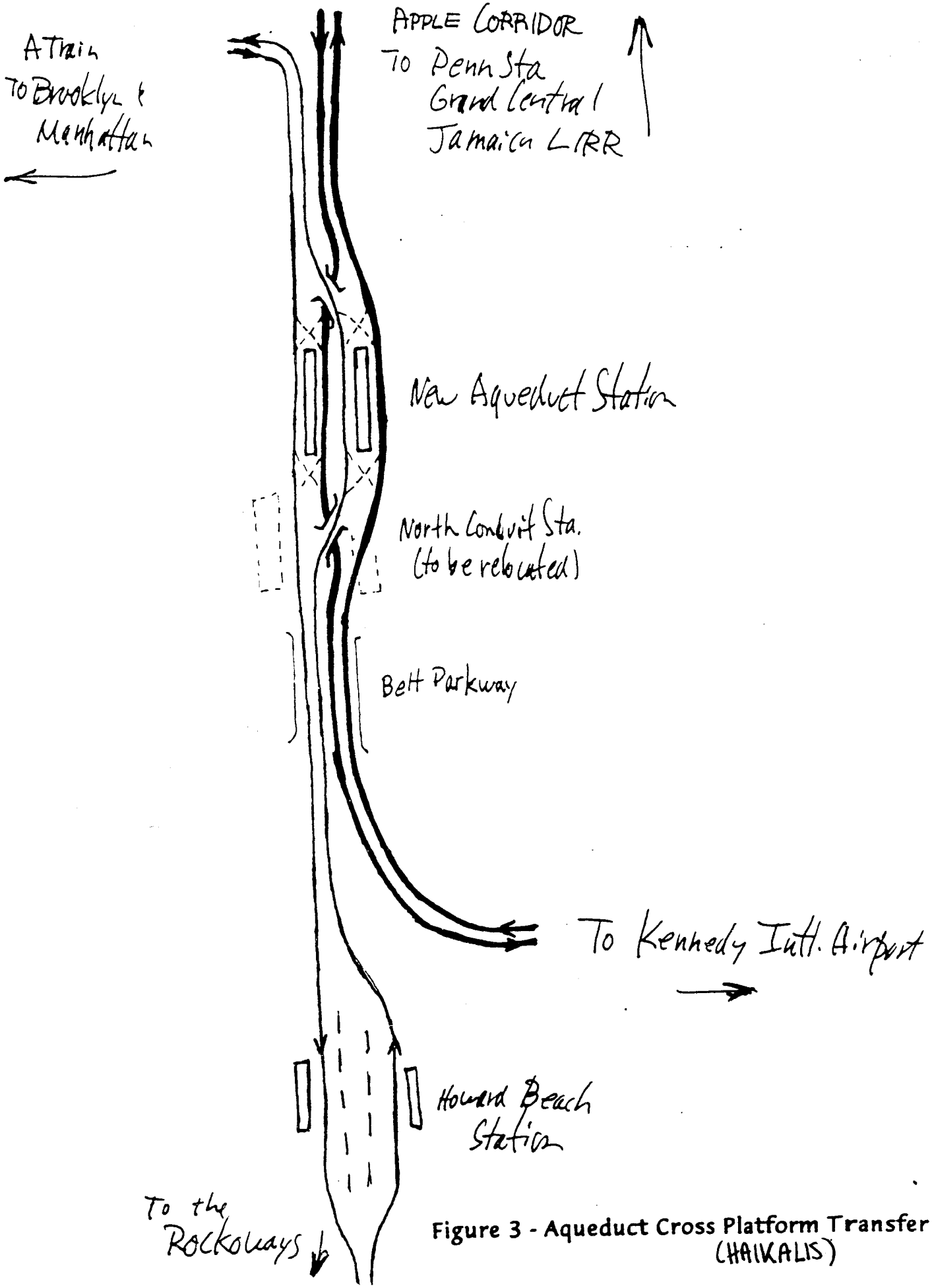

Figure 3 - Aqueduct Cross Platform Transfer
(HAIKALIS)

Figure 4 - Feeder Bus Lines to Aqueduct Station

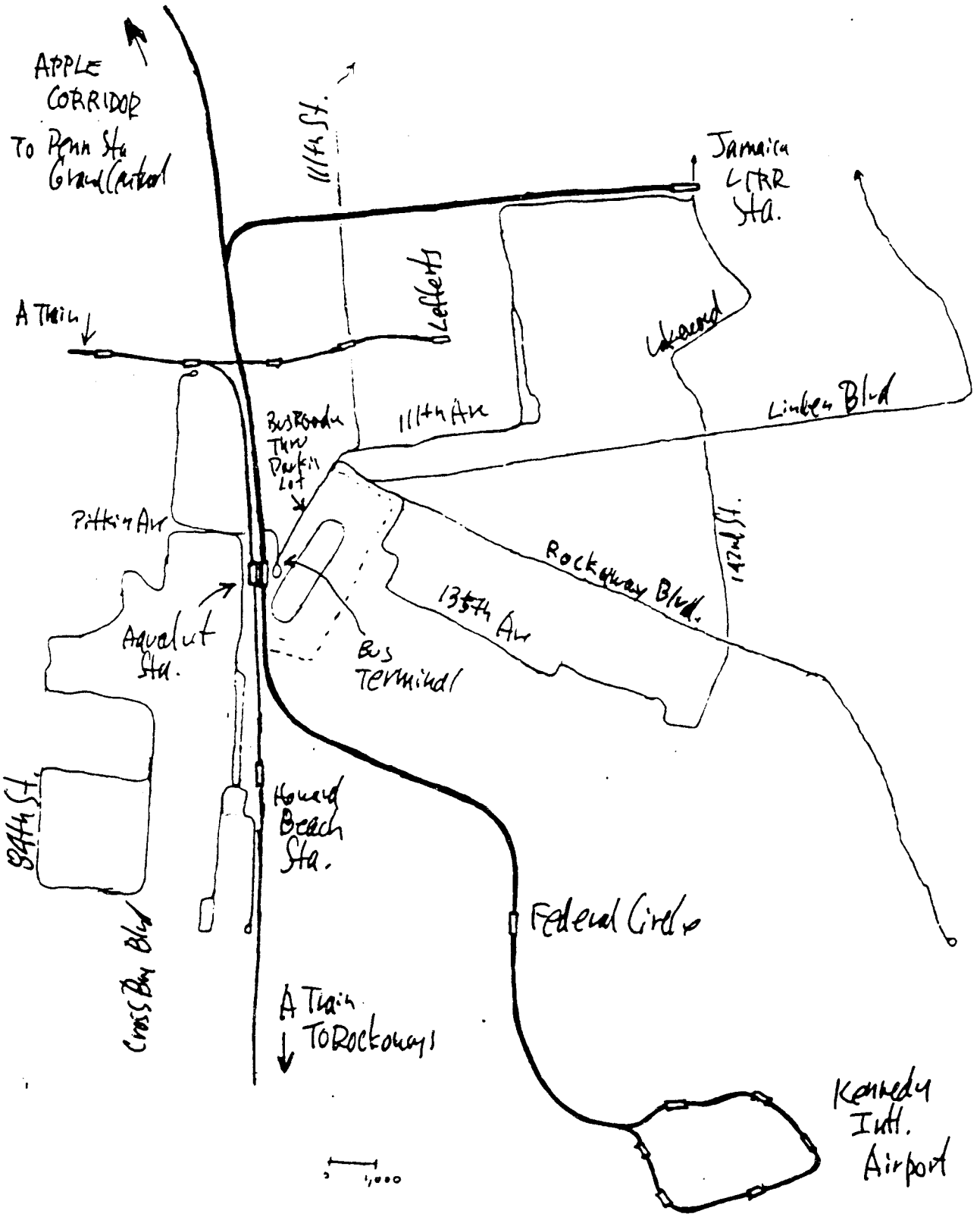

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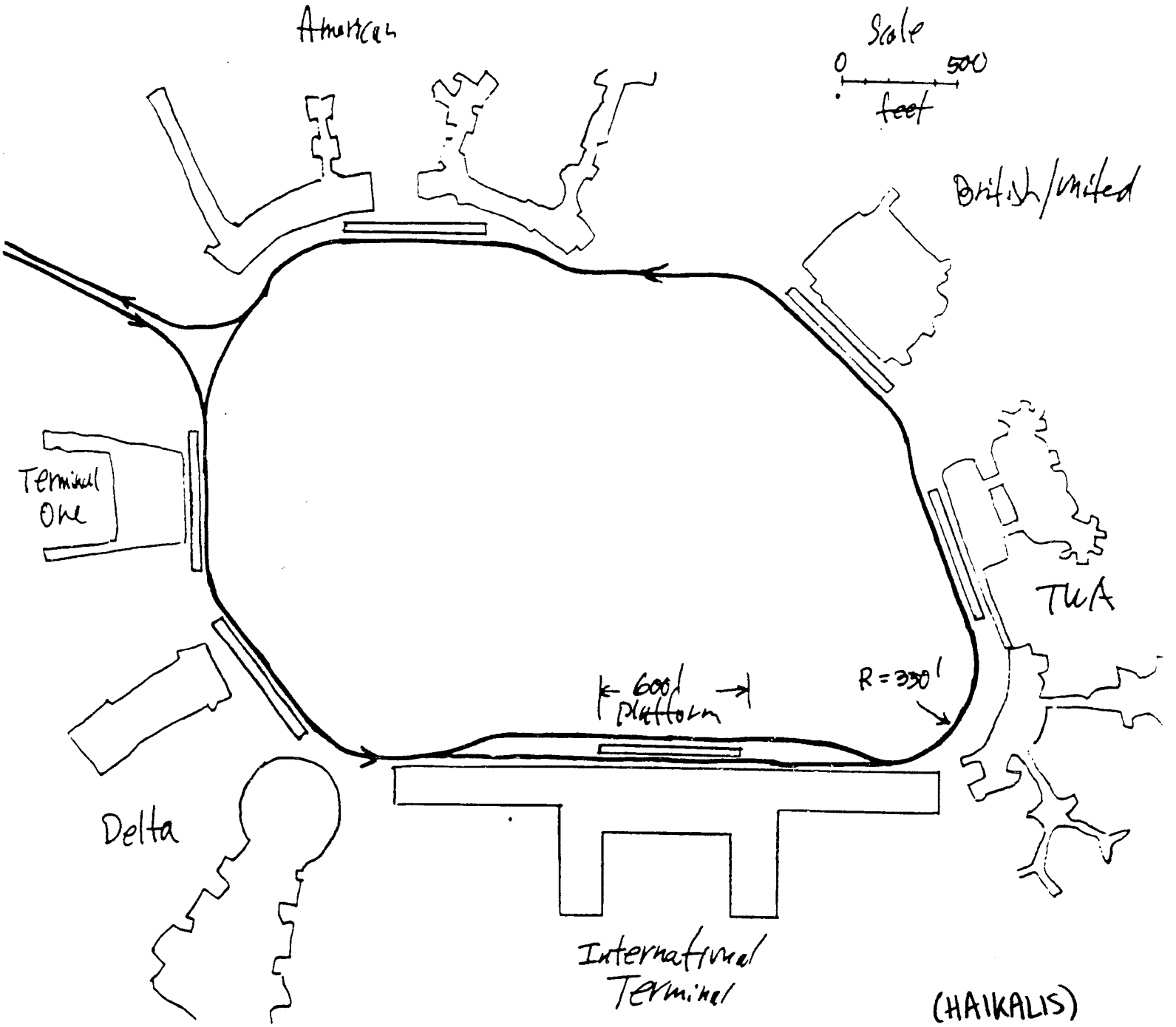
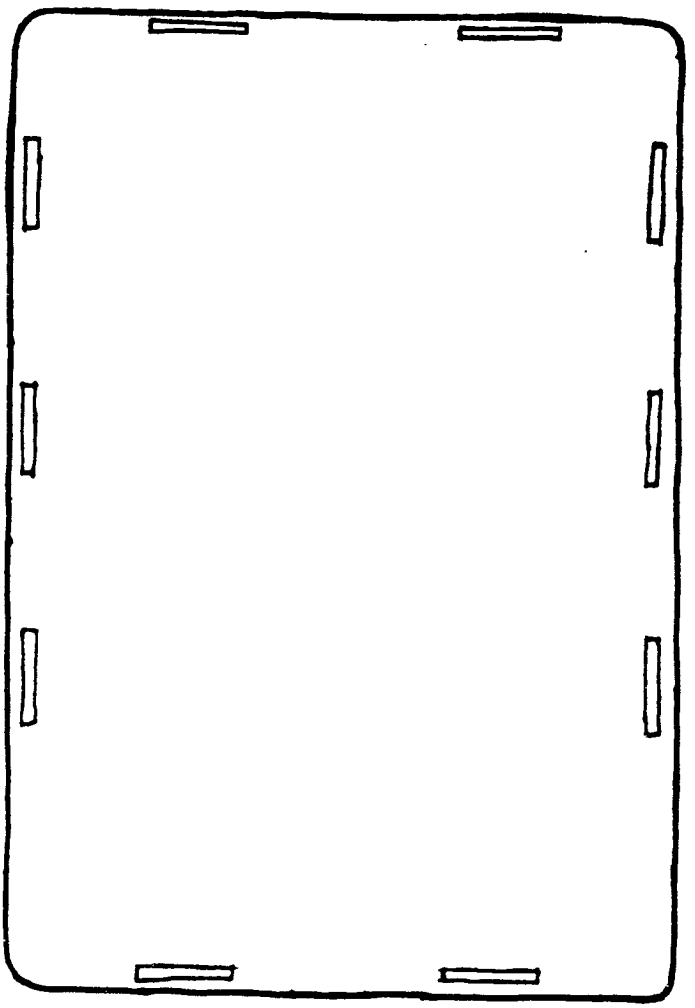
Figure 5 - Layout at Central Terminal Area
Kennedy International Airport





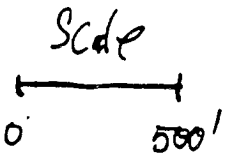


Figure 6 - Chicago Elevated Loop (HAIKALIS)

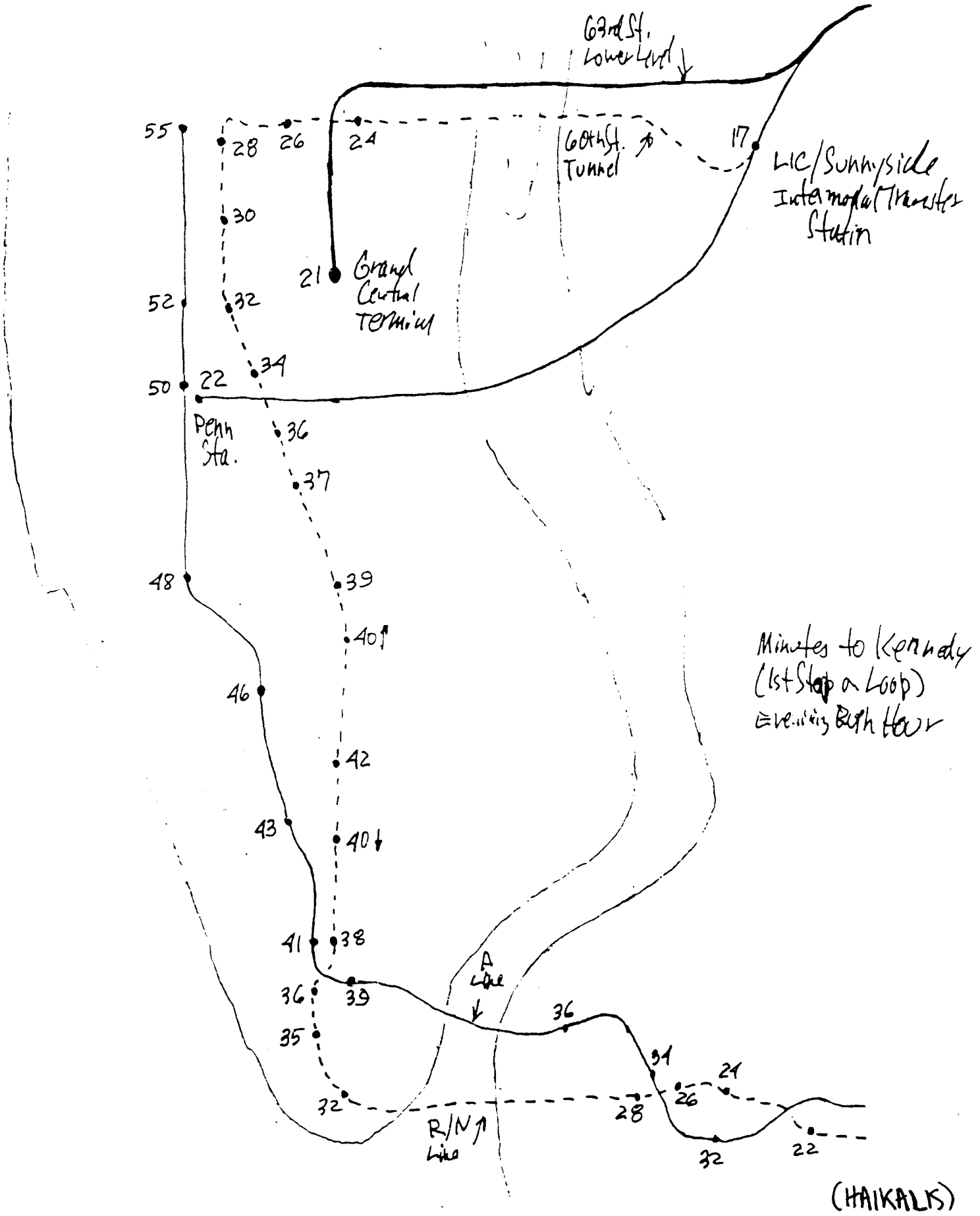


Figure 7 - Manhattan Distribution Options

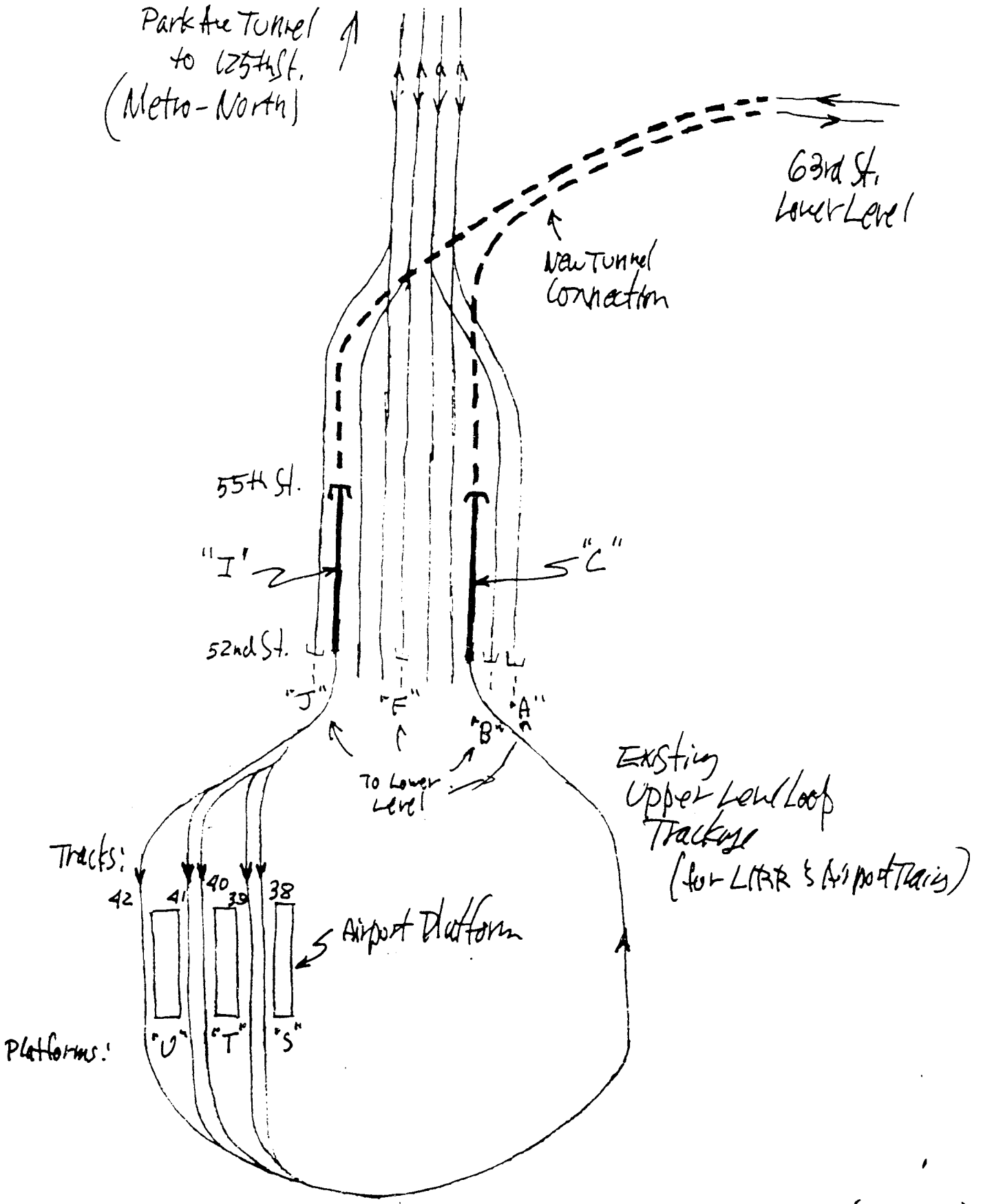


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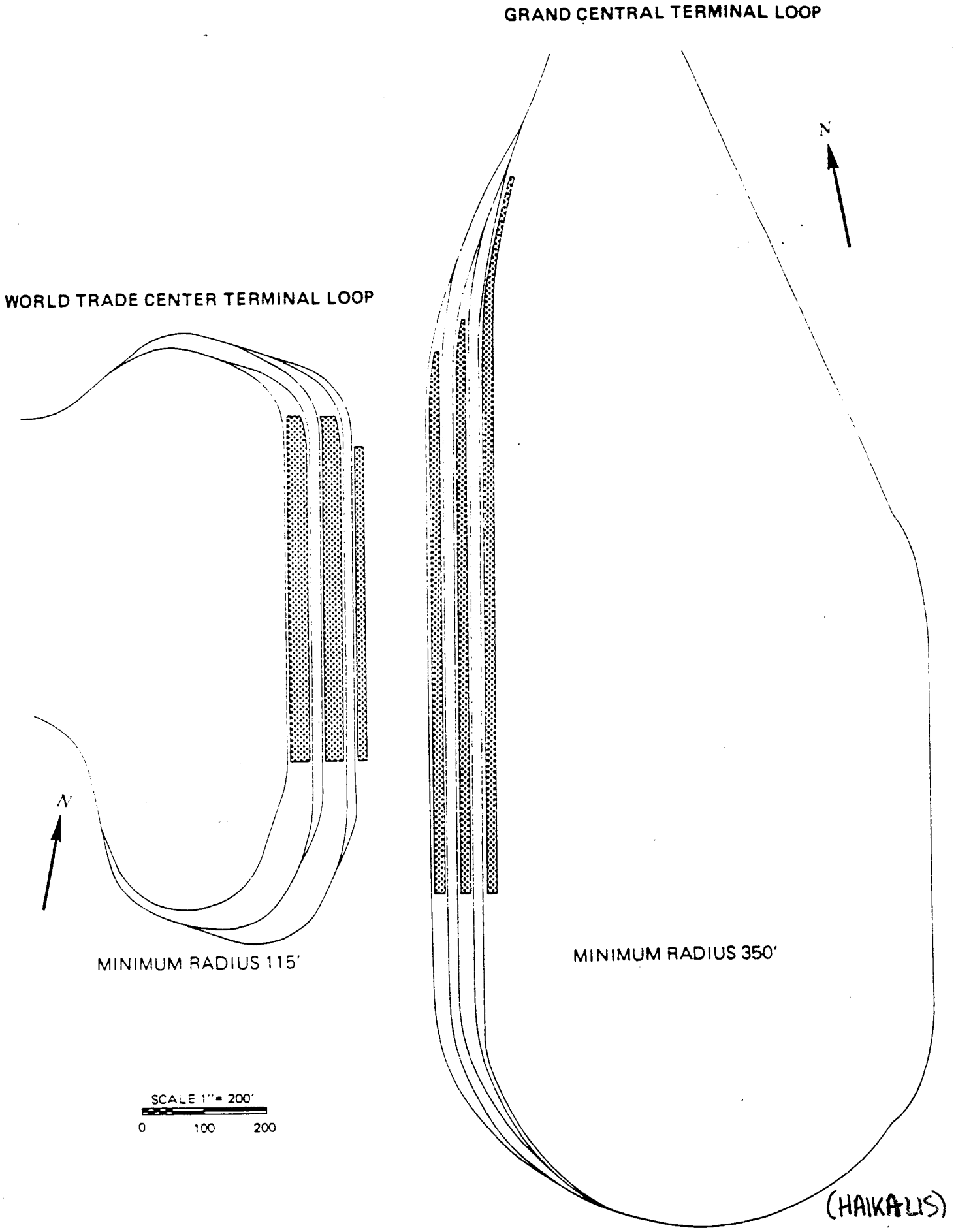
Figure 8 - GCT Track Diagram

Figure 9 - Comparison of GCT and WTC Terminal Loops



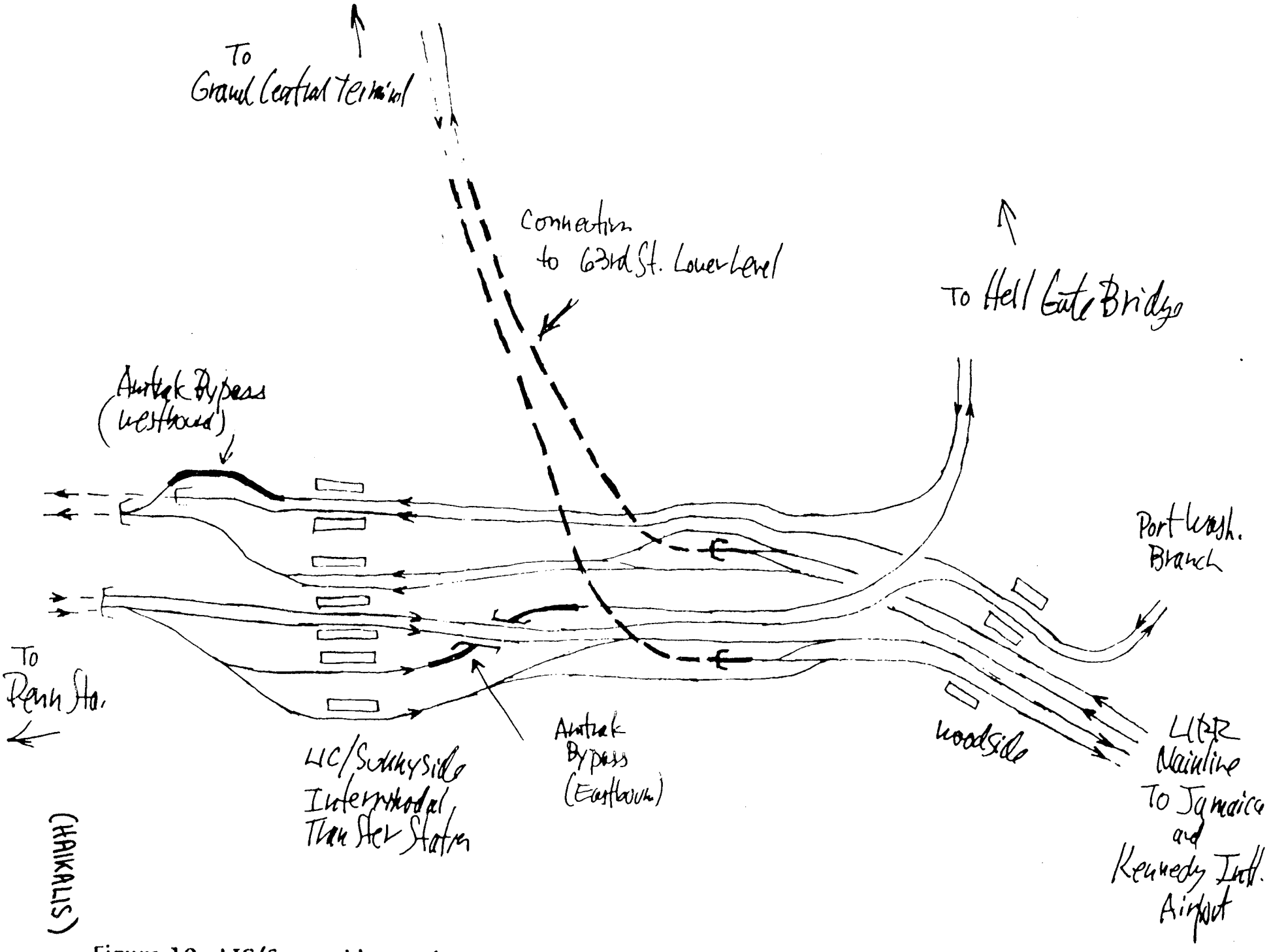


Figure 10 - LIC/Sunnyside Track Diagram

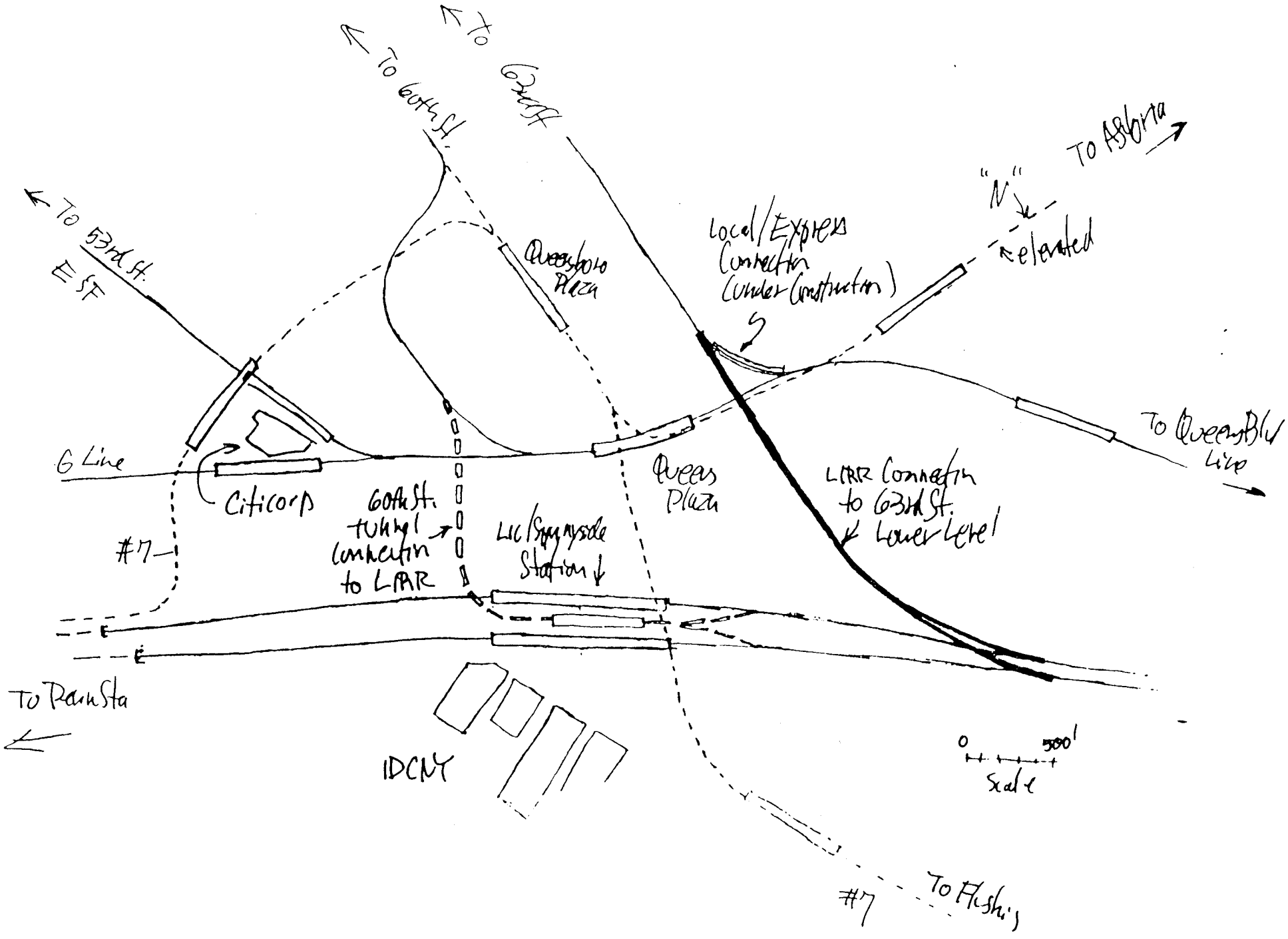


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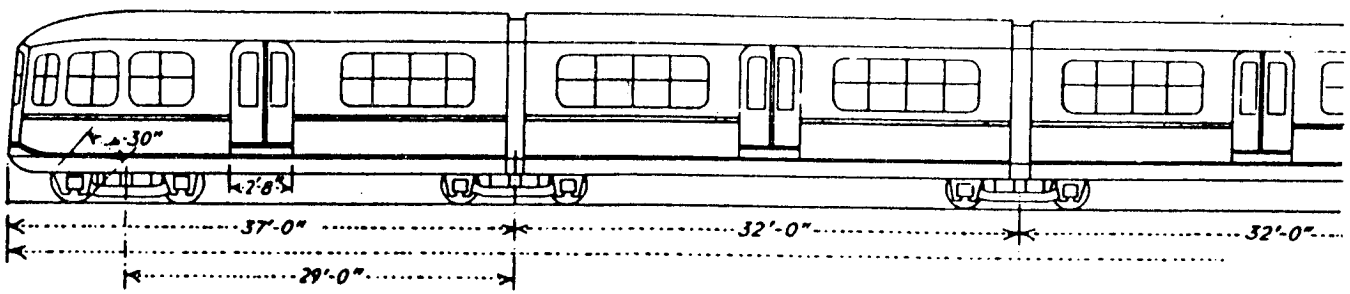
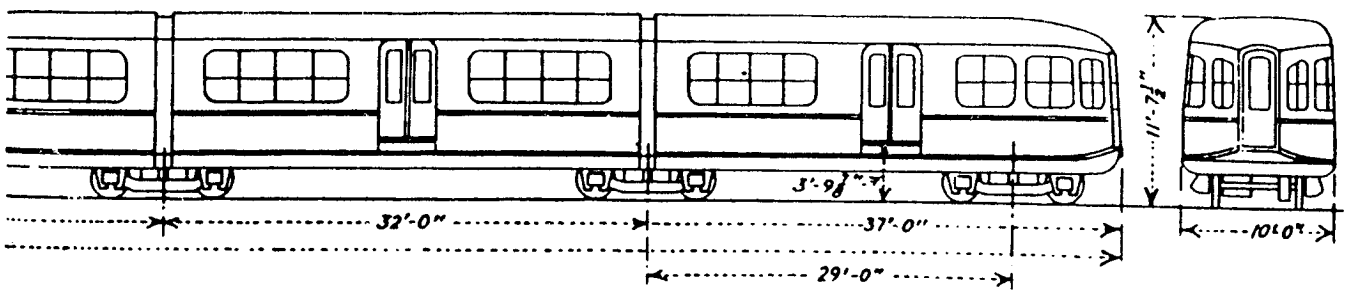
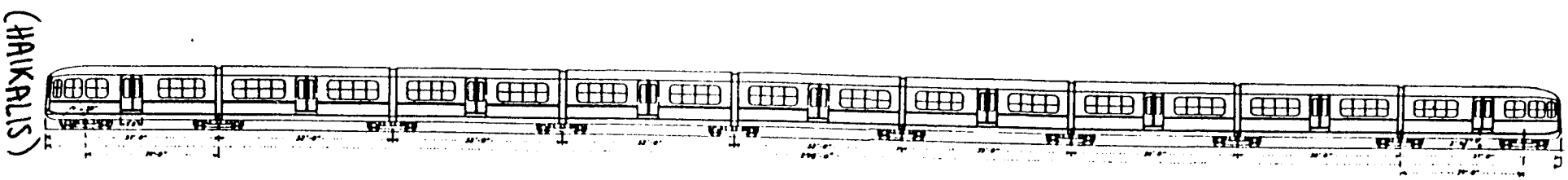
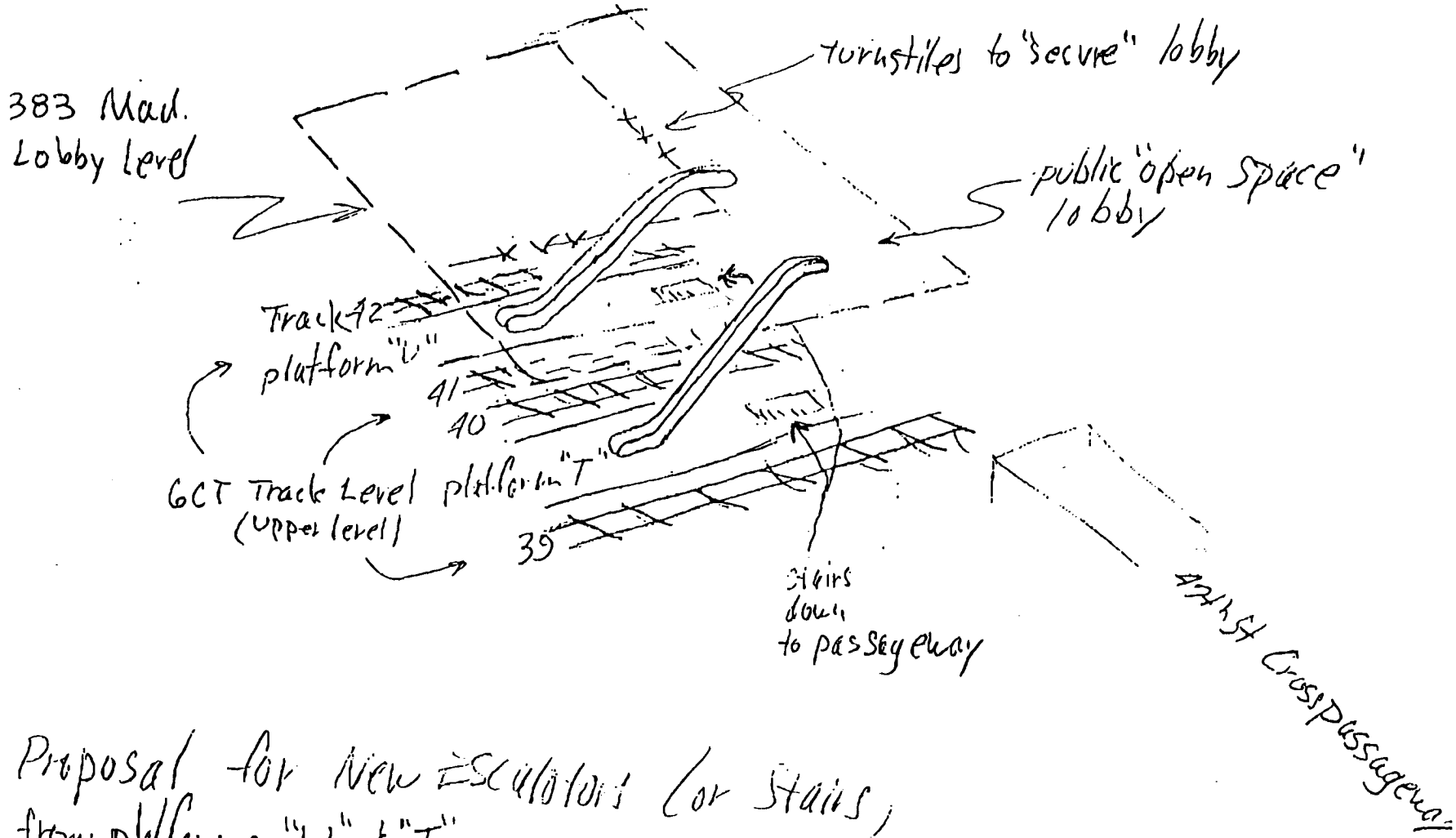
Figure 11 - LIC/Sunnyside - General Plan

Figure 12 - Nine-Unit Articulated Airporter Trains









Proposal for New Escalators (or Stairs,
from platforms "U" & "T"
to 383 Mad.

George Haikalis
10/5/98

(HAIKALIS)

LESTER A. EPSTEIN & ASSOCIATES

Real Estate - Investments

11 EAST 47TH STREET
NEW YORK, N.Y. 10017

TELEPHONE
(212) 371-7810
FAX
(212) 371-7813

June 15, 2000

Anthony Japha, Chief Program Executive
MTA/LIRR East Side Access Project
469 Seventh Avenue
New York, N.Y. 10018

RE: 47 East 44th St.; MTA/LIRR East Side Access Project DEIS

Dear Mr. Japha,

This is in response to the Draft Environmental Impact Statement for the MTA/LIRR East Side Access Project with respect to our property at 47 East 44th St., Manhattan.

We disagree with the Preferred Alternative Options 1 &2 contained in the DEIS as it proposes to demolish our property and replace same under Option 1with a ventilation structure and under Option 2 with a ventilation and HVAC climate control structure for the LIRR facility at Grand Central Terminal which demolition we believe is unnecessary and will adversely affect us, our tenants, the MTA and the general public. To wit:

1. The MTA is the adjoining property owner to our said property owning 341 Madison Ave., 345 Madison Ave. and 347 Madison Ave. The MTA bldg. at 347 Madison Ave. has a one story extension in the rear and a three story extension with an entrance on 45th St. contiguous to said one story extension as evidenced by the attached copy of the survey for their property. The said ventilation and/or HVAC housing can be placed in either or both locations which the MTA already owns eliminating the need to acquire our property and to turn 44th St. into a construction site for up to 2 years (p. S-16, p. 17-9). The sites referred to in the DEIS (p. 5-26 & 5-27) refer to the main building of 347 Madison Ave. and not to the extensions. (1)
2. The analysis of the real estate market contained in the DEIS is incorrect insofar as it states outdated 1999 information from Garrick Aug (see p.5-36), real estate brokers. which includes a claim that there is a 25% retail vacancy rate in Midtown Manhattan and from Cushman & Wakefield, real estate brokers, which includes a claim that there is significant availability in the office market and that existing tenants can be easily relocated (see p.5-36). The situation has dramatically changed since those reports were issued with less space now available. We believe that relocating our retail and office tenants will be extremely difficult and will likely result in hardship and disruption of our tenants businesses which may not be covered adequately by the Federal Uniform Relocation Assistance and Real Property Act of 1970 (p. 5-32 to 34, 17-8 & 9). (2)
3. Specifics regarding the proposed Ventilation and or HVAC housing are inadequate except to state that the MTA and its subsidiaries are not subject to NYC zoning requirements which leaves in doubt the actual intentions of the MTA in connection with the proposed condemnation of our building (p. 6-22 and 6-23) (3)

Additionally, we have noted during inspections of our property by persons authorized by the MTA in connection with this project that the proposed ventilation facility would not need entirely occupy our 25 x 100 plot and would appear to vent the new LIRR GCT facility into the existing louver vents at the rear of 345 Madison Ave. adversely affecting the MTA itself. The need for less space is certainly evident under Option 1 while it is not stated that alternative sites for the HVAC/ventilation housing were even considered in evaluation of either Option 1 or 2 (see P. S-13). 4 5 4

Additional points which we believe that should be considered in connection with the East Side Access and this DEIS are:

1. Increase in Midtown Manhattan air pollution levels (see p. S-37) 6
2. Congestion in the overcrowded Madison & Lexington Ave. areas near GCT as both streets are already notorious for their narrow sidewalks which force pedestrians to walk in the heavily trafficked street during peak periods (p. 9C-14 &15, 9C-52 to 57); The DEIS seems only concerned with reducing congestion at Penn Sta. (p. 2 –31) 7
3. Congestion in the overcrowded IRT Lexington Ave. subway at GCT.(Ch. 9C) 8
4. Inadequate comparison and evaluation shown for the possibility of bringing both the LIRR Port Washington & Main Lines through the 63rd St. Tunnel to the now or formerly proposed 3rd Ave. Terminal ; (p. 2-32 to 2-35) 9
5. Economic feasibility of the Preferred Alternative is open to debate and subject to political process and future economic conditions which cannot be determined. 10

We believe that the use by the MTA of its existing property in connection with this project or its consideration of a different plan altogether will result in substantial savings of public money and less disruption to business and in the already congested area near Grand Central Station. 1

Very truly yours,

LESTER A. EPSTEIN

CAROLYN B. MALONEY
14TH DISTRICT, NEW YORK

2430 RAYBURN BUILDING
WASHINGTON, DC 20515-3214
(202) 225-7944

COMMITTEES:
BANKING AND FINANCIAL SERVICES

GOVERNMENT REFORM

JOINT ECONOMIC COMMITTEE

Congress of the United States
House of Representatives
Washington, DC 20515–3214

DISTRICT OFFICES:

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☐ 28-11 ASTORIA BOULEVARD
ASTORIA, NY 11102
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Testimony of Congresswoman Carolyn B. Maloney
Before the Metropolitan Transportation Authority June 15, 2000

Thank you for the opportunity to address you today. I am pleased to submit testimony to the MTA on East Side Access, a project that will have a positive affect on my district, both in Manhattan and Queens. I also want to commend the board on its decision to build a full-length Second Avenue Subway. Although we are here to comment on the Draft Environmental Impact Statement for East Side Access, I think the message that many of us want to convey is that East Side Access needs the Second Avenue Subway if it is going to work. They are part of the same transportation solution and they must be considered together. The DEIS is stunningly silent about the Second Avenue Subway. (1) (2)

When the LIRR connection is completed in 2009, it will dump thousands of additional riders onto the East Side. The DEIS indicates that the Preferred Alternative studied is expected to bring about 62,000 LIRR riders into Grand Central Station during the 4-hour weekday AM peak period in the year 2010. The DEIS evaluates the impacts that East Side Access will have on bus and subway lines around Manhattan and Queens. For instance, the DEIS notes that the additional LIRR passengers will result in significant impacts to the Nos. 4 and 5 express lines southbound in the AM peak hour. (3)

I believe that the discussion of the impact of adding more passengers to the already overcapacity 4 and 5 trains is inadequate. There is no room on these lines for existing passengers. To talk about adding more people without a Second Avenue Subway to alleviate congestion is an absurdity. The Lexington Avenue Line is 40% to 60% over-capacity during the peak hours. The DEIS does not discuss how a full-length Second Avenue Subway would help to reverse the negative impacts on the Lexington Avenue Subway Line. Without a full-length (4)

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4 Second Avenue Subway, over-crowding will create dangerous conditions for riders. The already
5 over-crowded cars will not be able to handle even the six passengers per car that the DEIS
6 calculates will be added. And signal adjustments to the line will not be enough to mitigate the negative impacts to the Lex Line. A supplemental DEIS should discuss the importance of a full Second Avenue Subway to provide an outlet for these new passengers when the LIRR project is completed.

7 The DEIS is incomplete without a discussion of the way the Second Avenue Subway will alleviate some of the environmental problems created by East Side Access. Since these projects should be built in tandem, the DEIS for East Side Access should include greater detail about the effects of the Second Avenue Subway.

MEMORANDUM
DEPARTMENT OF TRANSPORTATION

TO: Mr. Anthony F. Japha
Chief Program Executive
MTA/LIRR East Side Access
469 Seventh Avenue
New York, NY 10018

FROM: Chung-Kuo Chiang, Ph.D., PE C. Chiang
New York State Department of Transportation
Hunters Point Plaza
47-40 21 st Street
Long Island City, NY 11101

SUBJ: Review Comments on East Side Access
Draft Environmental Impact Statement (DEIS)
May 2000

DATE: May 24, 2000

Comments:

1. On title sheet "BRONX" County should be "BROOKLYN" instead? (1)

2. Table of Contents, on page xix add a line "Appendices" after Index. (2)

3. Chapter 1, page 1-5 table 1-1 it added up 101% not 100%. (3)

4. Chapter 3, page 3-18 Table 3-2 Total Acres added up 283,800 not 183,700? and the percent of total was over 154% not 100%? Please check numbers. (4)

5. Chapter 4, page 4-3 5.1%, 6.6%,39.6%, 6.9%, 9.0% 90.3% the % symbol can be eliminated. (Typical comments for all DEIS tables, please make them consistency and check for accuracy). (5)

6. Overall this is a very Comprehensive, Thorough and Sound report.

THOMAS S. GULOTTA
COUNTY EXECUTIVE

OFFICE OF THE EXECUTIVE
ONE WEST STREET
MINEOLA, N.Y. 11501-4895

RECEIVED
JUN 6 2000

May 31, 2000

Anthony F. Japha, Chief Program Executive, ESA
MTA LIRR East Side Access
469 7th Avenue
New York, New York 10018

Dear Anthony,

Thank you for your letter of May 17, 2000 and the Draft Environmental Impact Statement (DEIS) for the East Side Access Project.

I am forwarding the Executive Summary of the DEIS to Paul Ponessa, Director of the Planning Commission, for his information and review.

Thank you for bringing this matter to my attention. If I may be of assistance to you in any way, please feel free to contact me.

Warmest regards,

Tom Gulotta

THOMAS S. GULOTTA
County Executive

TSG:pan
CCS #20029603

STEVEN AUSNIT
124 EAST 61 STREET
NEW YORK CITY, NY 10021
(212) 838-8913
(212) 832-8410 (FAX)

RECEIVED
JUN 7 2000

June 6.
~~May~~ 30, 2000

Anthony F. Japha
LIRR East Side Access
469 Seventh Avenue
New York City, NY 10018-7625

Dear Mr. Japha,

Thank you for sending me the DEIS on the LIRR East Side Access, which I have read with interest.

As the owner of several properties on 61st Street, under some of which the proposed tracks of both option 1 and option 2 would run, I am writing you to strongly urge the choice of option 2.

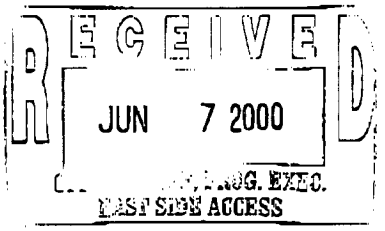
Option 2 is not only so much less expensive, less disruptive, and less subject to conflict and litigation, that it is hard to understand how option 1 even remains under consideration.

With the reasons for the choice of option 2 so overwhelming, I trust that in this instance, the decision as to which option will indeed be chosen will be based on the indicated advantages and on common sense, and not on any yet unknown political considerations or pressures that could arise in the future.

1

Sincerely yours,

Steven Ausnit



222-33 Kenilworth Drive
Oakland Gardens NY 11364-1427
718-279-5850

RE: DEIS: ESA

Anthony F. Japha
Chief Program Executive
East Side Access
Metropolitan Transportation Authority
347 Madison Avenue
New York NY 10017

Dear Mr. Japha,

This letter will constitute my response to your Draft Environmental Impact Statement regarding The East Side Access Plan for the Long Island Railroad.

I support construction of the East Side Access' proposed LIRR access to Grand Central Terminal. Specifically, I support the Preferred Alternative due to its lower construction impact on communities along the new alignment and because it is least likely to adversely affect Metro-North Railroad operations. I oppose the other alternatives presented.

However, my support is not unconditional. I favor construction of the new LIRR line envisioned by MTA's plan, but only if it is supported by appropriate improvements to subway infrastructure and to Grand Central Terminal itself. Further, I believe MTA to have underestimated the impact of this project on the Lexington Avenue subway lines; a reliance on the published impact estimate could be detrimental both to LIRR riders and subway patrons. MTA was also not specific concerning ADA-compatibility of all aspects of the new Grand Central Terminal facility. Lastly, signage is already inadequate and confusing in Grand Central Terminal, and should be revised and improved as this project progresses. 1 2 3 4

Lexington Ave Subway Impacts: Any mitigation efforts not including a subway along the full length of Second Avenue, from Harlem (if not the Bronx) to Whitehall Street, will be utterly ineffective in preventing the paralytic effects of overcrowding on the Lexington Avenue subway. New signal equipment, better tracks and turnstile management will indeed benefit Lexington Avenue subway patrons, and should be pursued as part of a "State of Good Repair" plan, but it is unrealistic to believe that these will noticeably affect service during an additional deluge of arriving LIRR passengers. 1

Construction of East Side Access must be paired with a firm commitment and adequate identified funding for a full-length Second Avenue subway line.

ADA Access: The new LIRR station within Grand Central Terminal (GCT) represents an opportunity to improve ADA access to GCT. Not only should the new LIRR station be generously equipped with appropriate elevators and ramps, but ADA access between the LIRR, Metro-North Railroad, Lexington Avenue, Shuttle and Flushing IRT lines should be improved.

There is currently no ADA access to the IRT #7 platform at Grand Central station; further, access to the various subway lines is fragmented. This can be remedied as part of the new construction plan, especially since the MTA should be closely coordinating East Side Access with any subway improvements within the GCT area. Among desirable improvements, I believe the MTA should install elevators and ramps to improve pedestrians' ability to both use and bypass the LIRR facility efficiently, depending on their travel plans. For example, elevator or ADA ramp access should allow direct transfer from LIRR or Metro-North Railroad to the Lexington Avenue lines (or to their level), direct access to the #7 subway, or direct access to the Main Concourse. 2

Signage: Signs in GCT are few in number and confusing. As part of this project, signs with good contrast and large letters should replace existing signage in the main concourse, as well as being part of the new LIRR facility. Currently, patrons frequently have trouble finding the subway when alighting from commuter trains. Patrons with poor eyesight cannot use existing GCT signage. New signage can remedy this. (3)

The East Side Access project, specifically the Preferred Option with LIRR tunnels underneath existing Metro-North tracks, can be of great benefit to the region, but only if it supported by appropriate Terminal and subway infrastructure, as indicated above. I oppose the No Build alternative, and believe alternatives involving substantial "cut and cover" construction may adversely impact too wide an area and cost the MTA much good will and support among the public.

Sincerely,

Ron M. Aryel, MD, MBA

005734

BOARD OF EDUCATION OF THE CITY OF NEW YORK
Harold O. Levy, Chancellor

OFFICE OF THE CHANCELLOR
110 LIVINGSTON STREET · BROOKLYN NY 11201

RECEIVED
JUN 12 2000
OFFICE CHIEF, PROG. EXEC.
EAST SIDE ACCESS

Reference No: 2000-292

June 12, 2000

Mr. Anthony F. Japha
Chief Program Executive
MTA/LIRR East Side Access
469 Seventh Avenue
New York, New York 10018

Dear Mr. Japha:

As the Chief Executive of the Division of School Facilities of the New York City Board of Education, I am responsible for ensuring that an environment conducive to the education of our students is maintained at each of our facilities. A review of the Draft Environmental Impact Statement for the East Side Access Program leaves me greatly concerned about the impact this project may have on the Newcomers Academy which is a public high school immediately adjacent to the proposed work area in Long Island City.

The Newcomers Academy is located at 28-01 41st Avenue and currently has almost 1,500 students. This school building is immediately adjacent to the proposed work site proposed for this Project. This school is currently operating at 123% over capacity. All Queens High Schools are currently overcrowded and operating at 124% of capacity. I am mentioning these figures to impress upon you the necessity of keeping the Newcomers Academy functioning during all phases of the East Side Access project. Relocation, for any reason, is simply not an option. (1)

We are concerned about the dust and noise that will be generated at the construction site that may adversely effect the health and safety of the students and staff at this facility. We are also concerned about the maintenance of the structural integrity of the school building itself, as the tunneling to be done will occur almost directly under the building. An ongoing Transit Authority project that occupies the same site as is contemplated for the East Side Access Project has caused tremors in the building even though the project is not nearly as large. (2) (3)

The Transit Authority construction project created several incidents in which excess dust penetrated the building and, during the project's early stages, created a great deal of noise that, on several occasions, disrupted the learning environment in the school. In addition, for quite some time after construction began, the Transit Authority did not properly block off its construction site from (2) (4)

005734

the streets commonly used by students to gain access to the school and this posed a clear danger to the students. Despite the obvious nature of this danger, it took several weeks for the Transit Authority to correct this situation. The school's overall experience with the current Transit Authority project does not provide us with the confidence that during the East Side Access Project the necessary efforts will be made to ensure the health and safety of the students and staff at this school. (4)

While the Draft Environmental Impact Statement admits that the project may have "significant adverse noise impacts"(p. 17-49) on the Newcomers School, we do not believe the proposed mitigation measures will meet the requirements of existing New York State statutes or the needs of the school (2)

The Draft Environmental Impact Statement states that "to avoid disrupting activities at Newcomers School, LIRR would consult with school officials during final design to ...consider the need for sound insulating construction fencing". We do not believe the installation of sound insulating fencing will be a satisfactory solution to the problems of noise and dust that may well occur at this school.

The school is a four-story structure immediately adjacent to the proposed construction site. It is a building that is not supplied with air conditioning. This means that during warm weather the school depends on open windows for relief from the heat. As sound generally travels upwards and the school towers above the site, we do not see how the proposed remediation will prevent this project from violating the requirements of the State Education Law, Section 155.5, Uniform Safety Standards for School Construction and Maintenance Projects. This section of the State Education law mandates that "construction and maintenance operations shall not produce noise in excess of 60 dba in the occupied spaces of school buildings".

In addition, to our concerns about the noise impact of this project and the impact statement's inadequate coverage of this issue, we are also very concerned about air quality and dust. The impact statement treats the possibility of dust from the project as if it were not a substantial problem. However, the location and the need to keep windows open during warm weather leads me to believe that both dust and air quality will be significant problems at the Newcomers Academy. (5)

Therefore, we believe that this project should not move forward without a firm commitment on the part of the MTA to do whatever is necessary to prevent a negative impact on the learning environment at this school. A careful reading of the Draft Environmental Impact statement does not give us this assurance. (6)

We are more than willing to meet with representatives of the MTA to determine what must be done to ensure that the 1,500 students at the Newcomers School will not be adversely effected by this project and that the project itself meets all of the requirements laid down in section 155.5 of the State Education Law.

6

We have been contacted by representatives of the MTA who have given us verbal assurances that they intend to do everything possible to work with us to ensure that there is no negative impact to the Newcomers Academy. However, I must repeat that the Draft Environmental Impact Statement, as currently written, gives us no such assurance.

Sincerely,

Patricia Zedalis

Patricia Zedalis
Chief Executive
For School Facilities

PZ:RM:pnc

CLAIRE SHULMAN
PRESIDENT

(718) 286-3000
TDD (718) 286-2656
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CITY OF NEW YORK
OFFICE OF THE
PRESIDENT OF THE BOROUGH OF QUEENS
120-55 QUEENS BOULEVARD
KEW GARDENS, NEW YORK 11424-1015

June 13, 2000

Mr. Anthony F. Japha
Chief Program Executive
MTA/LIRR East Side Access
469 Seventh Avenue
New York, NY 10018

RE: East Side Access
Draft Environmental
Impact Statement

Dear Mr. Japha:

In response to your request for comments on the East Side Access Draft Environmental Impact Statement, I am especially concerned about the alternatives or options under consideration regarding the removal and disposal of excavated tunnel material (spoils). As I have expressed on a number of occasions, the Long Island Railroad's option of transporting 94,000 truck loads of excavated tunnel material through the streets of Queens is not a viable alternative.

I am aware that your preferred option for the removal and disposal of tunnel spoils is by rail transport. As I have indicated previously, New York City's Department of Environmental Protection is successfully using rail transport to remove and dispose of tunnel spoils for the Third Water Tunnel currently under construction in Queens. The Long Island Railroad should view this approach as the only acceptable approach to remove and dispose of the nearly three-quarters of a million cubic yards of excavated spoils from the Queens side of the project. (1)

Reading from page 17-17 of the Draft Environmental Impact Statement dealing with construction impacts;

> "A less desirable option would be to remove the spoil from Yard A (and also from the Manhattan access shaft) via truck. This would result in the generation of approximately 124 truck trips per day during peak periods of tunneling work. Due to the potential for a large number of both daily truck trips and total truck trips (since nearly 750,000 BCY of material could potentially require transport from Yard A, a total of 94,000 truck trips over the approximately 10-year construction period might be required), rail transport is the preferred option for removing spoil from Yard A."

It makes no sense to even consider this option as a back-up plan to be utilized for spoils disposal in the event the preferred rail option is not adopted. This alternative is simply not acceptable. (1)

Further, I still have concerns on how passenger safety will be addressed when the Long Island Rail Road discharges its riders joining the #7 Flushing line riders at Grand Central Station for connections to the Lexington Avenue line. Although various estimates of the number of railroad passengers transferring at 42nd Street to the Lexington Avenue line have been used over the past few years, even the lowest ridership estimate will result in a significant crowd control situation on the already crowded platforms of the 42nd Street subway station. (2)

Sincerely,

Claire Shulman

CLAIRE SHULMAN
President
Borough of Queens

CS:em
Japha.060

C. Assembly Member Catherine Nolan
Dolores Rizzotto, District Manager CB#2
George Delis, District Manager CB#1

Long Island Association, Inc.
80 Hauppauge Road
Commack, Long Island, NY
11725-4495

M

'00 JUN 14 A 05

OFFICE
CHAIRMAN

June 13, 2000

Mr. Virgil Conway
Chairman
Metropolitan Transportation Authority
347 Madison Avenue
New York, NY 10017

RE: East Side Access Project

Dear Chairman Conway:

While I cannot attend tomorrow's hearing, the Long Island Association would very much like to submit this letter for the public record in strong support of the East Side Access Project of the Long Island Rail Road. The LIA believes that this project is the most important project now being planned for the Long Island transportation system and will benefit all of our residents. (1)

Providing service to the East Side has been one of the dreams of transportation planners from Long Island for many years. The current inability of the Long Island Rail Road to go directly to the East Side requires tens of thousands of commuters to use service to Penn Station and then go backwards to the East Side through Grand Central Terminal. Not only is this inefficient, it also reduces the incentive for many thousands of commuters to use mass transit to go to the East Side, thus significantly increasing the number of automobiles entering Manhattan each day. Given a choice between taking their automobile directly to the East Side or taking mass transit to the West Side and then going backwards after transferring to a subway or bus, many commuters choose the automobile to the detriment of congestion and air pollution.

The East Side Access Project through which Long Island Rail Road commuters will be able to go directly to the East Side will provide a meaningful incentive for thousands of automobile drivers to change to mass transit for the direct ride to Grand Central. In addition, it will also provide a new choice for thousands of commuters who now do not go to Manhattan because it is not convenient for them to get to the East Side without taking their automobile. Thus, this project will not only bring more commuters to mass transit, it will also reduce the number of automobiles entering Manhattan, thus reducing traffic congestion for thousands of other motorists who must take their automobile. (2)

The East Side Access Project will increase transportation efficiency, reduce air pollution, increase economic activity throughout the region and allow the Long Island Rail Road to expand their service through the acquisition of new cars and the development of new service yards. It will provide much needed flexibility to our transportation system, just as we enter a new era of competition with other cities and regions that are expanding their transportation system. The Long Island Association urges the Metropolitan Transportation Authority to move forward on this project as soon as possible. All of the residents of the region will benefit from its development.

Sincerely,

Mitchell H. Pally
Vice President for Government Affairs

Remarks of
Senator Dean G. Skelos
Deputy Majority Leader
New York State Senate
East Side Access Project EIS Hearing
June 15, 2000

Chairman Conway, Regional Administrator Thompson, while I am unable to join you this evening, I nevertheless wanted to make sure that my full and unequivocal support for the MTA's Long Island Rail Road East Side Access Project is made part of tonight's official hearing record. (1)

First, let me say that the district that I represent in southeast Nassau County will benefit tremendously from this project. Clearly one would expect support from someone in my position. But my case today on behalf of the East Side Access Project is much broader in scope and carries with it my perspective as NYS Senate Deputy Majority Leader and the Senate designee to the MTA Capital Program Review Board.

From a State and regional perspective, this project is critical to the future of our economy and mobility. It is a project that provides benefits not only for people who live in, work in and commute between Manhattan, Queens, Nassau and Suffolk counties, but for those around the entire metropolitan region. (2)

Of course it will allow the LIRR to achieve its projected 20% growth over the next ten to twenty years. But it will do so much more.

It will link the East Side of Manhattan with the new rail line that is being built to service JFK Airport.

It will reduce the pollution and congestion associated with 12,000 cars that now traverse the East River bridges.

It will provide for economic stimulus to the Long Island City business district through the project's proposed station in Sunnyside, Queens.

It will free up platform space at Penn Station, allowing for Metro-North trains to be diverted there for customers who want to reach west side destinations, such as the World Financial Center and the World Trade Center. Those riders will no longer have to compete with crowds on the Lexington Ave subway, providing a better trip for them as well as the tens of thousands of Manhattan commuters on the Lex line. 2

East Side Access will bring with it many thousands of construction jobs to the entire metropolitan area over the life of the project as well as many thousands of additional supporting jobs throughout New York City's five boroughs and the surrounding counties.

But beyond the regional arguments for this project are even more compelling ones from a national perspective. In that sense, East Side Access is literally one of the best "New Start" investments in the country today. Few others can guarantee the type of return on investment it will provide from the first day of its opening.

Some 50,000 riders will use it on day one, and each and every taxpaying commuter who uses it will save an average of nearly 40 minutes a day roundtrip. That's three hours a week and about 18 days of productive work and or family time a year! Clearly this is an efficiency that is good for not only for the national, regional and local economies, but for our families and their quality of life as well.

Ultimately, the project will serve about 179,000 commuters daily, saving all of them similar amounts of time.

2

As many of you know, the State of New York stands squarely behind this and a number of other MTA expansion projects. The State Legislature and the Governor recently approved the MTA's 2000-2004 five-year Capital Program, the largest and most comprehensive in the transit agency's history. As such, we, as a State and a region, have stepped up to the plate in terms of funding the local portion of the East Side Access Project and many other worthy transit needs throughout the MTA system.

As far as a federal commitment to the project is concerned, over the past three years the project has received some $46 million in federal "New Start" earmarks. This year's $10 million appropriation secured in the House will help move the project forward toward initial construction elements late this fall.

3

But obviously more needs to be done at the federal level in terms of support.

Let me then take this opportunity to ask that the Federal Transit Administration (FTA) and Federal DoT do everything possible to move forward expeditiously to finalize this EIS and grant this project the Full-Funding-Grant-Agreement it so rightly deserves.

Secondly, let me suggest that the Administration provide more than a token amount of funding for this project in its FFY 2002 budget proposal, which I would imagine FTA and DoT will be working on over the next few months.

The project, which is authorized in TEA-21 at $353 million, will require many multiples of the $10 million the Administration recommended for it this past fiscal year. Given the State's firm commitment, it is now clearly up to the federal government to help make this and the MTA's other proposed expansion projects possible.

4

I thank you for the opportunity to comment on this terrific project and I look forward to working with the MTA and the FTA to bring this worthy project to completion as quickly as possible so that tens of thousands of riders can benefit.

# # #

Your coast. your future
NYSCoasts

DEPARTMENT OF STATE

George E. Pataki
Governor
Alexander F. Treadwell
Secretary of State

Division of
Coastal Resources
41 State Street
Albany, NY 12231-0001

RECEIVED
JUN 26 2000
OFFICE CHIEF, PROG. EXEC.
EAST SIDE ACCESS

June 15, 2000

Anthony F. Japha
Chief Program Executive
MTA/LIRR East Side Access
469 Seventh Avenue
New York, NY 10018

Re: F-00-520
FTA - Metropolitan Transportation Authority - East Side Access, NY/NYC
Acknowledgement of Project Information

Dear Mr. Japha:

The Department of State has received the information describing the above proposed project on May 22, 2000 and has determined that the submitted documentation is adequate to commence our review of your proposed project. We will contact you if additional information may be necessary for consistency review purposes.

Kindly ensure that the forwarding letter and the complete document in two volumes (the basic document and the appendices) are mailed to the New York City Department of City Planning, Local Waterfront Revitalization Program, Waterfront and Open Space Division, 22 Reade Street, Room 6W, New York, NY 10007-1216. By copy of this letter, it is requested that the New York City Local Waterfront Revitalization Program provide us with their comments on this proposed project within 30 days of their receipt of the documents from you. 1

You and the Federal Transit Administration will be notified of our decision when we have completed our review of this project for its consistency with the New York State Coastal Management Program.

Please call me at (518) 473-7969 if you have any questions.

Sincerely,

David E. Buerle
Coastal Resources Specialist

DEB:dlb
cc: FTA - Anthony G. Carr
DEC/Region 2 - Charles deQuillfeldt
NYC LWRP - Wilbur Woods

Voice: (518) 474-6000 Fax: (518) 473-2464 E-mail coastal@dos.state.ny.us
www.dos.state.ny.us/cstl/cstlwww.html

Permanent Citizens Advisory Committee to the MTA

347 Madison Avenue, New York, NY 10017 • 212/878-7087 • Fax 212/878-7461
E-mail: mail@pcac.org • World Wide Web: http://www.pcac.org

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Mary Whaley - *Administrative Assistant*

MEMORANDUM

TO: Pam Burford, LIRR

FROM: Joshua L. Schank, PCAC Transportation Planner

RE: Comments on East Side Access Draft Environmental Impact Statement

DATE: June 20, 2000

The PCAC is on record supporting the LIRR East Side Access Project. Based on what is presented in the draft environmental impact statement (DEIS), the project should proceed, using Option 2 as the method for getting LIRR trains into Grand Central Terminal. Option 1 would probably be very difficult to complete. In the past, building owners on Park Avenue have objected to Metro-North cut and cover construction, and they are likely to be able to stop this project. 15

We do, however, have the following concerns about the DEIS:

Effects on the Lexington Avenue Subway

Our primary concern is with the effect of this project on the subway trains under Lexington Avenue, which will have to accommodate new riders once East Side Access is complete. According to the DEIS, the impacts on the subway would only be partially mitigated (page 1-21), and this is not satisfactory. 1 Moreover, some of the mitigating measures will not accomplish very much at all. For example, the "Step Aside" program does not actually work without enforcement personnel, since passengers tend to ignore etched tiles on the floor or use them to help position themselves in front of an opening subway door. 2

Moreover, the DEIS downplays the impact of new riders on the Lexington Line. Although "six new riders per car" on the 4 and 5 trains does not sound like very many in the abstract, in reality it would make a big difference. First of all, these are trains that are already operating at greater than 100% capacity. Secondly, the new riders would not be evenly distributed throughout a given train. Riders tend to board a train based on their station entrance and exit points, not necessarily in a uniform manner. Some cars on a train could get only one or two extra riders, while others could get ten or twenty, if any space is available at all. This would greatly exacerbate already unacceptable conditions on the city's most crowded subway line. 3

Given these problems, the PCAC supports the completion of the Second Avenue subway in concert with East Side Access. East Side Access should not be completed without a full length Second Avenue subway. (4)

Funding Concerns

Since we are eager to see this project completed, we are also concerned about its long-term funding. The DEIS assumes that 50% of the funding for this project will be from the federal government, but so far this money has not been appropriated. Funding for the project should be nailed down in advance to the extent politically possible so as to ensure project completion. (5)

The Biltmore Room

Proposed changes to the landmarked Biltmore Room in Grand Central Terminal would significantly alter the visual character of the terminal, despite DEIS claims to the contrary (page S-27). Although the removal of the temporary newsstand in the middle of the room will help restore the room's character, it would not compensate for the major visual changes produced by new escalators to be installed at the northern end of the room. The newsstand should be removed, and this historically significant room should be preserved, without the intrusion of escalators. (6)

Parking Mitigation Measures at LIRR Stations

The DEIS does not thoroughly detail a workable strategy for dealing with the parking shortages at LIRR stations that will result from this project. Attempting to switch riders from one station to another with fare incentives may work if it is coordinated with schedules, as is the case at Metro-North. A specific plan for doing this should be outlined in the final EIS. Also, given the track record for feeder bus service on Long Island, why is it assumed that feeder bus service will work at this time? Since the vast majority of LIRR riders drive to their local station, and one of this project's main goals is to increase LIRR ridership, parking mitigation is vital to the success of this project. The final EIS must consider other measures to substitute for the ones above. (7)

Reductions in VMT and Automobile Congestion

The DEIS projects that East Side Access will help to reduce VMT (page 1-13) and highway congestion (page 1-14). Does this projection take into account the pent-up demand for automobile transportation currently suppressed by congestion and high auto travel times? Will space freed up on the highways soon disappear as other commuters find the highways more attractive? Will some of these commuters be former public transportation users? The ability of mass transit projects to reduce VMT and auto congestion has been strongly questioned, and no postwar transit project in this country has accomplished these goals. What is the MTA's responsibility in addressing increases in VMT which may occur as a result of the initial project-led decrease? (8)

Air Quality

The DEIS projects an improvement in air quality in the New York region due to new LIRR customers who formerly drove (page S-37). Is this based on the assumption (9)

that East Side Access will reduce VMT for the region (see above)? Moreover, would the number of vehicle "cold starts" increase or decrease with East Side Access? Cold starts are a more serious contributor to poor air quality than VMT. Since most LIRR commuters drive to their boarding station, and there will be more LIRR riders after East Side Access is complete, does this mean that "cold starts" will increase? (10)

Land Use and Zoning

The DEIS argues that intensive commercial development around Penn Station is not practical because of current zoning law (page 3-15). However, if the law could be changed, might this be part of an adequate alternative to this major infrastructure investment? Although this is not the purview of the MTA, were strategies for coordination with the city considered? City Zoning changes in the 1980's were intended to decongest East midtown and encourage development further West. Yet the East Side Access project will strengthen East Midtown as the center of commercial growth for the region. How was the decision made to do this? How is this part of a long-term plan for the growth and development of the New York region? (11)

Miscellaneous

- The DEIS should explain why the Sunnyside Station must be tied to East Side Access. It is not clear from reading the DEIS exactly why the Sunnyside Station could not be built independently or as part of the TSM alternative. (12)
- It would be helpful to know more about the future of reverse-peak service; this is not explained thoroughly (page 1-14). A full description of expected LIRR service to Penn Station and Grand Central Terminal after the completion of East Side Access should be in the body of the final EIS. (13)
- What will be the impact on transit revenue when LIRR riders walk rather than use transit once they arrive in Manhattan? (14)

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37th Assembly District
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MTA Capital Program Review Board

RECEIVED
JUN 30 2000

June 28, 2000

Anthony Japha
Chief Program Executive
MTA/LIRR East Side Access
469 Seventh Avenue
New York, N.Y. 10018

Dear Mr. Japha:

I write regarding the East Side Access Draft Environmental Impact Statement. I am concerned about the alternatives under consideration for the removal of excavated tunnel material (spoils). As the excavation area is in a train yard adjacent to the main line it should be convenient to use rail at the site to move the spoils. Removal by truck, as suggested as an alternative, would be unacceptable as Long Island City is very congested with truck traffic. The impact on the surrounding community if trucks are used would be severe and long term. (1)

Also, I remain concerned about the impact upon the crowding of the Lexington Avenue subway as more passengers will be boarding at Grand Central. I do not believe that any mitigating actions to increase capacity on the Lexington Avenue line are planned as part of this project. Short of a new East Side subway something more must be done to increase capacity. Efforts to improve passenger movements in and off trains have been unsuccessful in the past and I am therefore skeptical they will work in the future. Current plans call for the Second Avenue subway to be opened some time after after East Side Access is completed. I do not think that the plans are sufficient to absorb the new riders as predicted. Other efforts should be looked at including speeding up the 2nd Avenue subway (2) (3)

Finally, I concur that a new Long Island City LIRR station would help maintain and further Long Island City as a business center and reduce congestion in Manhattan and Queens, however I think that a better connection between the proposed "Sunnyside station" and other transit and Queens Plaza is necessary. (4)

Sincerely,

Catherine Nolan

ig

Room 522, Legislative Office Building, Albany, New York 12248, (518) 455-4851, FAX (518) 455-3847
District Office — 45-25 47th Street, Woodside, New York 11377, (718) 784-3194
District Office — 61-08 Linden Street, Ridgewood, New York 11385, (718) 456-9492, FAX (718) 417-4982
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The City of New York

DEPARTMENT OF BUILDINGS
EXECUTIVE OFFICES
60 HUDSON STREET, NEW YORK, N.Y. 10013-3394

website: nyclink.org/buildings

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TTY (212) 312-8188

RECEIVED
JUL 10 2000
EAST SIDE ACCESS

Richard C. Visconti, R.A.
Acting Commissioner
(212) 312-8100
FAX: (212) 312-8088
E-mail address:
richardv@doblan.ci.nyc.ny.us

June 29, 2000

Mr. Anthony F. Japha
Chief Program Executive
MTA/LIRR East Side Access
469 Seventh Avenue
New York, NY 10018-7605

Dear Mr. Japha:

My staff has reviewed the draft environment impact statement for the East Side Access Project that you forwarded to the Department along with a cover letter dated May 17, 2000. Please be advised that the Department has a number of concerns.

If the MTA chooses the option which requires underpinning of private buildings that work must be filed with and approved by the Buildings Department along with any other modifications to these buildings. The Department also has a procedure for monitoring vibrations that may effect landmark buildings (copy enclosed). It is requested that this procedure be followed if work adjacent to Lever House or any other landmark or historic structure is necessary. 1 2

The Department of Buildings has a memorandum of understanding (MOU) with Metro-North regarding the operation of cranes and derricks (copy enclosed). The Department would request that a similar MOU be executed with the Long Island Railroad prior to any work being performed. 3

Thank you for the opportunity to express our concerns.

Very truly yours,

Richard C. Visconti

Richard C. Visconti, R. A.
Acting Commissioner

Enclosures

c: Satish Babbar
Stanley Shor

OFFICE OF PARKS · RECREATION · HISTORIC PRESERVATION
NEW YORK STATE
Bernadette Castro
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, PO Box 189, Waterford, New York 12188-0189 518-237-8643

RECEIVED
JUL 13 2000

July 7, 2000

Anthony F. Japha
Chief Program Executive, ESA
Metropolitan Transportation Authority
LIRR East Side Access
469 7th Avenue
New York, NY 10018-7605

Dear Mr. Japha:

Re: FTA/MTA
East Side Access
New York City
95PR1757

The State Historic Preservation Office (SHPO) has reviewed the submitted Draft Environmental Impact Statement (DEIS) prepared for the MTA/LIRR East Side Access Project (including the Draft Programmatic Agreement). We have done so under the provisions of Section 106 of the National Historic Preservation Act of 1966.

We also had the opportunity today to discuss the materials with Donald Burns of the Federal Transit Authority's Region 2. During that conversation, we communicated that our office is comfortable with both the DEIS and the Draft Programmatic Agreement. We have no substantive comments at this time.

We look forward to reviewing the Final EIS, as well as the Programmatic Agreement. If anyone has any questions, please call me at (518) 237-8643, ext. 3271.

1

Sincerely,

Julian W. Adams
Sr. Historic Sites Restoration Coordinator

CITY PLANNING COMMISSION
CITY OF NEW YORK

OFFICE OF THE CHAIRMAN

July 7, 2000

E. Virgil Conway
Chairman and Chief Executive Officer
Metropolitan Transportation Authority
347 Madison Avenue
New York, New York 10017

Dear Chairman Conway:

We are submitting our written testimony on the East Side Terminal Draft Environmental Impact Statement for your consideration. We support this important project but ask that the MTA study the opportunity to provide a one-seat rail trip from the East Side Terminal to John F. Kennedy Airport.]0

Thank you for giving this suggestion serious consideration..

Sincerely,

Joseph B. Rose

Enclosure

c: Susan L. Kupferman, Special Assistant to the Executive Director

Joseph B. Rose, *Chairman* (212)720-3200
22 Reade Street, New York, N.Y. 10007-1216
FAX (212)720-3219
http://www.ci.nyc.ny.us/planning

July 7, 2000

NEW YORK CITY DEPARTMENT OF CITY PLANNING
TESTIMONY ON EAST SIDE TERMINAL
DRAFT ENVIRONMENTAL IMPACT STATEMENT

The proposed East Side Terminal for the Long Island Rail Road (LIRR) at Grand Central Station will be a significant improvement to the City's transportation system. For decades many thousands of commuters have taken the LIRR from Queens and Nassau-Suffolk to Penn Station and then headed back to the East Side of Manhattan where they work. The East Side Terminal will dramatically shorten their commute by providing LIRR service directly to Grand Central. By 2010, with the East Side Terminal in place, 62,000 additional people will travel directly to Grand Central during the weekday morning period. 2

The East Side Terminal also is the best starting point for another important link in the City's transit system -- a one-seat rail trip from Manhattan to John F. Kennedy International Airport (JFK). Studies by the Port Authority, the City Planning Department and the MTA have shown that most of the potential riders for rail service to JFK would start their trip within walking distance of Grand Central Station. Approximately 70 percent of all jobs in Midtown are within walking distance of Grand Central. By comparison, only 36 percent of these jobs are within walking distance of Penn Station. Although consideration is being given to providing airport access to JFK from Penn Station (using the LIRR and a connection at Jamaica to the Airtrain), we believe the more promising approach is to provide airport access from the East Side Terminal, and this alternative should be studied in the environmental impact statement. 3

Needless to say, providing the most efficient and attractive possible train service to JFK would produce considerable environmental and economic benefits to the City. Airport access would relieve congestion on some of the City's most heavily trafficked arteries, including the Van Wyck

Expressway, and would address recurrent complaints from the business community, tourists and others about how difficult it is to get from JFK to Manhattan. 3

Providing airport access from Grand Central would, however, involve making difficult decisions about how to use limited rail capacity. The draft environmental impact statement (DEIS) indicates that the capacity of the 63rd Street Tunnel is limited to 24 trains per hour to Grand Central. The proposed action would devote all the available peak-hour capacity in the 63rd Street Tunnel to LIRR commuters. If some of these trains were used to provide the one-seat rail trip to JFK, commuter service would have to be scaled back. More analysis is needed of how best to use the available infrastructure. 4

The MTA should analyze the feasibility of providing a one-seat ride to JFK as part of the Eastside Terminal project and the East Side Terminal should be built in a way that, at the very least, would accommodate a one-seat ride to JFK in the future. It is essential that the opportunity to achieve a one-seat ride to JFK from Grand Central not be lost. Unless the DEIS is revised to include a consideration of a one seat ride to JFK, the public and the decision-makers will be denied an opportunity to fully evaluate and comment on the potential effects of the proposal. 3

Specifically, the DEIS should be modified as follows:

1. The DEIS should evaluate an alternative scenario that includes a one-seat ride to JFK from the East Side Terminal.

2. The DEIS should evaluate how the proposed action would affect the potential to provide a one-seat ride to JFK in the future. In the DEIS, peak-hour forecasts indicate that all 24 LIRR trains using the 63rd Street tunnel and servicing Grand Central would be devoted to increased LIRR commuter service under the proposed action. This would preclude the possibility of providing a one-seat ride to JFK from Grand Central. 4

3. The DEIS should evaluate the consistency of the proposed action with current public policies, 5

including consistency with the goals and objectives of the MTA's ongoing study of airport access to JFK.

5

Another issue that deserves more attention are the planning and zoning proposals in Long Island City. New York City is committed to developing the commercial core of Long Island City to create a new, 24-hour, mixed-use neighborhood. To that end, the Department of City Planning has filed applications for zoning map and text changes that would create the zoning capacity for new office and residential development within a five-minute walk of the LIRR's proposed Sunnyside Yard station. The new station will play an important role in the success of this new neighborhood. The DEIS should describe more fully the City's planning and economic development strategy for Long Island City, and focus in particular on how the pedestrians will get from the new LIRR station to the new commercial center contemplated in the proposed zoning. Improvements will be required along the Queens Boulevard bridge, which is the pedestrian connection between the new station, the Queens Plaza and Queensboro Plaza subway stations and the area to be rezoned.

6

The City of New York

FIRE DEPARTMENT
9 METROTECH CENTER BROOKLYN, N.Y. 11201-3857

DANIEL A. NIGRO
Chief of Operations
Bureau of Operations

Room 7W-1

RECEIVED
JUL 18 2000
OFFICE CHIEF, PROG. EXEC.
EAST SIDE ACCESS

cc: Audrey Heffernan 7/18/00

July 7, 2000

Mr. Anthony F. Japha
Chief Program Executive
MTA/LIRR East Side Access
469 Seventh Avenue
New York, N.Y. 10018

RE: East Side Access Proposal

Dear Mr. Japha:

The Fire Department has evaluated the Draft Environmental Impact Statement for the above referenced project. We will have no problem supporting the project with the manpower and equipment currently available to us. (1)

Because of the size and nature of this project, it is imperative that this Department be kept aware of proposed construction details so that we may comment on their impact on our operations. We are particularly interested in maintaining emergency vehicle and manpower access to all construction sites, tunnels and emergency exits. In addition, fire hydrants must be available in proximity to work sites and tunnel entrances. (2)

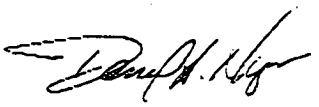
Before and during construction, we would require access to tunnels and work sites in order to conduct familiarization drills for local fire units. This will enable our personnel to conduct site safety inspections and to become familiar with tunnel entrances and firefighting equipment.

In order to determine if any Fire Department utilities are in the affected streets, you may call Mr. Dilip Badami of our Bureau of Fire Communications at (718) 999-2941.

Captain Robert Weinman of our Public Transportation Safety Unit (718) 999-2961) is our contact person for this project. He currently sits on one of your advisory boards and he will be concerned with issues such as exits, frefighting equipment below ground, communications, ventilation, lighting, fire detetection and power shut-off.

If you have any questions, please call Captain Gerald F. Wren at (718) 855-8571.

Very truly yours,



Daniel A. Nigro
Chief of Operations

DAN:GFW:ep
Japha

Cc: Mike Vecchi
Chief of Staff

Capt. Bob Weinman, PTSU

National Railroad Passenger Corporation, 400 W. 31st Street, New York, NY 10001

Amtrak

JUL 12 2000
OFFICE CHIEF, PROG. EXEC.
EAST SIDE ACCESS

July 11, 2000

Mr. Anthony F. Japha
Chief Program Executive
LIRR East Side Access
469 7th Avenue
New York, NY 10018-7605

Dear Mr. Japha:

Included herewith are Amtrak's comments on the LIRR East Side Access Draft Environmental Impact Statement dated May 2000, and received by this office on May 18, 2000. Should you have any questions regarding the attached please contact Mr. Joseph DeVito of my staff to assist you. He can be reached at (212) 630-7779.

As rail transportation providers, we view the East Side Access project as a favorable enhancement of existing LIRR service and an opportunity to provide improvements to the entire region's rail service. We also believe, however, that this important service should and can be provided with minimum disruption to other regional rail transportation providers. Our comments reflect those areas where we are concerned that the draft EIS does not fully identify potential impacts and necessary mitigation measures applicable to Amtrak or Amtrak service, particularly during the lengthy construction period. We would be happy to discuss these further. 39

Thank you for the opportunity to respond to the draft EIS.

Sincerely,

W. R. Ernst

Walter R. Ernst
General Manager
Metropolitan Division, Amtrak

Cc: Letitia Johnson, Regional Administrator, FTA
Anthony G. Carr, Deputy Regional Administrator, FTA

National Railroad Passenger Corporation (Amtrak)

Comments to MTA/LIRR East Side Access
Draft Environmental Impact Statement of May 2000 (DEIS)

July 12, 2000

The East Side Access Project ("ESA" or the "Project"), while an important project for the region, has the potential to significantly disrupt Amtrak's Northeast Corridor operations (that is, its service from Washington, D.C. to Boston). Amtrak is in the final stages of implementing its new, congressionally-mandated high-speed rail service for the Corridor. This high-speed service is critical to bringing transportation services in the northeast into the 21st century, as well as to fulfilling Amtrak's concurrent mandate to operate subsidy-free by 2001. The success of Amtrak's high speed rail program requires the delivery of high-quality, reliable and on-time train service. Amtrak storage, service, inspection and maintenance operations at Sunnyside Yard in Queens are a crucial component in delivering this service. If the impacts of the ESA at Sunnyside Yard both during and after construction are not properly evaluated and mitigated, Amtrak's ability to provide its train service will be seriously compromised, and Congress' multi-million dollar investment in high speed rail service will be frustrated.

The level of detail provided in the DEIS makes it impossible for Amtrak to comment on all of the potential impacts of the ESA. Note that, in general, Amtrak supports the ESA and understands that the complexity of the ESA Project makes it difficult to outline fully each and every impact. However, the lack of specifics provided in the DEIS, combined with the very real potential for serious impacts to Amtrak train service, means additional work is necessary to understand Project impacts and appropriate mitigation. In addition, we are concerned whether sufficient Project resources have been committed for this mitigation. We have outlined herein our major concerns with the DEIS as it is written. 1A

General

1. Throughout the DEIS, assumptions regarding Amtrak's payment of East Side Access Project-generated expenses are in error. These costs should be added to the ESA Project costs noted in the DEIS section on Commitment of Resources and elsewhere; otherwise, it cannot be assumed that the underlying improvements will be built, and the resultant impacts must be disclosed. 1B

In the description of Project Alternatives at p. 2-30 and Tables 2-3 and 22-7, the cost estimates for the preferred alternative include a statement that certain improvements benefit Amtrak operations and declares that improvements "would be funded by the agencies that most directly benefit from the improvements, and not as part of the total ESA capital costs." We note that the items listed in the Tables provide little or no benefit

to Amtrak: the fourth loop track is for use by LIRR to Yard A, and the westbound bypass provides no benefit to Amtrak, as explained at number 12 herein. Moreover, even if Amtrak stood to gain from the improvements, there are no plans or money in its budget (or expected to be available) to pay for them. 1B

As another example, the discussion on p. 17-35 assumes that Amtrak will pay for the permanent relocation of Buildings 2, 3 and 4 in Sunnyside Yard. That discussion incorrectly states that Amtrak plans to demolish those buildings and construct a new facility for maintenance and yard personnel. While this redevelopment was identified as a long-term planning possibility in the context of a possible NYCTA land purchase, it is not currently in Amtrak's budget or plans, and it has never been Amtrak's expectation to pay for such relocation. Accordingly, if those buildings were to be demolished, the ESA project must address the permanent relocation of the functions in those buildings in new structures.[1] 24

By assuming that Amtrak will pay for Project-related mitigation, the DEIS attempts to undertake capital project budget decisions for Amtrak. This is unacceptable. While Amtrak and MTA/LIRR may in the future come to a contractual understanding concerning the sharing of capital costs related to EAS and the use of Amtrak property, Amtrak has not yet, nor is it ever required to, financially participate in this Project. 1B

2. Throughout the DEIS, the baseline drawings used for Sunnyside Yard are outdated and do not reflect current conditions at the Yard.

For example, the access roadway from 42nd Place to the new High Speed Rail Service and Inspection Facility is not indicated, and the impact of the Fourth loop track on this roadway (and therefore to access the High Speed Rail Facility) is not discussed. Use of up-to-date and more complete drawings would allow a more complete determination whether the ESA Project will impact recent and existing construction, including buildings, track, catenaries, substations and utilities. Amtrak would be happy to provide such drawings. 2

3. Without elevation drawings of proposed construction at and about Sunnyside Yard, it is not possible to assess the potential for impacts from the ESA Project to the existing electric substations, utility tunnels, air compressor station, utilities, catenaries and other existing facilities at the Yard. 3

We request that such drawings be made available so that the potential for those impacts can be assessed.

---

[1] While the DEIS reflects that Buildings 2, 3 and 4 are planned for demolition, all other documents submitted to Amtrak reflect the desired demolition of Buildings 3, 4 and 5. Please clarify.

4. While Amtrak fully anticipates continuing active cooperation with MTA/LIRR on the ESA Project, it is not clear what is meant on by the statement on p. 5-30 that "negotiation ... in regard to construction and operation of the East Side Access project will take place within [an] already established leasing relationship."

4

Amtrak is under the impression that a new agreement specific to the Project is contemplated to address issues such as LIRR's need for additional easements on site, payment and timing for Amtrak facility relocation, future yard usage, and many other issues. While Amtrak supports the Project and anticipates continued cooperation, it cannot do so at the expense of its own operations.

Contaminated Materials – Impacts

5. The DEIS underestimates the potential impacts to groundwaters and soils at Sunnyside Yard from Project de-watering activities and omits a reasonable alternative which would avoid most of those impacts.

As noted in the DEIS (pp. 14-7 to 14-9), Sunnyside Yard is a NYS Class II Inactive Hazardous Waste Site with petroleum and PCB contamination, and a plume of PCB-contaminated oil floating on groundwater in the northeast portion of the Yard. The steps in the NYS Department of Environmental Conservation ("DEC") process for clean-up of such Sites are: (i) a Workplan for the Remedial Investigation (RI) for the site must be approved; (ii) the RI is then written and it must be approved; (iii) a Feasibility Study is submitted and must be approved; (iv) a Preliminary Remedial Action Workplan (PRAP) is written and must be approved; (v) a Public Meeting is held; (vi) a Record of Decision is written and issued; (vii) documents for remediation work are prepared; and (viii) contractors are chosen, and work is scheduled and carried out. Pursuant to an Order on Consent (the "1989 Order on Consent") for the site executed by Amtrak and New Jersey Transit in 1989, Amtrak's only obligation at this point is to perform a Remedial Investigation and Feasibility Study of the Yard.

5

Sunnyside Yard had been broken up by NYS DEC into manageable sections for purposes of the investigation and clean-up evaluations. The section of Sunnyside Yards where the plume is located is identified as Operable Unit 3 ("OU3"). As of July 5th, the scope of the RI Workplan for OU3 submitted to the NYS DEC by Amtrak and NJ Transit initially in 1997 is still not fully resolved. In the meantime, Roux Associates, consultant to Amtrak and NJ Transit, is operating a passive recovery system at the plume that consists of one trench and two passive oil skimmers. Because this is a passive system at one section of the plume, it ***cannot*** be expected to recover most of the oil. (The paragraph discussing Sunnyside Yard at p. 14-19 implies otherwise.) Thus, it cannot be assumed that the NYS DEC process will be complete, and the majority of the oil out of the ground, before work commences on the ESA Project in 2001.

Even with the safeguards indicated in the DEIS for construction of the TBM launch site, the real risk remains that the PCB-contaminated plume will be affected.[2] If there is movement of the plume from de-watering activities, the efficacy of the contingency plans involving reinjection are unknown. In any event, reinjection will require obtaining injection permits and performing the necessary construction for injection, all of which will take time, forcing construction to stop in the midst of activity.

Any movement of the plume, either vertically through a groundwater depression (drawdown) or horizontally through a drawing action, is not acceptable, either to the NYS DEC or to Amtrak. Movement of the plume would have some or all of the following adverse consequences:

- the volume of soil contaminated with oil and PCBs would increase
- spreading the oil over a larger area would make recovery and eventual cleanup more difficult
- any down gradient soils previously remediated to accommodate track work (including those on LIRR property) may be recontaminated
- lowering the groundwater would allow the plume to go beneath the sewer line which currently acts as a barrier to northern movement.

5

Movement of the plume would also require its recharacterization for NYS DEC as well as recharacterization of nearby soils, a new remedial action workplan and feasibility study, and considerably increased final remediation costs.

Note that a portion of the plume and an area of soil contamination is located under and around the proposed new track on LIRR property that will be used to access Yard A. Failure to remedy this area of contamination now to NYS DEC's satisfaction could require later action and interfere with later operations.

A reasonable alternative to the very possible and grave consequences of moving the plume is available to the Project sponsors: remediation of the free-floating product before the ESA Project begins. With such remediation, the adverse consequences of a drawdown would be significantly reduced. In addition, the ESA Project would benefit by saving on monitoring costs, testing costs, and possible design and construction costs for a "more" permeable wall. The risks of stopping construction in order to "reinject" water, and of interference with ongoing Project operations at a later point, are also significantly

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[2] Comparison to the 63rd Street connection cutoff wall is not dispositive of the issue of whether a slurry cutoff wall will be effective in this case. Although the 63rd Street connection is closer to the plume, other physical conditions - such as intervening buildings and the sewer line between the construction activity and the plume – were relevant to the de-watering effects in that instance.

reduced. The pluses for the Project outweigh the minuses, and the MTA/LIRR should consider, as an alternative, its remediation of the plume with Amtrak's assistance prior to commencing work on the Project. 5

Please note that in addition to de-watering for the TBM launch site, the TBM will tunnel through areas where the groundwater is contaminated with chlorinated solvents. De-watering in connection with those activities, and the possibility of incurring and disposing of such contaminated groundwater, should also be addressed in the DEIS. 5B

Another related concern is that Project de-watering activities could cause offsite groundwater, which is more heavily contaminated with chlorinated solvents, to flow on-site. This should also be discussed. 5C

6. The DEIS does not discuss the need for appropriate handling of sewer lines relocation at Sunnyside Yard in order to avoid potential adverse impacts.

Some of the sewer lines at Sunnyside Yard have been identified as containing PCBs and have been identified as Operable Unit 5 for purposes of NYS DEC investigation and cleanup. Any relocation of lines must take into consideration the need for proper handling and disposal of such lines, approval and sign-off from the NYS DEC. Any sewer line relocation and proper disposal of contaminated materials must be coordinated with, and approved by, Amtrak. 6

7. Please note a number of factual corrections in this Section important to the DEIS.

Under "Existing Conditions" for Sunnyside Yard (pp. 14-7 through 14-10), there are a few factual errors and omissions. On p. 14-7, we note that the plume of PCB-contaminated oil contains approximately 75,000 – not 200,000 – gallons of product. On that page we also note that there are no "transformer yard areas" at Sunnyside Yard: while there are transformers on site, these are dispersed and are not located within a single area. On page 14-8, second paragraph, we note that another NYS DEC Class II Inactive Hazardous Waste Site is located to the north of Sunnyside Yard and is a source of chlorinated solvent-contaminated groundwater. 7

8. The DEIS should also make clear that all construction activities in the Yard, including those involving the construction of replacement buildings for Amtrak sites requiring demolition for the Project, must be addressed with NYS DEC pursuant to the 1989 Order on Consent. 8

9. The DEIS should note that all soil disposal from Sunnyside Yards must be coordinated with Amtrak.

There are restrictions on where material generated from Amtrak property can be shipped. In addition, there are known areas of concern relating to soil contamination in the Yard. All soil from soil excavations or cut and cover operations must be sampled, properly classified (with the hot spots delineated), documented for submission to NYS 9

DEC, and properly disposed of. This activity must be coordinated with Amtrak, which must concur on the final destination of such soils. 9

10. It is not clear whether the abandoned substation 1A at Sunnyside Yard requires demolition; if so, significant environmental issues involving asbestos and pigeon waste will be implicated. 10

The ESA costs for demolishing this Substation should include the costs of compliance with applicable law in removing and disposing of these materials.

Construction Impacts

The ten-year construction of the East Side Access, including tunneling under Sunnyside Yard, has the potential to create major disruptions of Amtrak operations and significantly impact its facilities unless additional mitigation measures are included as part of the Project. (Alternatively, there may already be an intent to include such measures, but these are not fully described in the DEIS.) New York City is the hub of Amtrak's Northeast Corridor Service, which runs from Boston to Washington, D.C., and is Amtrak's single busiest corridor nationwide. Sunnyside Yard, an already constrained location, is the railyard servicing this hub. Any activity that impacts Amtrak operations at Sunnyside Yard will have a ripple effect on service between Boston and Washington, D.C. The DEIS section on construction impacts to Amtrak (p. 17-35) rather summarily concludes that work will be performed so that it will not adversely affect Amtrak's operations. This would not be the case based on the information given in the DEIS and construction plans shared to date with Amtrak.

The Yard is also used by New Jersey Transit for turnaround service, and Yard activities threaten to disrupt service on several of its lines unless mitigation measures are added. 11

It should be noted that a portion of the Yard where the High Speed Trainset Service and Inspection Building (the "S&I Building") is located is subject to a mortgage held by a private entity. There are also utility, access, and track easements in favor of that mortgagee. Any use of, or impact to, the property subject to those agreements is contingent upon obtaining the necessary third-party consents.

11. Even with the most advanced TBM methodology, given soil conditions at the Yard, some soil settlement should be expected from tunneling activities. In addition, excavation on the north side of the Yard appears to affect water table elevation and groundwater flow, which in turn can also cause soil settlement. Any soil settlement at the Yard, particularly beneath the body track, could cause serious and significant delays in train service. Additional mitigation measures are needed.

The new tunnels will run through the heart of the Yard, beneath numerous tracks. Soil settlement of any degree under the Sunnyside Yard body track would render the track unusable. Sunnyside Yard is near capacity, and any out-of-service tracks would cause significant delays to trains being dispatched from New York, and Northeast

Corridor train service. The tunnel construction needs additional review, testing and contingency plans. Some suggested mitigation measures include soil monitoring, providing a carrier (self-supporting) rail during all phases of construction affecting a yard lead or track, and underpinning tracks in the Yard. (11)

12. We understand that two out of four train lines will be taken out of service at Harold Interlocking, with only a single temporary western bypass route for both LIRR and Amtrak, will result in a single track operation for Amtrak service to and from Boston; this will cause delays in Amtrak's Acela Express and Acela Regional Service.

The temporary western route would be primarily for LIRR service, resulting in a single track operation for Amtrak service -- reducing by half the number of tracks available to Amtrak. This in turn will seriously compromise Amtrak's new high-speed train service. As a result of this service, scheduled to commence later this year, the number of Amtrak trains between Boston and D.C. will at least double by 2010. On-time service will be critical to the success of this billion dollar federal project. The impact caused by the reduction in tracks can be addressed through the construction of a temporary eastern bypass as well as a western bypass. (12)

13. The loss of body tracks 1 and 2, representing 40% of the storage area for the S&I Building, for the duration of the ESA construction will make it impossible to provide High Speed service as currently scheduled.

Failure to deliver and move trains from the S&I Building as scheduled also relieves the entity servicing the trains from its schedule, exacerbating any delays. There is no indication in the DEIS whether body tracks 1 and 2 will be relocated or replaced prior to their removal from service. (13)

14. Loss of outbound motor and north runner tracks at Sunnyside Yard during Stage 1 construction will impact Amtrak's and NJ Transit's access to the engine service area and loop track, and make it impossible to route trains efficiently through Sunnyside Yard, which in turn will cause delays to New York dispatchments and degrade Northeast Corridor train service.

Similar to 2 above, it needs to be clarified that the temporary north runner and outbound motor tracks will be constructed prior to these tracks being removed from service. (14)

15. Reversing the operations of Lines 1 and 2 during Stage 3 construction and the use of unidirectional equipment will cause serious operational difficulties and congestion in the Yard and result in delays to Northeast Corridor train service. It will also impede train servicing and car washing for NJ Transit.

Congestion will result because eastward trains would operate Line 2 to Sunnyside to the Sub tracks. These tracks are not long enough to hold multiple trains, so throughput to the Yard will be affected, especially during the A.M. peak period. This may result in (15)

Line 1 being blocked and unusable, causing delays to both LIRR and Amtrak revenue trains. In the evening peak, westward trains would operate via the Loop to Line 1 which takes approximately 25 minutes, versus current operations which are 5 minutes to the Sub tracks and Line 2.

Currently, trains circulate in Sunnyside Yard via the loop track, where they are washed; the car wash on Loops 1 and 2 currently operates only in the eastward direction. 15

If Lines 1 and 2 are reversed, the resulting impacts can only be avoided by reorienting Sunnyside Yard body track walkways, adding a 480V standby system, adding bi-directional capacity to the Sunnyside Yard car wash, and adding yard/relay crews for the increased train movements required.

16. The methods in the DEIS discussed for controlling vibration are insufficient for protecting structures at Sunnyside Yard, many of which are over 90 years old, and fragile. Without additional protection and monitoring, impacts from blasting and other activities is likely.

In particular, buildings near the TBM launching site are in fragile condition. Other concerns are the underground utility tunnel perpendicular to the track structures, the tracks themselves, and, if not yet reconstructed, the Honeywell Street Bridge. Vibration impacts to the tracks could result in train derailments and the related loss of service and potential injury. Amtrak also notes that the blasting specifications for acceptable vibration levels are less restrictive than those used by Amtrak for work on or adjacent to Amtrak's property. For these reasons, we believe that the special mitigation measures to be used for historic resources and discussed at pp. 17-53 to 17-54 should be used for all structures impacted by vibration from construction at the Yard, and that Amtrak specifications for blasting should control. 16

17. Plans for the Yard do not appear to include a connection between Amtrak and the New York & Atlantic Railroad on subtrack 4; loss of this planned connection would impact Amtrak plans for mail and express business deliveries, and the crucial revenues expected from those services. 17

The connection appears jeopardized by the construction of the westbound bypass as designed.

18. The roadway from 42nd Place to the new S&I Building appears to be cut off by the "open cut" operations on the north side of the Yard. If so, the result would be impeded access generally to the S&I Building, an impact on certain contractual obligations relating to the Highspeed Program, and, during NYC DOT construction of the Honeywell Street Bridge, possibly no vehicular access to that part of the Yard. 18

Currently, vehicular access to that side of the Yard is via the ramp off of the Honeywell Street Bridge. This access will not work well for the S&I Building when it is in operation, since the route has tight turns and close clearances, limiting its use to

vehicles of pick-up truck size or smaller. But even this access will be unavailable for an extended period of time due to the Honeywell Street Bridge project. The roadway from 42nd Place will serve as the alternative for Yard access during the NYC DOT construction project, and is part of an access easement held by the mortgagee. 18

19. The use of a large area on the south side of Sunnyside Yard for a staging area would dislocate Amtrak's current Maintenance of Way base, where all track supplies and materials are stored for New York area truck infrastructure.

The DEIS provides insufficient information on construction staging locations to determine impacts to operations at Sunnyside Yard. Amtrak is concerned that such areas not impede access via the south side of the Yard, which may become the primary access to the Yard once excavation at Northern Boulevard begins. Staging areas in the Yard have already been committed to the NYC DOT for its bridge reconstruction project, making space very tight. Moreover, the DEIS should clarify that any plan involving the use of Amtrak property is subject to Amtrak review and the Project sponsors reaching an agreement with Amtrak. 19

20. Although the need for coordination with NYC DOT is mentioned, the Project construction staging plans and schedule do not appear to fully appreciate the effects of the NYC DOT bridge project for reconstruction of the Honeywell Street and Queens Boulevard bridges transversing the Yard. 20

The DOT bridge project is a fully funded and scheduled project which Amtrak is committed to support with manpower and scheduling of Yard activities. Amtrak does not have the staff to be able to provide this support to the ESA Project at the same time. As explained above, the NYC DOT proposed will also affect site access and the availability of construction staging space and work areas.

21. Information is needed on how and where the tunnel drilling machinery will vent to the surface, and what constituents will be released into the air as a result of TBM operations. 21

22. No analysis has been made of the traffic impacts – trains, trucks or otherwise – within, around and to Sunnyside Yard due to construction delivery and soil and debris removal activities associated with this major construction project. 22

Rail simulation models and maintenance of traffic plans may be needed to determine impacts, and whether the traffic flow can be organized to eliminate such impacts.

23. As noted in the DEIS, residential uses exist approximately 70 feet from the proposed construction of Harold Interlocking. Amtrak urges the MTA/LIRR to commit to installing a noise barrier along the construction alignment during the period of intrusive, noise-intensive activity, such as pile driving. 23

24. As noted in No. 1 above, Amtrak has no current plans to rebuild "Buildings 2, 3 and 4" in Sunnyside Yard; loss of those buildings must be replaced with other permanent facilities for Amtrak maintenance and Yard personnel. 24

Building new facilities and relocating Amtrak's workforce is not discussed or indicated anywhere on the construction schedule. Nor is there space at the Yard which can be allocated to house such a large group. Improper planning for work facilities for yard personnel has the potential to disrupt the operation of Sunnyside Yard in its entirety.

Utilities

25. In addition to the utilities discussed at p. 13-3 (including a 12-inch water line), a new water line will be installed as part of the NYC DOT Honeywell Street and Queens Boulevard Bridge replacement project. This new line will need to be maintained and protected during construction. 25

In addition, a temporary water line should be installed prior to any demolition of the existing line.

26. Since loss of the 42-inch sewer line at the south side of the Yard will cause the shutdown of Amtrak's vacuum sewer system for train maintenance (waste disposal), the new sewer line must be installed prior to tunneling operations in the Yard. 26

This work is not indicated on the construction scheduling for the Project at the Yard (e.g., Figure 17-1, p.17-14).

27. There are already a significant number of ConEd power outages in Sunnyside Yard, and any additional loss, which often accompanies major construction projects involving line relocation, would provide unacceptable shutdown in operations at the Yard, affecting train movements in and out of Penn Station and Northeast Corridor service. 27

While the ESA plan includes six additional substations, it is not clear whether any of these will provide dedicated back-up electrical services for Sunnyside Yard.

In addition, there are a number of existing Amtrak substations potentially impacted by the Project. These include Station No. 44 (not shown on any of the DEIS drawings), which is within the Harold Interlocking area, and the static frequency converter substation, close to the loop track.

28. A utility relocation plan for water, electrical and sewer services should be provided to Amtrak for review. 28

Without such a plan, it is not possible to determine at this time whether there will be any additional utility impacts from the Project.

Transportation Impacts – Permanent

29. Additional information is needed on the location of the Fourth loop track to assess if there will be impacts to Amtrak's frequency converter.

Current plans provided by LIRR do not locate Amtrak's new frequency converter in relation to the Fourth loop track. Without this information, it is not possible to assess whether Amtrak will be able to utilize this Fourth loop and/or its frequency converter. (Nor can Amtrak, MTA/LIRR or the FTA assess construction impacts of the loop.) 29

30. The Harold Interlocking at Sunnyside Yard should include both an eastward and a westward bypass; without both bypasses, Amtrak's service - and particularly its critically important High Speed Rail Service between Boston and Washington, D.C. - will be compromised. 30

We understand that, despite initial plans, only a permanent westward bypass is now planned for implementation by the ESA Project.

31. Without the proposed location of the new General Motors Access Bridge, traffic impacts from the Bridge cannot be determined. 31

32. Control of dispatches for Plaza Interlocking needs to be with Penn Station Central Control to allow for proper functioning of connections through Harold Interlocking and Sunnyside. Otherwise, delays in Amtrak Northeast Corridor Service are inevitable. 32

33. The plans reflected in the DEIS are silent on the condition of the TBM launch site upon Project completion and return of the site to Amtrak. If the launch site is on Amtrak property, the site should be returned with the capacity to support future tracks. Otherwise, NJ Transit will be unable to use the area, as planned, for its future growth. 33

34. The existing software used at Penn Station for controlling train operations and movements at Penn Station and Harold Interlocking will need modification each time Harold Interlocking is changed and will need to accommodate AC and DC plate changes. 34

The ESA Project should make provisions to deal with these Project-created changes and the concurrent costs.

35. It is not clear whether the DEIS assumes at p. 9B-4 that new track capacity at Penn Station as a result of fewer LIRR trips into the Station will be utilized by Metro-North Railroad. If so, note that future use of these slots is up to Amtrak, and a determination of their use cannot be made at this point. 35

Economic

36. The DEIS should analyze further the impact on existing Amtrak retail revenues at Penn Station, and the development plans for that Station due to the significant decrease in LIRR commuters at the Station. 36

Historical Resources

37. Amtrak has insufficient information to judge at this point whether it concurs in the determination that Signal Tower F and Switch Tower Q meet the eligibility criteria for inclusion in the National Register, but reserves the right to review this determination. 37

Miscellaneous

38. Table S-3 should be modified to include the matters described above. For example, "Construction Impacts: Transportation" should take note of the potential impacts to Amtrak as described above or, preferably, the mitigation to be provided so that Amtrak service and operations will not be impacted. No mitigation should be included under the assumption that Amtrak will pay for it; Amtrak has made no such commitment. Under "Property Acquisitions," note should be made of the need to relocate numerous Amtrak facilities at Sunnyside Yard, and whether the plan is for permanent relocation or temporary relocation. Other changes should be made to conform the summary with the comments noted above. 38

RECEIVED
JUL 17 2000

Richard H. Salmon, Jr.
4105 Byeforde Court
Kensington, Maryland 20895-3605

July 11, 2000

Mr. Anthony Japha
Chief Program Executive
MTA/LIRR East Side Access
469 Seventh Avenue
New York, NY 10018

Dear Mr. Japha:

I recently obtained a copy of the DEIS for the MTA Long Island Rail Road East Side Access Project and wanted to comment on the report. I noted that on page 1-20 of the DEIS, the joint planning effort called "Access to the Region's Core (ARC)" contemplates a through connection between Penn Station and Grand Central Terminal in order to "foster the concept of a one-seat ride from all commutersheds to both East and West Midtown".

It is clear to me that the Preferred Alternative - Option 2 is potentially consistent with the goal of the ARC while Option 1 is not. A deep tunnel could conceivably be continued south and west to connect to a similar deep station constructed in the future as part of the Penn Station complex and also tie into a new Hudson River crossing. This connection could be constructed as part of the original project or at a later date, if the project is designed to make this feasible. I think it is unfortunate that the DEIS does not mention this potentially significant benefit to Option 2, which I feel is important enough to eliminate Option 1 from further consideration. Similarly, I was chagrined to see that Section 1-D (Project Goals) did not place any value on building a project that is consistent with improving access from New Jersey and the west. I urge you modify the DEIS so as to have it consider the feasibility of integrating the East Side Access Project into an overall plan such as is contemplated in ARC. (1) (2)

Clearly, overall capacity of the project would ultimately be increased if the Option 2 terminal were to later become a through station. Platform throughput of a through station is significantly higher than in a stub-end terminal since all, or virtually all, conflicting reverse movements are eliminated, if properly designed. Further, once institutional barriers are overcome, through commuting would be possible from, say, Hicksville to Metropark were a service begun which operated with M-6/M-8 type equipment capable of operating from both DC third rail and AC catenary power sources. Certainly, there is no technical barrier to such an operation, even today. (3)

I am advocating a long-term solution which could improve transportation throughout the entire tri-state region while also potentially increasing the long-term capacity of the project. I urge you to make the following modifications for the FEIS:

1) Add a project goal which considers the long-term ability to improve transportation from the west. 2

2) Evaluate the feasibility of modifying the Preferred Alternative - Option 2 in the future to extend the deep rock tunnels to the south and west thereby converting the proposed terminal to a through-station. This would have the added benefit of adding capacity to the project in the future. 3

3) Eliminate the Preferred Alternative - Option 1 from consideration due to its higher cost and reduced transportation benefit to the region in the long run. 1

Thank you for considering these comments.

Sincerely,

Richard H. Salmon, Jr.

Your coast, your future
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DEPARTMENT OF STATE

George E. Pataki
Governor
Alexander F. Treadwell
Secretary of State

Division of
Coastal Resources
41 State Street
Albany, NY 12231-0001

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JUL 18 2000
OFFICE CHIEF, PROG. ENG.
EAST SIDE ACCESS

cc: A. Hefferman 7/18/00

July 12, 2000

Anthony F. Japha
Chief Program Executive, ESA
Metropolitan Transportation Authority
LIRR East Side Access
469 7th Avenue
New York, NY 10018-7605

Re: F-00-520
Metropolitan Transportation Authority -
East Side Access
New York City

Dear Mr. Japha:

Thank you for making the two volume study entitled East Side Access: Draft Environmental Impact Statement, May 2000 (with appendices) available for our review.

In addition, we appreciate you forwarding - as requested in my June 15, 2000 letter to you - a copy of the two volumes to the New York City Department of City Planning, Local Waterfront Revitalization Program, Waterfront and Open Space Division, at 22 Reade Street, New York, NY 10007.

I have been in communication with representatives of that office of the NYC LWRP. At this time we have no comments on your proposed project. (1)

As an agency which may be requesting federal funding for the project and/or which may be required to apply for federal permits for activities (including construction) in the State's coastal zone, you will be required to establish to the satisfaction of this Department and the NYC Local Waterfront Revitalization Program that the project will not adversely affect the coastal zone of the State or the City. You should make that analysis while examining the project's effects on the State's coastal policies as set forth in the State's Coastal Management Program and the City's coastal policies as contained in its Local Waterfront Revitalization Program. That analysis should be set forth in the Final Environmental Impact Statement (FEIS), preferably in a separate section of the document.

You are also reminded that as a State agency you are required to see to it that the project is carried out in consonance with the State's CMP and City's LWRP and the policies as set forth in their respective documents.

F-00-520
Metropolitan Transportation Authority - East Side Access
Anthony F Japha
July 12, 2000
Page 2

The Department of State's consistency review decision will be reached after: 1) completion of the FEIS; 2) our examination of your agency's analysis of the effects of the proposal on the State's coastal policies; and; 3) completion of review by the NYC Planning Department. ①

Kindly mail all ensuing documents to both this office and the NYC Department of City Planning, to the attention of the Local Waterfront Revitalization Program.

If we can be of any further assistance call (518) 474-6000. In all correspondence related to this proposed project, please refer to the Department of State's file number F-00-520.

Sincerely,

David E. Buerle
Coastal Resources Specialist
Consistency Review Unit

cc: NYC LWRP - Wilbur Woods

Committee for Better Transit, Inc. *bringing together users and experts since 1962*

31-40 56th Street • Woodside NY 11377
(718) RA 8-0091 or AS 8-0650

Dr. Stephen B. Dobrow
President

RECEIVED
JUL 13 2000
OFFICE OF ENV. PROG. MGT.
EAST SIDE ACCESS

Re: DEIS for LIRR East Side Access
July 2000

CBT has supported LIRR access to Grand Central Terminal for several decades; the lower level of the 63rd St. Tunnel should not have sat around all these years. We don't want to be stuck with an uncompleted project for several more decades. The region has far more transportation needs than the expected funding can support. Thus, it is critical that the "gold plating" be removed from this project and the link be built in the most "streamlined" cost-effective manner. (1) (2)

The project should be evaluated starting with the minimum approach - namely
:

- Connection from the tunnel to only two LIRR tracks at Sunnyside. (3)
- No Long Island City station (4)
- No new storage facilities (3)
- Minimum new construction at Grand Central Terminal (5)

To this, additions and modifications should be considered and the marginal cost/benefit analysis or its equivalent be completed on each change or group of changes. As part of this process, variations in assumptions, operating practices, service patterns, and institutional issues should be considered. (2)

It is our view that any rail projects in the region should be designed consistent with the goal of converting the existing discrete commuter rail lines into an integrated regional rail system with through-running and pattern operations. (6)

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 2
290 BROADWAY
NEW YORK, NY 10007-1866

RECEIVED
JUL 18 2000
OFFICE CHIEF, PROJ. DEV.
EAST SIDE ACCESS

cc: Audrey Heffer rec 7/18/00

JUL 14 2000

Class: EC-2

Ms. Letitia Thompson
Regional Administrator
Federal Transit Administration
One Bowling Green, Room 429
New York, New York 10004

Dear Ms. Thompson:

The Environmental Protection Agency (EPA) has reviewed the draft environmental impact statement (EIS) for the East Side Access, in New York, Queens, and Bronx counties, New York (CEQ# 99000153). This review was conducted in accordance with Section 309 of the Clean Air Act, as amended (42 U.S.C 7609, PL 91-604 12 (a), 84 Stat. 1709), and the National Environmental Policy Act (NEPA).

The purpose of the proposed project is to improve access to the east side of Manhattan for commuters in the Long Island Transportation Corridor, which consists of Manhattan, Queens, Brooklyn, and Nassau and Suffolk Counties. The draft EIS evaluates four alternatives: no build; a Transportation System Management (TSM) alternative consisting of lengthening LIRR trains, modifying stations and improving service, and providing a contra-flow lane on the Long Island expressway for buses and taxis; and two build alternatives. Both of the build alternatives propose to extend Long Island Railroad (LIRR) service through the 63rd Street tunnel, and going under the Metro-North Tracks under Park Avenue and either ending at the existing lower level of Grand Central Terminal (GCT) (Build option1), or connecting into a new level below the lower level of GCT (Build Option 2). Build Option 2 is the identified preferred alternative.

The draft EIS discusses the capacity issues on the New York City subway lines from Queens and the difficulties for LIRR commuters who have destinations on the east side of Manhattan. While the build alternatives are expected to perform very well, as far as relieving the capacity problems on both the Queens subway lines and the overall LIRR system, while also reducing the amount of vehicle trips into Manhattan, we are concerned with the implications for other aspects of the system. (1)

Particularly we are concerned that the volume of LIRR passengers to GCT will seriously and adversely impact the Lexington Avenue subway. The draft EIS uses the amount of over capacity (V/C ratio of 1.22) on the Queens subway lines (the F and E lines), as a rationale for a need for action, however, that ratio will be nearly realized on the Lexington Avenue subway, (V/C ratio of 1.17), but there is no mitigation offered. The draft EIS discusses the possibility of the Manhattan (2)

East Side Access (MESA), Second Avenue Subway, but the document does not account for MESA in the environmental analyses nor as mitigation to relieve the pressures on the Lexington Avenue lines. To a certain extent, the completion of the East Side Access project could force an action on the Second Avenue Subway and makes for a more compelling case for the Second Avenue Subway's completion in conjunction with the completion of this project. 2

We also noted with serious concern that the draft EIS did not analyze the TSM alternative as rigorously as the No Build and the two Build Options. For example, the draft EIS discusses the possibility that a new Queens ferry pier may be needed to accommodate future riders from increased train service to Long Island City; however, it defers the analysis of that possibility by stating that environmental impacts of that action would be addressed in future permitting actions, should those take place. Also, the air quality section attempts to dismiss the necessity for modeling the TSM alternative, claiming that it "...would not generate significant vehicular activity or affect traffic conditions significantly in the Manhattan study area." However, the TSM alternative will affect transportation operations in both Manhattan and Queens, as well as other projects that are planned to be completed, such as the first phase of the MESA Project, but those impacts to the transportation system are never fully fleshed out in the draft EIS. As such, claims of insignificant increases in bus volumes and traffic conditions may not be valid. Accordingly, we strongly recommend that the final EIS present a more comprehensive analysis of the environmental impacts of the TSM alternative. 3

Another very serious concern for EPA, is that the draft EIS did not contain a cumulative impacts analysis for any of the alternatives. While the draft EIS contained a section called "Secondary Impacts", this section did not provide a cumulative impacts analysis listing projects and particular resources for analysis in the context of cumulative impacts. For the most part, this section reiterated the direct impacts of the project on locations, such as GCT, and the mitigation for the significant effects, but never took the step to also discuss other projects that may have an impact on those same resources. In accordance with NEPA and the CEQ implementing regulations, every draft EIS must discuss the cumulative impacts of all past, present, and reasonably foreseeable actions on the resources of the human and natural environment. With this in mind, the final EIS must have a cumulative impact analysis as outlined in the CEQ guidance for considering cumulative effects. 4

The draft EIS presents a microscale Carbon Monoxide (CO) analysis for the year 2010 at ten receptor sites chosen across the study area using the New York City Environmental Quality Review and New York State Environmental Review Procedures guidance. In addition to the receptors chosen via the above guidance methodologies, the analysis should model the receptors which were modeled in the New York CO Attainment Demonstration SIP. Moreover, since it is quite typical for motor vehicle related emissions to increase in the outyears because of increases in vehicle miles traveled, the year 2020 should also be analyzed to be consistent with long range planning practices. We recommend that the final EIS contain an analysis of these intersections in addition to the ones modeled as well as providing information on 2020 conditions. 5

We have a concern with the draft EIS's discussion of excavated materials and contaminated materials. The draft EIS discloses that the excavated material from the drilling of the 13 miles of 6

tunnels through Queens and Manhattan will be brought up in Queens where it will be removed via rail and truck. We recommend that the final EIS further explore the options for beneficial uses of this material especially for the considerable volume of material that is generated in Build Option 2. 6

Regarding hazardous materials, we are concerned with the quantity and type of contamination that has been found at the Sunnyside Yard/Yard A. This area has been designated as a Class II inactive hazardous waste site by New York State Department of Environmental Conservation (NYSDEC). Currently, Amtrak and NYSDEC are in the process of cleaning up the site. We want to encourage FTA's and MTA's commitment to avoid and minimize any interference or obstruction with that clean up effort, and in fact we would like to suggest that FTA and MTA examine opportunities to enhance and expedite the clean up efforts at these locations. While the draft EIS briefly discusses what may be done onsite with any contaminated materials, it did not provide information regarding where the material will be disposed once it is either treated onsite or not. The draft EIS also states that ground water that is encountered in construction will be sampled and analyzed; however, the document does not discuss how groundwater will be treated and disposed. We recommend that the final EIS describe the procedures that FTA would follow in order to meet the requirements of the Resource Conservation and Recovery Act (RCRA), such as 1) MTA or their contractor would become a hazardous waste generator upon extraction of any contaminated soils, 2) a generator identification number must be obtained in order to transport hazardous materials, 3) more specificity regarding on site treatment of contaminated groundwater and soils, and 4) the procedures that will be used to comply with the requirements for handling and disposing of hazardous waste. 7 8

The draft EIS discusses maintenance and cleaning operations at Highbridge Yard and Yard A, for example. While we appreciate the efforts to control and convey the run off of chemicals associated with these operations to specific sewer systems, we would also suggest that FTA and MTA examine options for pollution prevention. Pursuant to the Pollution Prevention Act of 1990 (PPA), "It is the policy of the United States that pollution should be prevented or reduced at the source whenever feasible; pollution that cannot be prevented should be recycled in an environmentally safe manner, whenever feasible; pollution that cannot be prevented or recycled should be treated in an environmentally safe manner whenever feasible, and disposal or other release into the environment should be conducted in an environmentally safe manner." We recommend that the final EIS discuss programs and practices that can be implemented at these facilities, such as recycling or reusing car cleaning chemicals, or treatment of maintenance materials before they enter the sewer system, that insure the project will comply with the PPA. We have enclosed is a Pollution Prevention checklist for Vehicle Maintenance. If you have any questions, please contact Danille Fuligni of our Pollution Prevention Team at (212) 637-3584. 9

Based upon our review, we are rating this draft EIS as EC-2, Environmental Concerns, Insufficient Information, (see our enclosed "summary of rating definitions and follow-up actions"), because we have serious concerns regarding the equal treatment of alternatives, and the lack of a cumulative impacts analysis, as well as the air quality analysis and the disposition of hazardous materials. We would like to meet with you in the near future to discuss these issues. We look forward to working

with you on this project and others in the future. In the interim, should you have any questions, please feel free to contact David Carlson of my staff at (212) 637-3502.

Sincerely yours,

Robert W. Hargrove, Chief
Strategic Planning and Multi-Media Programs Branch

Attachment

cc: Anthony Japha, Chief Program Executive
Metropolitan Transportation Authority

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240

RECEIVED
JUL 19 2000
OFFICE CHIEF, PROG. EXEC.
EAST SIDE ACCESS

cc: Audrey Heffernan 7/19

ER 00/384

JUL 17 2000

Ms. Letitia Thompson
Regional Administrator
Federal Transit Administration
One Bowling Green, Room 429
New York, New York 10004-1415

Dear Ms. Thompson:

This responds to a request for the Department of the Interior's review and comment on the Draft Environmental Impact Statement (DEIS) for the **Long Island Railroad East Side Access Project,** New York, Queens, Bronx, Nassau and Suffolk Counties, New York. Because of this project's potential or probable affects to Grand Central Terminal (a National Historic Landmark) and 22 other historic properties either listed or determined eligible for listing on the National Register of Historic Places, in the five counties involved, we are processing this case as a Section 4(f) as well as a DEIS.

SECTION 4(f) EVALUATION

We concur there are no prudent and feasible alternatives, however, we can only conditionally agree with measures to minimize harm to cultural resource values. We note the inclusion in the Appendices of this DEIS of a Programmatic Memorandum of Agreement (PMOA) among your agency, the Advisory Council on Historic Preservation, the Metropolitan Transportation Authority and the State Historic Preservation Officer (SHPO), but that document is yet to be signed. We understand that the SHPO is satisfied with the language of the PMOA as far as it goes, but there remains considerations being given to some of the other historic sites out onto Long Island which may result in further stipulations to be included. Therefore, we condition our agreement with measures to minimize harm to be explicitly consistent with the final/duly signed PMOA. (2)

DRAFT ENVIRONMENTAL STATEMENT

Historical and Archeological Impacts Mitigation

It seems clear there is potential for adverse effects to cultural values, if not measurable impacts in the project as it now stands. These are at least, in part, spoken to in **MITIGATION MEASURES** (F. for Historical Resources, Pg. 7-27/28, and E. Archeological resources Pg. 8-20/21). However, our concern for complete and

adequate protection and preservation of cultural resource values as presented above, is fully applicable to this DEIS. Therefore, we can only conditionally offer agreement to the Mitigation Measures as developed thus far in consultation with the SHPO, and urgently recommend that these measures be completed to the satisfaction of the SHPO and a dully signed PMOA be incorporated in the Final Environmental Impact Statement. (1)

We appreciate the opportunity to review and comment on this DEIS and look forward to seeing the Final Environmental Impact Statement, and a Section 4(f) Determination as well.

Sincerely yours,

Willie R. Taylor

Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

cc:
Mr. Anthony F. Japha
Chief Program Executive
MTA/LIRR East Side Access
469 Seventh Avenue
New York, New York 10018

City of New York
Parks & Recreation

RECEIVED
JUL 21 2000
OFFICE CHIEF, PROG. EXEC.
EAST SIDE ACCESS
cc: A. Heffernan 7/21/00

The Arsenal
Central Park
New York, New York 10021

Henry J. Stern
Commissioner

Joshua R. Laird
Chief of Planning

(212) 360-3402
sirius@parklan.ci.nyc.ny.us

July 19, 2000

Mr. Anthony Japha
Chief Program Executive
MTA/LIRR East Side Access
469 Seventh Avenue
New York, NY 10018

Re: Project Name: East Side Access

Dear Mr. Japha,

The following specific comments are based upon our review of the Draft Environmental Impact Statement dated May 2000 for the East Side Access project. We apologize for the overdue response.

1. **Chapter 2: Project Alternatives**

NEW SUNNYSIDE STATION

The new station in Sunnyside, Queens, designed to buttress the burgeoning growth of the Long Island City CBD, will result in more pedestrian activity. This may necessitate the addition of open-space to accommodate the needs of the increasing number of workers and residents in the area. This could be achieved by creating a public plaza with concession stands (newspaper, food, etc.) and landscaped with trees and benches. ①

2. **Chapter 9: Transportation (GCT Area)**

PROBABLE IMPACTS OF THE PROJECT ALTERNATIVES (Preferred Alternative, Opt. 1) ②

Pedestrian Conditions at Street Level, page 9C-56 and 9C-57

A street tree survey for the project site should be conducted in conjunction with landscaping recommendations. Street trees are under the jurisdiction of Parks and are an important element of the urban design characteristics of the project site. All potential tree removals should be disclosed in the EIS. Any street trees removed by the applicant must be replaced pursuant to Parks' Basal Area Replacement Formula. A tree survey and removal/replacement plan must be reviewed and approved by the Commissioner. (2)

3. **Chapter 10: Air Quality**

PARTICULATE MATTER ANALYSIS

Effects of Rail Yard Activity, page 10-17 (3)

The statement "In terms of NYAR operations, only Blissville Yard would experience an increase in diesel locomotive operations" needs clarification. The DEIS should make clear the specific impact on air quality particularly at Fresh Ponds Yards, which sits adjacent to Mafera Park, and Highbridge Yard which is located across the Harlem River from Highbridge Park and near Macombs Dam Park.

4. **Chapter 17: Construction and Construction Impacts** (4)

Although the DEIS explains that most construction activities will generally be contained within the construction sites and/or underground, any possible construction impacts on open space (specifically Mafera Park at Fresh Pond Yard) should be disclosed in Chapter 17.

If you have any questions, please call me at (212) 360-3402.

Sincerely,

Joshua Laird

NJTRANSIT
The Way To Go.

Christine Todd Whitman
Governor

James Weinstein
Board Chairman

Jeffrey A. Warsh
Executive Director

RECEIVED
JUL 24 2000
OFFICE CHIEF, PROG. EXEC.
EAST SIDE ACCESS

cc: A. Heffernan 7/24/00

July 19, 2000

Mr. Anthony F. Japha
Chief Program Executive
MTA/LIRR East Side Access
469 7th Avenue
New York, NY 10018

Re: Response to LIRR East Side Access DEIS

Dear Mr. Japha:

NJ TRANSIT staff has reviewed the executive summary of the Draft Environmental Impact Statement report (DEIS) for the Long Island RailRoad East Side Access project (ESA). You are to be congratulated for significantly advancing this much needed transportation project.

As you are aware, NJ TRANSIT has been working with the Metropolitan Transportation Authority, and with the Port Authority of New York and New Jersey, on the Access to the Region's Core (ARC) Study. As the ESA DEIS states, there has been coordination of these two projects, as well as other major studies, through the MTA's Long Range Planning Framework. I am hopeful that this coordination will continue as the ESA project advances through the FEIS and engineering design phases, and it would be reassuring to see a statement to that effect included in the upcoming FEIS report. (1)

Although a build alternative has not yet been selected for ARC, continued and active coordination with ARC is strongly recommended. Specifically, NJ TRANSIT recommends that the ESA project allow for a commuter rail connection between New York Penn Station and Grand Central Terminal as identified in the early phases of the ARC. In addition, it would be desirable for ESA to incorporate features to ensure the minimum disruption to GCT when the connection is advanced. (2)

I wish you good progress on this beneficial improvement to the region's transportation system.

Sincerely,

Jeffrey A. Warsh

cc: Mark Shaw, MTA Executive Director
Kenneth Bauer, LIRR President

One Penn Plaza East, Newark NJ 07105-2246 (973) 491-7000

Gary M. Ross
Lianne H. Ross
Name: Jeffrey M. Ross
Address: 4 Lynbrook Court
Huntington, NY 11743

July 21, 2000

E. Virgil Conway, Chairman
Metropolitan Transit Authority
347 Madison Avenue
New York, New York 10017

Dear Chairman Conway:

I am writing in reference to a quality of life issue. I live in the Greenlawn/Huntington area. My community consists of homes on ½-1 acre lots. These homes are filled with children who enjoy swimming in their backyards and riding their bikes in the streets. Needless to say we are greatly concerned over recent reports that a parcel of land near our property, which is currently zoned residential, is being considered as a possible new railroad yard.

If permitted, the excessive noise associated with a railroad yard will cause havoc with my family's life. The operation of the railroad yard will interfere with sleep, telephone calls and young children playing outside. In short, the noise created by a railroad yard will turn our suburban home into a city sounding urban center. There are several industrially/commercially-zoned parcels of land adjacent to the train tracks between Manhattan and Port Jefferson. These industrially/commercially-zoned parcels should be used for the new railroad yard. There is simply no need to convert a parcel of residentially zoned property in the heart of our community into a railroad yard.

Please help keep our community as a place where children swim and ride their bikes, and not a place known for its railroad yard. Thank you.

Very truly yours,

Jeffrey M. Ross
Lianne H. Ross
Gary M. Ross

RECEIVED
AUG 7 2000
PRESIDENT'S OFFICE

KEVIN M. GARY
6 Bowdon Road
Greenlawn, New York 11740

July 21, 2000

Deputy Executive Director Mary J. Mahon
Metropolitan Transit Authority
347 Madison Avenue
New York, New York 10017

Dear Deputy Executive Director Mahon:

I am writing in reference to a quality of life issue. I live with my wife and two small children in Greenlawn, New York. Our home of seven years is a ¼ of a mile from the Long Island Railroad's train tracks. My community consists of homes on ½-1 acre lots. These homes are filled with children who enjoy swimming in their backyards and riding their bikes in the streets. Needless to say we are greatly concerned over recent reports that a parcel of land 600 feet from our front yard, which is currently zoned 2 acre residential, is being considered for a new railroad yard.

If permitted, the excessive noise associated with a railroad yard will cause havoc with my family's life. The operation of the railroad yard will interfere with sleep, telephone calls and young children playing outside. In short, the noise created by a railroad yard will turn our suburban home into a city sounding urban center. There are several industrially/commercially-zoned parcels of land adjacent to the train tracks between Manhattan and Port Jefferson. These industrially/commercially-zoned parcels should be used for the new railroad yard. There is simply no need to convert a parcel of 2-acre residentially zoned property in the heart of our community into a railroad yard. (1)

I have spoken to my neighbors and they universally share my belief that a railroad yard should not be permitted on this property. Homes in the community are selling in the $350,000 to $500,000 range. If a railroad yard is permitted in this residential community we will not be able to give our homes away. As a result, our community, as a class, will lose many millions of dollars. This damage can be avoided if the MTA chooses to construct the railroad yard in an industrial area, and not in residential Greenlawn. However, if the MTA decides

to pursue the Greenlawn property, I, on behalf of the class, will have no choice but to exercise my legal rights at every step of the process. In addition, if the MTA should successfully obtain the Greenlawn property and the right to use it as a railroad yard, I, on behalf of the class, will also have no choice but to exercise my legal rights in order to recover the many millions of dollars lost in property value.

Please help keep Greenlawn as a place where children swim and ride their bikes, and not a place known for its railroad yard and litigation.

Very truly yours,

Kevin M. Gary

TOWN OF HUNTINGTON
LONG ISLAND, NEW YORK

MARK CUTHBERTSON
Councilman

July 26, 2000

RECEIVED
AUG 2 2000
PRESIDENT'S OFFICE

Mr. Kenneth Bauer
Acting President
MTA Long Island Railroad
Jamaica Station
Jamaica, New York 11435

Dear President Bauer:

Thank you for your letter in response to my inquiry regarding the MTA's plan to site a rail storage and cleaning facility in the heart of the Greenlawn community. While I appreciate you taking the time to respond, I am extremely dismayed and frankly shocked by the manner in which the MTA and Long Island Railroad has handled communication and the dissemination of information involving this highly sensitive issue, including the release of the Draft Environmental Impact Statement for the East Side Access project.

Some time ago, I contacted the Long Island Railroad's Government Relations Office seeking information on this project and received no response until your letter - six days before the close of the comment period for the East Side Access DEIS. All the spokesperson from your office could offer in response was his apologies. (1)

Clearly, this is not an adequate response and given an admitted error in the process, I am demanding that you re-open the comment period for the DEIS. This will allow professional staff from our Planning Department to conduct a thorough review of the document. It will also provide an opportunity for those residents who would be drastically impacted by this project to voice their concerns and receive answers from the MTA.

In the event that you choose not to take such action, we will explore all options to ensure that our voices are heard and concerns properly addressed.

And we have great concern.

TOWN HALL ● 100 MAIN STREET ● HUNTINGTON, N.Y. 11743-6991 ● (516) 351-3172 ● TELEFAX (516) 673-3379

In fact, you need not look any further than your own study for confirmation. Quoting from your DEIS, the proposed Greenlawn facility would be "inconsistent and potentially incompatible with residential neighborhoods to the north and south." The study goes on to conclude that "A rail yard on this site would be inconsistent with the Town of Huntington" Comprehensive Plan and with the public policy expressed by the Town's residential zoning on the site."

Given this fact and the fact that you have listed the Greenlawn rail yard as your number one preferred location for such a facility, I am also respectively requesting that you re-open your site selection process and seek locations that are suitable for such an intense use. (2)

I am sure that you understand my disbelief and anger that a *public* benefit corporation would undertake such a controversial and potentially devastating project without notifying and gathering input from the involved community. (1)

Should you choose to further advance the siting of an intense industrial use in the backyards of hard-working families, the Town of Huntington will stand in blank opposition every step of the process. Towards that end, I have enclosed a resolution of the Town Board that was adopted on July 25, 2000 expressing the Town's opposition to this facility and directing its departments to pursue all available avenues of opposition. I have also enclosed a copy of a recent Newsday story regarding the proposed facility.

On behalf of the Greenlawn community, I would like to extend an open invitation for you to visit Huntington and meet with our residents to gain a full understanding of why this rail storage and cleaning facility must be dropped from any further consideration.

Sincerely,

MARK CUTHBERTSON
Councilman

MC:dm

enclosures

Cuthbertson 3

TOWN OF HUNTINGTON
LONG ISLAND, NEW YORK

MARK CUTHBERTSON
Councilman

August 1, 2000

Mr. Kenneth Bauer
Acting President
MTA Long Island Railroad
Jamaica Station
Jamaica, NY 11435

Dear Mr. Bauer:

As a follow up to my letter of July 26, I would like to inform you that I am hosting an informational meeting regarding the MTA proposal to site a rail storage and cleaning facility in Greenlawn to be held at 7 p.m. Tuesday, August 15 at the Oldfield Middle School.

The purpose of the meeting will be to:

- Gather input on the MTA's proposal so that it can be forwarded to them.
- Outline the legal process in connection with the proposed project.
- Meet with State Senator Carl Marcellino and Assemblyman John Flanagan, who plan to attend.

I would like to invite the MTA to send a representative to hear the public comments and I urge you to include these comments as part of the DEIS process.

I would appreciate if you would let me know if an MTA representative plans to attend. I can be reached at (631) 351-3172.

Sincerely,

MARK CUTHBERTSON
Councilman

TN: 33649

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AUG 10 2000
PRESIDENT'S OFFICE

TOWN HALL ● 100 MAIN STREET ● HUNTINGTON, N.Y. 11743-6991 ● (516) 351-3172 ● TELEFAX (516) 673-3379

New York State Department of Environmental Conservation
Division of Environmental Permits, Region 2
47-40 21ST Street, Long Island City, NY 11101-5407
Phone: (718) 482-4997 • **FAX:** (718) 482-4975
Website: www.dec.state.ny.us

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AUG 14 2000
OFFICE OF THE PROG. MGR.
EAST SIDE ACCESS

cc: D. Heffernan

Environmental Conservation 30 YEARS
John P. Cahill
Commissioner

July 27, 2000

Mr. Anthony F. Japha
Chief program Executive, ESA
Metropolitan Transportation Authority
LIRR East Side Access
469 7th Avenue
New York, NY 10018-7605

Re: LIRR East Side Access

Dear Mr. Japha:

Following are the New York State Department of Environmental Conservation's comment on the Draft EIS for the LIRR East Side Access project.

The Department has reviewed initial investigation work plans for the five (5) main sites: Grand Central Terminal, Highbridge Yard, Yard A, Sunnyside Yard, and Maspeth Yard. The Department staff conducted site visits of these five and the Fresh Pond Yard site, and provided generic comments that should apply to all sites, and specific comments for Highbridge Yard, Yard A and Sunnyside Yard based upon previous reports and/ or past knowledge of these sites. Some of these sites have significant contamination and contact with or spread of existing contamination as a result of project construction is likely. The investigation of hazardous waste sites is an iterative process, and the Department has not completed its review of any of these sites. The Department approval therefore should not be implied or inferred at this time The Department's Division of Environmental Remediation (DER) has the following comments on the DEIS' Chapter 14, Contaminated Material:

- The known contaminants of concern that could potentially be encountered during construction are PCBs, free petroleum and its volatile/ semi-volatile organic compounds, chlorinated solvents, pesticides, and metals. The investigations have covered past and current use of the sites, visual inspection of all potential areas of contamination (such as USTs or ASTs, PCB containing transformers, storage areas, areas of illegal dumping, etc). (1)

- Any environmental impacts present or inherent as a result of past site operations, but not caused by the construction, are not addressed by the DEIS. (2)

- In Manhattan, the GCT terminal is in unfractured bedrock, so there would be little soil removal. Environmental impacts are unlikely. The project recognizes the possibility of encountering perched water tables at the soil bedrock interface that could require product recovery as a result of some past spills. (3)

- Page 14-2: The description of Amtrak Sunnyside Yard as a Class 2 site is somewhat incorrect. A class 2 designation applies to a site which poses significant threat to Human Health *and/ or the Environment and where action is required.* (4)

- Page 14-2: The Department was not involved in the review of any investigation work plans for the Roosevelt Island location. The same is true of any new off-peak Storage Yards that are proposed to be built at Cerro wire, Hazeltine, Babylon, Yaphank West and East, Ronkonkoma, Pilgrim Hospital, and Riverhead sites. (5)

- Page 14-5 - Table 14-1, Project Evaluation Criteria: The rationale for proposing NYC Sewer Ordinance Criteria for certain metals as threshold levels for groundwater is not clear. A Long Island Well permit would need to be required if the construction would involve dewatering, and the permit conditions would specify the discharge criteria. All groundwater in the State of New York are classified GA, and Part 703 Class GA groundwater standards should be used at all sites, regardless of whether the groundwater is used for drinking or not. For soils, TAGM 4046 numbers should be used, except at sites where higher numbers are specifically approved with deed restrictions. (6)

- Page 14-6: The TAGM 4046 number of 50 ppm for individual SVOC in soil applies unless a lower number is specified. The Department does not recognize filtered samples, and only the unfiltered samples should be compared to the appropriate standard. (7)

- Page 14-7, Existing Conditions, Manhattan Alignment: Except for the cut and cover portion west of Park Avenue, all proposed construction is in deep bedrock. As a result, construction related environmental impacts from potentially contaminated soil and groundwater, if any, are expected to be minimal. (8)

- Page 14-7, Existing Conditions, Sunnyside Yard: The construction of tunnels through the Sunnyside Yard may cause the contaminants to dislodge, and the free petroleum plume or the dissolved chlorinated solvents plume and/ or the BTEX plume to expand and or migrate offsite. **The construction related impacts of these plumes and other contaminants have not been fully evaluated, and the Department at this time can not make an unequivocal statement that the proposed construction would not cause adverse environmental impacts.** The fact that the Sunnyside Yard is a Class 2 site, the project sponsors would need to closely coordinate the construction with Amtrak, the owners and operators of the Sunnyside Yard. It may be possible to partially or fully remediate the Yard prior to proceeding with the project construction. (9)

- Page 14-9, Table 14-3, Project Evaluation Criteria: As stated previously, all groundwater in the State of New York is considered Class GA regardless of its use or salinity concentrations. The Department questions reference to Class SD criteria in this instance. (10)

- Page 14-9, Existing Conditions, Yard A: It may be possible to justify same clean up standards as established for the Sunnyside Yard with the same or similar deed restrictions. (11)

If you have any questions, please contact me at the above address or telephone. Technical questions can be addressed to Thomas Lang or Hari Agrawal of Environmental Remediation at the DEC Region 2 office in Long Island City or by telephone at (718) 482-4995.

Sincerely,

Charles de Quillfeldt
Regional Permit Administrator

cc: T. Lang
H. Agrawal
T. Kunkel

THE CITY OF NEW YORK
DEPARTMENT OF HEALTH

Rudolph W. Giuliani
Mayor

Neal Cohen, M.D.
Commissioner

RECEIVED
AUG 14 2000

cc: A. Heffernan

August 2, 2000

Mr. Anthony F. Japha
Chief Program Executive
MTA/LIRR East Side Access
469 Seventh Avenue
New York, N.Y. 10018

Dear Mr. Japha:

Thank you providing an Executive Summary of the draft Environmental Impact Statement for the East Side Access Project and for the opportunity to comment on same. At this time, the New York City Department of Health has no comments on the DEIS.

However, as the project progresses, the Agency would appreciate being kept informed especially with regard to the project's impact on public health. (1)

Again, thank you for sharing this document with the New York City Department of Health.

Very truly yours,

Allan H. Goldberg
Assistant Commissioner for Bureau Management
Regulatory & Environmental Health Sciences

RECEIVED
AUG 14 2000
cc: A. Heffernan.

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
100 Old Slip, New York, NY 10005 (212) 487-6800

ENVIRONMENTAL REVIEW

MTA/SEQRA-Y — PROJECT NUMBER

05/22/00 — DATE RECEIVED

PROJECT MTA/LIRR EAST SIDE ACCESS

[ ] No architectural significance

[ ] No archaeological significance

w/in project area

[X] Designated New York City Landmark or Within Designated Historic District

[X] Listed on National Register of Historic Places

[ ] Appears to be eligible for National Register Listing and/or New York City Landmark Designation

[X] May be archaeologically significant; requesting additional materials

1

COMMENTS Comments for May, 2000 DEIS are as follows. (Archaeology review under separate cover (attached). The SHPO is lead agency for architectural review. LPC will consult with the SHPO with regard to their findings for this project. The DEIS text appears adequate for architecture. Any work on New York City designated landmark properties requires a permit from the LPC preservation department.

cc: SHPO

Gail Santucci — SIGNATURE

08/03/00 — DATE

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
100 Old Slip, New York, NY 10005 (212) 487-6800

ENVIRONMENTAL REVIEW

MTA/SEQRA-Y — PROJECT NUMBER

05/22/00 — DATE RECEIVED

PROJECT MTA/LIRR EAST SIDE ACCESS

[ ] No architectural significance

[ ] No archaeological significance

[X] Designated New York City Landmark or Within Designated Historic District

[X] Listed on National Register of Historic Places

[ ] Appears to be eligible for National Register Listing and/or New York City Landmark Designation

[X] May be archaeologically significant; requesting additional materials

within project study area

1

DEIS, 5/2000

COMMENTS The SHPO is the lead agency for archaeological review. LPC will consult with the SHPO with regard to their findings for this project.

SIGNATURE

05/26/00 — DATE

cc: SHPO

MORTON WEBER AND ASSOCIATES
ATTORNEYS AT LAW
201 NORTH SERVICE ROAD
SUITE 300
MELVILLE, NEW YORK 11747-3138

TELEPHONE: (631) 549-2000
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E-MAIL: mwaesqs@mwaesqs.com
www.mwaesqs.com

MORTON WEBER
KEITH H. ARCHER*
PAUL J. BLOOM
JOHN A. BARRAS
KENNETH ALLEN BROWN
DENISE MARZANO-DOTY
*Also Admitted in CT

MELVIN K. ROTH
OF COUNSEL

August 7, 2000

Via Fax (212) 668-2136
and First Class Mail

Mr. Anthony G. Carr
Deputy Regional Administrator
Federal Transit Administration,
Region 2
One Bowling Green, Room 429
New York, NY 10004

Via Fax (212) 695-4842
and First Class Mail

Mr. Anthony Japha
Chief Program Executive
MTA/LIRR East Side Access
469 Seventh Avenue
New York, NY 10018

Re: May 2000 Draft Environmental Impact Statement
MTA Long Island Rail Road East Side Access Project

Dear Messrs. Carr and Japha:

We represent The Taubman Company, which has filed with the Town of Oyster Bay an application for a special exception in connection with The Taubman Company's plan to build an upscale shopping mall on the former site of The Cerro Wire Company, which is located in Syosset, Town of Oyster Bay, County of Nassau, State of New York (the "Cerro Wire Site"). We are writing to provide our comments with respect to the Draft Environmental Impact Statement, dated May 2000 (the "MTA DEIS"), which was prepared by the MTA Long Island Rail Road in connection with its proposed East Side Access Project and which, unfortunately, contains several misstatements that need to be corrected in the Final Environmental Impact Statement for the East Side Access Project (the "MTA FEIS").

MORTON WEBER AND ASSOCIATES

Mr. Anthony G. Carr
Mr. Anthony Japha
August 7, 2000
Page 2

The MTA DEIS identifies the Cerro Wire Site as one of two potential alternative sites for a new storage yard that is purportedly required in the vicinity of the Town of Huntington on the Port Jefferson Branch (the "LI Yard"). (See, e.g., MTA DEIS at S-6.) The MTA DEIS further states that The Taubman Company's proposal to build an upscale shopping mall, known as The Mall at Oyster Bay, on the Cerro Wire Site "is currently undergoing environmental review by the Town of Oyster Bay." (See MTA DEIS at S-7.) In fact, on June 13, 2000 the Town Board of the Town of Oyster Bay unanimously passed a resolution accepting as complete the Final Environmental Impact Statement for The Mall at Oyster Bay, dated May 2000 (the "Mall FEIS"), which was prepared pursuant to the New York State Environmental Quality Review Act ("SEQRA") and the regulations promulgated thereunder. The Mall FEIS, and the DEIS and appendices incorporated therein, thoroughly analyzed the environmental aspects of the Cerro Wire Site and The Mall at Oyster Bay project, which, as revised, will include 860,000 square feet of building area and two (2) anchor stores-- not 960,000 square feet and three (3) anchor stores as stated in the MTA DEIS. (Compare Mall DEIS at F-1 with MTA DEIS at 3-26.) 1

Quite understandably, the MTA DEIS's treatment of the Cerro Wire Site was not as thorough as the Mall FEIS and the environmental studies incorporated therein. Indeed, the MTA DEIS candidly admits that "[t]he potential Long Island storage yard sites were not subject to Phase II investigations" in connection with the proposed East Side Access Project. (See MTA DEIS at S-40.) As a result, the MTA DEIS contains several unfortunate misstatements regarding the Cerro Wire Site, and these misstatements need to be corrected in the MTA FEIS. (See, e.g., MTA DEIS at S-6, S-14,2-27.) 2

The Mall FEIS, which incorporates the Mall's DEIS and the appendices thereto, demonstrates that neither "hazardous materials" nor "contaminated materials" are present in environmentally significant quantities on the Cerro Wire Site. (See Mall FEIS at 2-42, 3-72 to 3-84.) For example, the Mall FEIS states, in pertinent part, the following:

MORTON WEBER AND ASSOCIATES

> Soil and groundwater quality at the project site was extensively investigated by numerous consultants between 1986 and 1992. The site was decommissioned, and remediation was completed to site-specific cleanup levels approved by the NYSDEC. The sampling and analytical methods were approved by the NYSDEC. After the remediation plan was completed, the NYSDEC delisted the site from the Registry of Inactive Hazardous Waste Disposal Sites.

(Mall FEIS at 3-79.) Similarly, the MTA DEIS also acknowledges that following (i) "site cleanup," (ii) "disposal of all remaining process chemicals and hazardous materials," and (iii) "extensive soil and groundwater testing," "the site was delisted by the NYSDEC and reclassified as 'DL' -- requiring no further action." (See MTA DEIS at 14-17.) 2

Please arrange for the MTA FEIS to correct all misstatements regarding the Cerro Wire Site. Moreover, please provide to us as soon as possible a copy of the MTA FEIS for our review and our files.

We appreciate your attention to this matter and your anticipated cooperation. If you should have any questions or comments, please do not hesitate to call me.

Sincerely yours,

Keith H. Archer

cc: Harry Murphy, Esq.

Weber\Taubman\MTA\Carr-Japha8-4-2000.wpd

ROBERT W. RAMAGE JR.
127 BUTTERCUP LANE
HUNTINGTON, NEW YORK 11743-3050
212-332-5110 (DAYS)
631-549-0070 (EVES)

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OFFICE CHIEF, PROG. EXEC. J.
EAST SIDE ACCESS

cc: A. Hefferman.

August 8, 2000

Mr. Anthony Japha
Chief Program Executive
MTA/LIRR East Side Access
469 Seventh Avenue
New York, NY 10018

Re: Comments on East Side Access Draft Environmental Impact Statement dated May 2000

Dear Mr. Japha:

I am writing to offer several comments on the referenced DEIS. Although this letter is written beyond the "official" July 12th date for comments, I hope that you will receive this letter and incorporate a response to the comments offered in the official record. The justification for my late submission is that in our community—the Harborfields/Greenlawn community—the public only recently became aware of the planned Hazeltine rail yard and has just begun to access the impact—entirely adverse that it will have on our community. You should be aware that our local library only received a copy of the DEIS forwarded by Audrey Hefferman under a transmittal letter dated July 20th. Therefore, an allowance of additional time for comments seems only fair.

I would like to offer the following comments on several aspects of the project as described in the DEIS:

1. The proposed Hazeltime yard will have a very ADVERSE IMPACT on the Greenlawn community.

In addition to the noise, vibration, lighting and other harmful effects noted in your report, you fail to note that the community will lose 57 units of moderate-income housing planned for development. The DEIS notes correctly that this development is up for a zoning modification in late September 2000 but fails to recognize that various community groups have been working with the developer for more than five years to develop the land in a fashion that meets community needs. Under the developer's plan, additional housing, sorely needed in the community, will be built and 5 acres will be dedicated for playing fields and other public activities. Greenlawn's Tri-Village Little League in one of the most active on Long Island and is bursting at the seams for more space. Similarly, our community soccer programs need additional playing fields. Use of these five acres for these and other recreational programs will partially mitigate these needs. (1)

Second, your analysis of the Greenlawn community makes it seem like an upper middle class "white enclave". Nothing could be further from the truth. I think your statistics on community composition are out of date. As an example, in the 3,100 student Harborfields School System, more than 30 languages are taught in the English as a Second Language Program. We have built a mixed racial and cultural community over the years and this should be recognized in your study. (2)

With regard to the planned physical facilities, you should take into account that there is only a single track running east of Park Avenue toward the site. Further, the right of way is very narrow and, based on visual sightings, it would appear that additional right of way would have to be acquired if a second track were built. It is hard to see how the proposed yard would operate without an additional track. Installing an additional track would also likely mean relocating the 345KW power lines that run along the track. These likely changes and their impact are not at all considered in your report. Also, your report states that the space needed between tracks is 25' on centers. With sixteen tracks planned under the Preferred Alternative, plus an additional 25' on either side, a minimum width for the yard is likely to be 450' (18 x 25'). While I have not measured the distance from the current train track to (3)

Pulaski Road, I would be very surprised if it is 450'. If my analysis is correct, the land parcel is not wide enough to accommodate your preferred alternative. If the LIRR built an eight-track yard here and and an eight track yard in Hicksville, it would be harming two locations, and probably result in some duplication of facilities. This would not be optimum and make the operations problems more complex. (3)

Your analysis of the impact of the yard on abutting properties is incomplete, as it does not include any consideration of the potential adverse impact on BAE Systems to the east. This company, a unit of British Aerospace, employs over 600 people at its Greenlawn location. According to a friend who formerly worked there, the company engages in activities that would be severely adversely impacted by vibration and large masses of metal from the tracks and trains. More specifically, they engage in precision machining of microwave systems as well as field studies of antenna patterns relating to the transmission of signals. Much of their work is highly classified for the US Government and the defense industry. According to my friend (an experienced senior engineer), these activities would be likely be severely compromised by the vibration and presence of large metal masses. It is not beyond the realm of possibility that the community and even the State could run the risk of losing these 600+ "high technology" jobs. It is even conceivable that if BAE Systems were forced to consider a major relocation decision, all BAE Systems activities on Long Island might be curtailed or shifted elsewhere in the USA. The adverse impact of such an event would be great, not only on Greenlawn but also on the Town of Huntington, Suffolk County and the State of New York. I strongly encourage you to contact Mr. Ray Daughtery, President of this unit of BAE Systems, to confirm this information. (4)

Your report fails to describe in any detail whatsoever the operating advantages of the yard in Greenlawn. Further, your report states that the alternative site—Cerro Wire in Hicksville—is not at all desirable from an operating point of view. I do not believe this is true since that site is very close to the junction at Hicksville and would easily serve not only the Port Jefferson Branch but also the Ronkonkoma Branch. Given its much larger area, the absence of nearby housing, and its present industrial zoning and use, in the absence of extremely compelling operating reasons, I think Cerro Wire should be the preferred site. I recognize that a planned shopping mall is under consideration by its owner. However, if a trade-off is to be made between additional housing and another shopping mall, I think most people would favor housing. Long Island already has too many malls; many cannot support themselves now, and it is hard to see how another mall, particularly at that industrial location, can be justified. (5)

For the reasons set forth above, I strongly favor the Cerro Wire alternative site if the choice is only between the Greenlawn and the Hicksville sites.

II. THE DEIS FAILS TO CONSIDER ALL REASONABLE ALTERNATIVES FOR THE PORT JEFFERSON BRANCH YARD.

The DEIS only reports on two alternatives for the Port Jefferson Branch yard. However, in recent days as I have been riding the train, I note that there is a large undeveloped piece of land west of Oakwood Road and south of Rogue's Path in Huntington. The LIRR tracks run on the south edge. This land—approximately 209 acres—was formerly known as Froelich Farms and was acquired by the County in the mid-1990's. It is now called Froelich Farms County Park. The acquisition occurred after it was nominated by then Town Councilman James Gaughan for acquisition by Suffolk County even though it was not originally considered eligible by County Planning Commissioner Lee Kopelman under the terms of the Safe Drinking Water Legislation. In effect, pressure from local citizens to keep the land undeveloped forced its acquisition. (6)

This piece of land, in my opinion, is ideal for the yard. It is flat, not close to existing housing, and sufficiently roomy that a variety of layouts could be considered. In addition, based on the projected 2010 and 2020 traffic counts, future departures from Huntington will increase by over 50%. This will likely necessitate substantial additional parking facilities at Huntington. One alternative to building such facilities at already crowded Huntington Station

would be to build an additional station at the Oakwood Road/Rogue's Path location, incorporating possibly 1-2 additional parking garages. (This generic possibility is mentioned as a solution to parking problems generally in the Executive Summary but without any details.) This plan has the advantage of taking the vehicular traffic off of Route #110, which cuts through the heart of Huntington. Further, Oakwood Road is already a four lane state road and would, in my opinion, easily be able to handle the traffic. Building an additional stop with garage parking at this locaiton would also relieve some of the parking burden at Cold Spring Harbor just to the west, which is already utilized to capacity.

6

I recognize that the LIRR's obtaining use of this land from Suffolk County might take an act of the State Legislature. However, the attributes of this site seem so strong that I think you should thoroughly consider this site as an option. Also, the operating problems related to reverse train movements from the Cerro site would be minimized, as this site is so close to Huntington.

Finally, if this option is chosen, the Greenlawn and Cerro sites can be developed by their owners for their intended uses. Further, the potential adverse impact of the proposed Greenlawn yard on BAE Systems would be avoided.

III. THE LIRR PLAN FAILS TO MAKE LONG TERM PLANS FOR ADDITONAL RIGHTS OF WAY.

The DEIS explains that most growth in the labor force on Long Island will occur in Suffolk County. Therefore the goal of any transit improvement plan should be to increase capacity to move people from this area to New York City rapidly and safely. However, the current LIRR plan still leaves in place the three "spokes"—the Port Jefferson, Ronkonkoma, and Montauk Branch lines. There is no link to connect these lines east of Hicksville. I believe the LIRR planners should consider a right of way link from the Port Jefferson Branch (possibly at Stony Brook University or Kings Park) to the Main Line at or near Ronkonkoma. Similarly, a link between the Montauk Branch and the Ronkonkoma Line at Yaphank could be established. With these two links, the LIRR will gain greatly in scheduling and service flexibility and will essentially be able to run trains in loops. To me this seems the only way that adequate additional service can be provided in the long run (20+ years) to serve the expanding population of Suffolk County.

7

Under this scenario, the locations for the Port Jefferson Branch Yard should be reconsidered. I am aware of several large industrially zoned pieces of property off of Comsewogue Road in Port Jefferson which are bounded by the LIRR. With the links in place, it might be possible to put a yard near the end of the Port Jefferson line.

While acquiring additional rights of way may be difficult, they will be needed eventually and it is probably wise to acquire them now before Suffolk becomes even more built up.

Thank you for considering my comments. I look forward to your prompt response.

Very truly yours,

Robert W. Ramage, Jr.

Cc: Governor George Pataki, Albany, New York
Supervisor Frank Petrone, Town of Huntington, New York
Mr. Ray Daughtery, President, BAE Systems, Greenlawn NY

Greenlawn Possible Rail Yard Site

NEWSDAY, THURSDAY, JULY 20, 2000 Page 32 -A

(RANIAGE)

By Oscar C. Johnson
STAFF WRITER

Greenlawn residents rallied yesterday against a recently released study identifying their hamlet as a possible site for a new train yard.

At the edge of the 39.5-acre shrub-covered lot hedging the northeast corner of Pulaski and Lake Roads, Huntington town board member Mark Cuthbertson denounced the study by the Metropolitan Transportation Authority, the parent of the Long Island Rail Road, which showed that the Greenlawn lot is being considered for a 16-track maintenance and storage yard.

"Here is the MTA leadership advancing a plan that would destroy residential communities," he told the crowd of about 50 residents.

"They fail to solicit input or even notify those who would be affected."

The study seeks to meet maintenance and storage needs for 220 new trains that already have started arriving, LIRR spokesman Brian Dolan said. Funding for 476 additional cars is expected in 2002, he said.

Cuthbertson said his office called the MTA about three times starting in May in an attempt to verify rumors that the hamlet might be considered as a site, but to no avail.

Newsday Photo / Dick Yarwood

Greenlawn residents yesterday protest proposal for a rail yard at Pulaski and Lake Roads.

A May 24 letter to LIRR Acting President Kenneth Bauer also received no response, he said. It was not until July 6 — six days before the close of the public comment period — that the councilman was told about the study, he said.

"One of the things we are so upset with MTA about is the process. This is government at its worse," he said.

Dolan said a public hearing on the study was held in Manhattan on June 15. Long Island newspapers carried notices of the meeting, he said, and leaflets were placed on local trains three weeks prior.

"At this point we can't account for the delay in the response [to Cuthbertson's inquiries], he said. "But we extend our apologies."

According to the study, Greenlawn is one of six Long Island sites being considered for the rail yard, where trains would be cleaned, inspected and stored overnight. Other sites identified are in Babylon, Yaphank, Riverhead, Ronkonkoma and a site near Syosset.

Louis Bonavita, the developer who owns the property, said he was taken aback that his property is identified in the study. "I just found out last night," said a dismayed Bonavita, who said he has been working with residents and civic groups on plans to build 59 new homes and a five-acre park on the site.

Greenlawn resident Catherine Karafa, who lives on Bowden Street near the proposed site, said she just learned last night of the rail yard plans.

"How could they do this to us?" she said. "We'd rather go with the new houses and park. That's more consistent with the community."

Greenlawn Rallies Against LIRR Service Yard

(Continued from page 3)

rior operationally." The MTA is also considering the former Cerro Wire site in Syosset along the Port Jefferson Branch of the Long Island Rail Road.

The councilman's office received information from the community several months ago that the LIRR was considering building the storage facility. In mid May they tried to confirm this information with the MTA without success.

On May 24, Cuthbertson wrote a letter to Kenneth Bauer, acting president of the LIRR, requesting more information, stating that he had been told by their Public Affairs Office that "no information is available" regarding the project.

Yet, on May 17, Anthony F. Japha, Chief Program Executive of the MTA/LIRR East Side Access, had already written a letter to the Huntington Public Library enclosing the DEIS — which, by the way, was not opened until Tuesday of this week.

Meanwhile, the MTA did not provide the councilman or the Harborfields public library with a copy of the DEIS.

By the time Bauer notified Cuthbertson of the DEIS release and availability on July 6, there were only six days left before the close of the document's public comment period.

"This is government at its worst," Cuthbertson said. "Here is the MTA leadership advancing a plan that would destroy residential communities and they fail to solicit input or even notify those who would be affected. This is not the way for the public authority to conduct business. I call on them to reopen the environmental impact process for comments."

The proposed 20-acre facility would consist of 16 electrified storage tracks, each 1,600 feet long, plus parking for 80 employees. The site would be used for the nighttime storage and related servicing activities, overnight cleaning, which includes train wash equipment and ordinary servicing such as purging the sewage systems.

The MTA is proposing to build a storage facility at the Hazeltine site in Greenlawn on residentially zoned property owned by AFM Realty. Long Islander Photo Jayson Blocksidge

"This would be absolutely devastating to the Greenlawn community," Cuthbertson said. "It would change the complexion of a residential area and have a horrible impact on this part of town.

The MTA admits as much in its DEIS, stating: "the yard would be active and lit at night which would be inconsistent with the character of the surrounding residential community. Overall, development of a new rail yard at the Hazeltine site would result in significant adverse impact to the community character."

But the DEIS suggests that a "vegetative wall and buffer" would mitigate the impact.

The location for the proposed facility is currently owned by AFM Realty of Huntington Corporation. It is approximately 39.32 residentially zoned acres bordered by Lake Road to the west, Pulaski Road to the south, the LIRR to the north and Cuba Hill Road to the east.

Gary Weintraub, attorney for AFM principal Louis Bonavita, said there is a change of zone application pending before the town board. The property is currently zoned for 1-acre residential development, but the owner is trying change that to fit approximately 55 upscale single family residences on half-acre plots. As part of the plan, the developer has agreed to set aside five acres for the town to use as parkland. A public hearing for the zone change is scheduled to be held at the September 12 Town Board meeting.

Most Greenlawn residents prefer Bonavita's housing development to the storage facility, said Elaine Capobianco, president of the Old Field Home Security Council Civic Association.

Larry Silverman, Chair of the LIRR Commuters Council and member of the MTA Board, described the plan as "absolutely absurd" and the MTA community outreach efforts as inadequate.

A host of legislators including Suffolk County Legislator Allan Binder and New York Senator Carl Macelli io are working to urge Governor George Pataki to drop the Hazeltine site from consideration.

At next Tuesday's Town Board meeting, Cuthbertson will introduce a resolution directing the Town Attorney and Planning Department to explore all options to prevent the plan from proceeding.

"I can't think of any other project besides a power plant or a factory that would cause more of a change to the complexion in this part of the town," Cuthbertson said. "And we are going to fight it every step of the way."

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(RAMAGE)

07/17/2000 MON 10:29 FAX MTA-EASTSIDE ACCESS 011

GREENLAWN

LIRR Storage Facility Meets Opposition

By Jayson Blocksidge

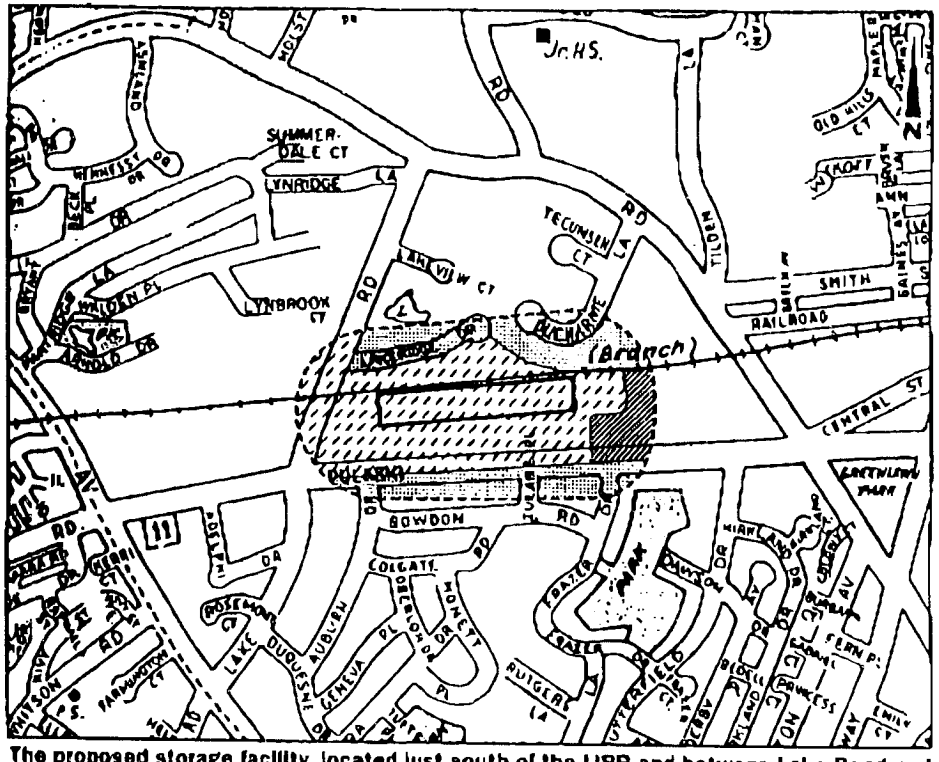
Many Greenlawn residents were surprised to discover pamphlets distributed by a local civic association Tuesday night alerting them to the Mass Transit Authority's (MTA) plans to site an electrified rail/storage facility in the heart of their community.

Though rumors of the project have floated around the community for the last few months, many people say that when questioned about the plan, the MTA was less than forthcoming.

But when Huntington town councilman Mark Cuthbertson finally confirmed the rumor and told community leaders that he planned to denounce the MTA's plans at a press conference on Wednesday, they rallied their troops.

"We mobilized volunteers on two hours notice," said Walter Rabe, president of the 500-member Greenlawn Civic Association. "We distributed hundreds of fliers. I kind of think the MTA is trying to sneak this into Greenlawn and not tell anyone about it."

Huntington Town Councilman Mark Cuthbertson demands the MTA to reopen the public comment period on plans to build a storage facility in Greenlawn.



The proposed storage facility, located just south of the LIRR and between Lake Road and Cuba Hill Road in Greenlawn, lies within several hundred feet of residential communities.
Long Islander Photo / Jayson Blocksidge

What's all the hub-bub about? Well, not many people knew about or had time to comment on the MTA's multi-billion dollar project which it claims is designed to improve rail access to and from Manhattan.

Dubbed East Side Access, the plan would put new storage and cleaning facilities on three branches to handle the addition of 220 electric cars required to operate new service to the Grand Central Terminal.

The MTA's Draft Environmental Impact Statement (DEIS), released in late May, identified the Hazeltine site in Greenlawn as "The preferred site primarily because its location east of the terminal station at Huntington makes it supe-

(Continued on page 27)

(RAMAGE)

Page 3

Long Islander 7-20-2000

OVER

07/17/2000 MON 10:30 FAX MTA-EASTSIDE ACCESS 010

MTA Eyes Local Site For Yard

ouncilman Leads Fight Against Plan For Greenlawn Facility

By Rob Morrison

Notified just six days before the ing of a public comment period for Draft Environmental Impact ment (DEIS) for a proposed Long d Railroad (LIRR) electrified storage cleaning facility in Greenlawn, ington Town Councilman Mark ibertson has launched a fight to sh the plan.

"We've worked very hard to maintain tranquillity within our hborhood," said homeowner and time area civic leader Elaine ablanco. "I can't believe that this ld happen. We will certainly fight."

Mr. Cuthbertson announced at a s conference Wednesday, July 19 the Metropolitan Transportation hority (MTA) is proposing to build acility on 30 acres of residential perty on the corner of Pulaski Road Lake Road in Greenlawn, adjacent e LIRR tracks.

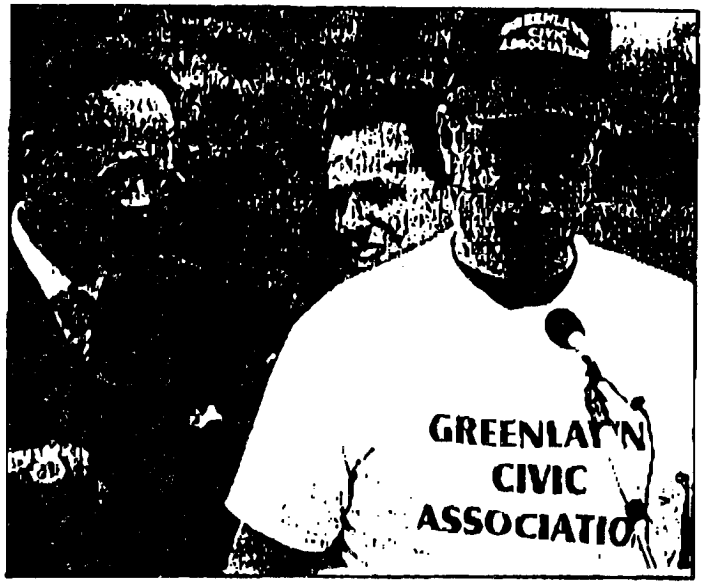
"The siting of an electrified storage cleaning facility for Long Island road trains at this location would state the Greenlawn community cause irreparable harm to the lity of life for thousands of residents," Cuthbertson said. "I am nbfounded that the MTA would even sider this property and I am anding that the Authority leadership re-open the election process to find a suitable location for this yard."

The abandoned lot is currently under review by Town Board for a zone change from one-acre dential development to half-acre residential to e room for a 57-home subdivision with a five-acre dland dedication to the Town of Huntington.

"It would be a terrible thing to use this for ething other than residential property," said Robert ott, the attorney representing the owner of the erty Louie Bonavita. "It's our intention to improve th houses on half acre lots."

According to Mr. Cuthbertson, the MTA did not ly the Town of its plans until July 6, less n a week before the public comment period to use the DEIS was over. After hearing about proposal in May, Mr. Cuthbertson was told MTA officials that there was no information he project available.

"One of the things we are so upset with the MTA ut is the process," Councilman Cuthbertson said. s is government at its absolute worst without any fication. A week before [the deadline] we were rmed by the MTA."



NOT HERE: Greenlawn Civic Association president Walter Ray protests the Metropolitan Transportation Authority (MTA) proposal to build a railroad yard at the corner of Pulaski and Lake Roads in Greenlawn while MTA board member Lawrence Silverman (left) and Town Councilman Mark Cuthbertson stand behind discussing the issue.

-Rob Morrison photo

The project, known as East Side Access, calls for the siting of new storage and cleaning facilities on three branches to handle the addition of 220 electric railroad cars required to operate service to the Grand Central Terminal. The MTA is considering two sites on the Port Jefferson line including the one in Greenlawn—which is at the top of the list—and the former Cerro Wire site in Syosset.

"I think the MTA's plan to put a railway yard here is obviously absurd," said Larry Silverman, MTA Board member and LIRR Commuters Council Chairman. "They want to be able to run equipment here and store it. We should not be put through this trauma."

According to the DEIS, obtained by **The Observer** this week, the new yards "would be used for nighttime storage and related servicing activities—overnight cleaning, ordinary servicing (toilets, etc.) and visual inspection." The DEIS further states that the proposed yards would "be incongruous with the quiet residential setting of the areas to the immediate north and south. The yard would be active and lit at night, which would be inconsistent with the character of the surrounding residential community." The DEIS goes as far as to say that the new yards would "result in significant adverse impacts to community character." The MTA, however, plans to install a vegetated buffer zone to mitigate some of these concerns.

"The MTA' study says it best," Mr. Cuthbertson said. "This is clearly unacceptable and must be removed from any further consideration. Here is MTA leadership advancing a plan that would destroy residential communities and they fail to solicit input or even notify those who would be affected. This is not the way for a public authority to conduct business."

Both Mr. Cuthbertson and Mr. Silverman, who is a member of the MTA board representing commuters, called upon community members and local and state legislators to push Governor George Pataki to squash the MTA's plan. They it is up to the governor to do the right thing.

"The MTA claims that is compiled a long list of potential site for a new rail yard but the DEIS only mentions six locations," Mr. Cuthbertson said. "This is unacceptable. It is ludicrous for the MTA to claim that only six locations exist between Port Jefferson and New York City to site an industrial operation."

Residents who attended Wednesday's press conference asked the public officials what they should do to help the fight against the MTA proposal. Mr. Cuthbertson urged them to write their State legislators. Mr. Cuthbertson reminded residents that the MTA has the authority to condemn the Greenlawn property for public use.

"For the last few months I heard rumors. I think the MTA is trying to sneak this into Greenlawn overnight and I don't think that's fair," said Walter Ray, president of the Greenlawn Civic Association. "We have to unite and fight them."

Mr. Cuthbertson said he did not want to over alarm the public about the MTA plan because he said a railroad yard would not pop up overnight, but he wanted to inform the public so taxpayers could unite against the proposal.

"This is a planning document," Mr. Cuthbertson said. "The plans take time. This is not going to happen overnight. We're going to be working very hard in the upcoming months to get more information."

The councilman said he will be proposing legislation at next Tuesday's Town Board meeting to direct the Town Planning Department and Town Attorney's office to investigate every option to fight the multi-billion railroad yard proposal.

Councilman Takes On MTA Over LIRR Yard

-story page 3

(RAMAGE)

03/14/2000 MON 10:30 FAX MTA-EASTSIDE ACCESS 016

EDITORIALS/COMMENTS

Fight Plan For Local Train Yard

The Greenlawn site selected by the Metropolitan Transportation Authority (MTA) for the new Long Island Rail Road (LIRR) train yard is unsuitable. While it has been evaluated to be operationally superior than a site in Hicksville because it is east of Huntington Station, it is too close to residential neighborhoods to be an appropriate location for such a facility – 16 electrified tracks with trains running in and out of a building all day and night to be cleaned, repaired or stored for peak hours.

More importantly, the process used by the MTA to arrive at this site was clandestine and blatantly violated the public trust.

The MTA has prepared a draft environmental impact statement (DEIS), a voluminous document that outlines its plans to initiate service from Long Island's three main LIRR branches to Grand Central Station. Service now is to Pennsylvania Station. Part of the DEIS includes an exhaustive site selection and evaluation process which identified the Greenlawn site as the preferred location for the train yard.

The Greenlawn land, a meadow on the corner of Pulaski Road and Lake Road, is adjacent to the LIRR tracks and to the former site of a Hazeltine manufacturing facility, 39.5 acres. The land is identified in the Town's master plan for parks and recreation as a suitable site for soccer and baseball fields. That would be a far more suitable use than a train yard.

A fundamental part of the State Environmental Quality Review Act (SEQRA) requires that environmental impact statements for land use plans include public input. Perhaps, because it is a state authority, the MTA is not legally required to comply with SEQRA. It should, however, be held to the same standard of notifying the public or, at the very least, informing local officials about its plans.

According to Huntington Town Councilman Mark Cuthbertson, who began this week to mobilize opposition to the Greenlawn site, not only did the MTA fail to notify or involve the public, it also concealed the process from the Town. Mr. Cuthbertson claims he asked the MTA verbally and in writing for information about the train yard review process and was ignored. He claims that the MTA did not provide him with a copy of the DEIS until six days before the public comment period, which ended July 12.

If what Mr. Cuthbertson says is true – there is no reason to doubt him – the public comment period is a farce and should not be taken seriously. The DEIS does not fulfill the public comment standard established by state legislation, therefore, it should be considered incomplete and to hold no merit.

There is much more involved in this case than simply a 39.5 acre site in Greenlawn. The plan includes doubling the number of trains on the LIRR's Port Jefferson line, which runs through Cold Spring Harbor, Huntington Station, Greenlawn and East Northport in the township of Huntington.

There will be a positive result of this plan for commuters but it comes at an environmental cost to homeowners and businesses along the Port Jefferson branch. There will be more noise, more air pollution, more traffic congestion and, in general, a disruption of the quality of life enjoyed by thousands of people.

From the days in the early 1970s, when former Northport State Senator Bernard Smith first authored the State Environmental Quality Review Act (SEQRA), a key ingredient of land use planning and review has required that the public be involved from the earliest possible time. That fundamental theory has been violated in this case.

At the very least, the public comment period should be re-opened so that the public can have an opportunity to comment. Otherwise, what the MTA holds out as public comment period is a hoax.

In addition, the train yard, while it may be a necessary evil to meet Long Island's growing transportation needs, does not belong any where near the corner of Pulaski Road and Lake Road. A far more isolated site should be found and residents, elected officials, and community leaders should join Councilman Cuthbertson in this fight.

(RAMAGE)

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Search type: Lead Paragraph, Text

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CNTL# 6308059
FN dialog(R)File 638:Newsday/New York Newsday
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AN 06308059
Title GOP SAYS HALPIN BROKE A PROMISE
Newspaper name Newsday
JC (ND)
Date - Tuesday October 29, 1991
Author Charles V. Zehren. STAFF WRITER
Edition SUFFOLK
Section heading NEWS
Page number 27
word Count 515
Lead paragraph Republican State Sens. Kenneth LaValle (R-Port Jefferson) and James Lack (R-East Northport) made a rare appearance before a special meeting of the Suffolk legislature's Finance Committee yesterday to charge that Democratic County Executive Patrick Halpin has broken a promise to state lawmakers by proposing that money be diverted from a water protection fund to balance the 1992 budget.

In addition, the GOP legislators said during the meeting in Hauppauge, the $24-million transfer won't leave enough money for Suffolk's share to purchase the 209-acre **Froelich Farms** parcel in Huntington as planned.

TX_TX Halpin's chief deputy, Tom McAteer, dismissed the senators' testimony as nothing but a "political skit" coming eight days before Halpin faces re-election against challengers Assemb. Robert Gaffney (R-Miller Place) and Asharoken's Conservative Mayor William Kelly. He noted that LaValle is chairman of

(RAMAGE)

Gaffney's campaign committee and Lack is a strong Gaffney supporter.

McAteer said the $24-million transfer is legal and would not alter the Drinking Water Protection Program, which caps landfills and purchases environmentally sensitive land. Instead, McAteer said that if the GOP-dominated legislature rejects the fund transfer, it must find alternatives to balance the budget, and that could mean wide-scale layoffs and radical budget cuts. "Let's not believe that this isn't about the election," he said.

During their testimony, LaValle and Lack produced a letter from Halpin dated Aug. 1, 1988, when Suffolk was seeking approval of state legislation to enable the creation of the water protection fund that is financed through a quarter-cent of the local sales tax. Skittish over Halpin's insistence on a provision in the bill to use some of the money in the fund to stabilize property tax rates, Lack said he demanded a concession from Halpin. In the letter, Halpin said, "I expect and intend that the revenue will not be used to . . . reduce anticipated county budget deficits." Lack said that, based on that promise from Halpin, he obtained support for the measure from other members of the GOP-dominated Senate, who then approved the creation of the fund. LaValle, on the other hand, said it was precisely because he feared that the money would be used for purposes other than environmental protection that he voted against the bill. LaValle yesterday said the criticism of Halpin was timed to coincide with the Suffolk legislature's consideration of the $24 million transfer and not next week's election. "I really feel betrayed by Halpin," he said.

"Commitment is imperative in building confidence." While not questioning the legality of the transfer, Lack characterized Halpin's proposal as "immoral" and "unethical." "You are only as good as your word and your handshake in this business," Lack said. McAteer said Halpin's 1988 pledge "wasn't a promise, but what he intended. And things have changed drastically since then with the economy and the budget." Admitting that he has little in-depth knowledge of Suffolk's budget, Lack in responding to questions from Chairman Legis. Michael O'Donohoe (C-Northport) said the $24 million fund transfer raises serious doubts about the feasibility of the **Froelich Farms** purchase.

Subjects ELECTION; 1991; REPUBLICAN PARTY; DEMOCRATIC PARTY; CANDIDATE PATRICK HALPIN; EXECUTIVE; SUFFOLK COUNTY; ROBERT GAFFNEY; FINANCE

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CNTL# 4807210
FN dialog(R)File 638:Newsday/New York Newsday
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AN 04807210
Title OWNERS REJECT PUBLIC OFFER FOR FROEHLICH **FARMS** BID NOT DISCLOSED; VALUE PUT AT $50 M
Newspaper name NEWSDAY
JC (ND)
Date - Friday October 28, 1988
Author Maureen O'Neill
Edition NORTH SHORE
Section heading NEWS
Page number 31
word Count 409
Lead paragraph The long-awaited offer for public acquisition of the 208-acre **Froelich Farms** for groundwater protection was placed on the table this week, and it was immediately rejected by the owners' representative. "I would not agree to sell it at anything near what was offered," said attorney Arthur Goldstein.
TX_TX Joan Scherb, Suffolk County commissioner of real estate, who met with Goldstein on Monday, said the offer was based on the county's appraisal of the property. She refused to disclose the figures on the undeveloped land, which runs along the west side of Oakwood Drive from a point south of the Long Island Rail Road tracks to north of Pulaski Road. There have been unconfirmed reports that the appraisal was in the neighborhood of $14 million.

Goldstein, who, at the request of the public officials, also refused the disclose the amount offered, said he told Scherb, "If

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you have confidence in the appraisal, you could condemn it." He said that his projection of the number of homes that could be built on the property would put the value of the land "in excess of $50 million."

Meanwhile, Goldstein said he told the officials that he was pressing a suit against the Huntington Planning Board for refusing to subdivide 25 acres of the site, on two parcels north of Pulaski Road, where R & V Co., a partnership which owns the **farms**, wants to create 21 homesites. An earlier suit is expected to go back to court because the Huntington Town Board has rejected a proposed settlement that would have allowed construction of 290 condominium units on the 91 acres at the south end of the property and the transfer of 117 acres of open land to the town. Attending the meeting with Scherb in Goldstein's Huntington office were Huntington Town Attorney Arlene Lindsay and Supervisor Toni Rettaliata's chief of staff, Laure Nolan.

"We're going to review" the situation, Scherb said, "and, if justified, revise the offer."

On Sept. 28, the town board voted to commit up to 35 percent of money received from Suffolk's groundwater protection program toward purchasing the **farms**. The state also has pledged $2 million toward the purchase of the property, which is in a groundwater protection area. The rest of the funds would come from the county. The town wants the county to take title and preserve the property.

The partners in R & V Co., are Victor Cynamon, Rubin Wagner and RABCO Huntington Development Corp.

Subjects FARM; TOWN OF HUNTINGTON; LAND; HOUSING; PLANNING; ZONING; LAWSUIT

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Search was: froelich farms
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CNTL# 4660003
FN dialog(R)File 638:Newsday/New York Newsday
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AN 04660003
Title THE POLITICS OF SPACE OFFICIALS SPLIT ON ACQUISITIONS
Newspaper name NEWSDAY
JC (ND)
Date - Sunday June 5, 1988
Author Kathleen Kerr
Edition NASSAU AND SUFFOLK
Section heading NEWS
Page number 03
word Count 2,104
Lead paragraph The well-manicured fairways of the Indian Hills Country Club that undulate down to the edge of Long Island Sound have become a battleground in the political skirmishing that has beset Suffolk County's open-space acquisition program.

The serenity of the 136-acre Fort Salonga golf course belies the increasingly heated debate it has spawned between Suffolk legislators and County Executive Patrick Halpin. Indian Hills has become a symbol for both sides in an escalating battle over whether Suffolk's $60-million plan to preserve environmentally sensitive land has turned into a political boondoggle instead.

TX_TX Halpin calls Indian Hills "the $40,000 Headline" - referring to publicity garnered by Legis. Michael O'Donohoe (C-East Northport), whose efforts to persuade the county to buy the land have so far cost $40,000 for an outside appraisal.

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O'Donohoe says Halpin should mind his own business. And Legis. Steven Englebright (D-Setauket), who helped craft Suffolk's open-space plan in 1986, says that buying the golf course may not make sense, but he defends the decision to appraise it as "a legislative courtesy."

The situation involving Indian Hills is not unique. Once designed as a $60million program to buy 28 parcels deemed worthy of preservation, proposals are pending to expand Suffolk's open-space program by 14 pieces of property. Those acquisitions, recommended by 10 different legislators, have been criticized by some who question their environmental value, which is based on a complicated set of factors decided upon by the county. And now some legislators say that a program designed to protect the environment has turned into a vote-getting mechanism designed to help legislators get re-elected. "I think it is political a lot of times," said Legis. Sondra Bachety (D- North Babylon), the legislature's presiding officer, who has asked the county to appraise a 13-acre wooded parcel in her district. "It's almost as if you go back and say to your constituents, 'Look what I saved for my district.' "

It is that sentiment, shared by Republican and Democratic legislators, that has the county executive warring with them over the future of the county's open-space program.

"This is a legacy we're going to be leaving future generations," Halpin said, questioning the value of some of their proposals. The open-space program began in 1986, when Suffolk allocated the $60 million to buy 28 properties - pine barrens, shoreline parcels and marshlands. The properties went through extensive planning and environmental reviews and were approved by the legislature as a package. To date, the county has finalized purchases of only 12 of those 28 properties and committed only $33 million of the $60 million. The remaining 16 are in various stages of negotiation, and some may never be purchased because the owners do not want to sell.

But in the past year lawmakers began quietly adding properties, one at a time, by separate resolutions.

Halpin charges that by doing this the lawmakers have bypassed necessary reviews, ordered costly appraisals for land that may never be purchased and included parcels of dubious environmental value. In addition, Halpin says he wants to stop the county's practice of hiring outside appraisers and make sure the county does not pay more than the appraised value. "The voters of Suffolk County recognize the importance of preserving open space, and they also don't want to see this become legislative pork barrel," Halpin said.

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"I think he should leave the land acquisition program alone," responded O'Donohoe. "Once he starts changing rules, it's going to become pork barrel legislation."

The legislators' recent actions have also caused the county to overspend the $307,000 that was budgeted for appraisals, to add $190,000 to that pot, and to appraise parcels that they acknowledge have slim if any chances of being purchased.

Since the original 28 parcels were approved, 10 different legislators have sponsored 14 additional properties that are in various stages of the process leading to inclusion in the program. Some have not been acted on yet, some are being appraised, and three have been approved for acquisition.

Although Halpin is opposed to some parcels, such as the golf course, he has supported some others, such as Clam Island, a sand spit in Noyac that Halpin on Thursday agreed to add to the program. And he argues that all the new properties should be subject to environmental and planning reviews. Englebright, an ardent environmentalist who heads the legislature's parks committee, says he agrees with Halpin in principle but objects to submitting the 14 new properties to the same reviews that the original parcels underwent because the county executive and Planning Director Lee Koppelman are "dictatorial" when it comes to open space. Under the provisions of the original program, Koppelman's planning department reviewed prospective purchases.

"The basic question is legislators were introducing their own recommendations for property, and all the county executive wanted was to have reviews," counters Koppelman, whose office was involved in reviewing and recommending the original 28 parcels.

While the legislature can order the county executive to negotiate to buy properties, the confidential negotiations are conducted by Halpin's real estate commissioner, who is unlikely to countermand his wishes. Among the additional properties coveted by the legislators are two golf courses, an old horse farm, land near an Islip creek, two **farms** in Huntington, the Smithtown mansion once owned by a former mayor of New York City, and shorefront properties on the East End. Some of these properties are:

Orowoc Creek, a four-acre parcel in Islip, sponsored by Legis. George Nolan (D-Islip). Halpin vetoed a legislative resolution to buy the property for up to $400,000 after discovering it was appraised at only $268,000.

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Englebright had said the higher price was necessary to allow for negotiations. The legislature overrode the veto and instructed the real estate division to begin negotiations.

Indian Hills, the golf course sponsored by O'Donohoe. Halpin says the property has little value as environmentally sensitive land. It is being appraised, after the legislature overrode another Halpin veto. The Hauppauge Country Club, another golf course, sponsored by Legis.

Donald Blydenburgh (RSmithtown). The property's environmental value has also been questioned by Halpin. It has changed ownership in the last year, driving the potential cost to the county upwards as much as 50 percent. The Deepwells mansion, sponsored by Legis. Michael D'Andre (R-St.

James). D'Andre charges Halpin will only support his proposal in exchange for D'Andre's support of the county executive's plan to extend a quarter-cent increase in the county sales tax; Halpin denies the charge and questions whether Deepwells is worthy of being added to the list, although he admits it has historical value. A mansion on the land once belonged to William Gaynor, New York City mayor from 1910 to 1913. Old Field Horse Farm, sponsored by Englebright, a 13-acre horse farm that is used to show horses. The farm, at the tip of a fragile salt marsh, is being appraised.

The **Froelich** and Wicks **Farms**, sponsored by Legis. James Gaughran (D- Huntington), which have been at the center of controversy for many years.

Neighbors have tried for many years to get the properties preserved as an open-space buffer, while a developer proceeds with plans to build condominiums. An appraisal is under way.

"Many of the proposals are coming in because of pressure on the legislators from citizens who are saying they don't want to see the land in their backyards developed," said Suffolk's assistant planning director, Arthur Kunz. "But you have to ask dispassionately if development is really bad."

In addition to questions raised by the new properties, Newsday has found that in cases where the county has purchased properties, it has often paid substantially more than appraisals submitted by the private appraisers the county hired, after reappraisals by county staff. Halpin's real estate commissioner is trying to end the practice of using outside appraisers. Deputy Real Estate Commissioner Robert Sgroi, who was commissioner until Halpin took office, says that as the county

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negotiated with land owners, real estate prices soared - forcing the county to review the value of certain parcels and increase the appraised value.

"Over an extended period, real estate values increased," Sgroi said, justifying the county's expenditures. "And sometimes we had to appraise a property several times."

In seven of the 12 cases where the county has closed on a property, the county appraisers arrived at higher figures than the outside consultants had and used their findings to justify higher purchase prices. Camp Barstow, a former Brookhaven Girl Scout camp, exemplifies the problem with escalating property values and fluctuating appraisals.

Appraisals on the property ranged from $2.6 million to $4 million - the price the county eventually paid - over a sevenmonth period, according to county documents.

Joan Scherb, the new commissioner, says she will institute a different policy. She also said she plans to hire more county appraisers to decrease the county's use of private firms and to discontinue the practice of multiple outside appraisals. In at least six cases, the county has paid for two or more appraisals, spending $1,500 to $10,000 each time. Sgroi says understaffing was the reason the department used private appraisers in the past.

Despite the costs of appraisals and the ongoing political struggle between Halpin and the legislature, environmentalists defend some of the proposed additions and urge both sides not to lose sight of the original intent to preserve undeveloped land.

Andrew Walker, director of the Long Island chapter of the Nature Conservancy - a non-profit conservation group that acquires environmentally sensitive land and that has assisted Suffolk in some of its purchases - agrees with Halpin that potential purchases should first be reviewed by the planning department.

"We have a concern about adding parcels," Walker said. "I think any open- space piece of land has to undergo some sort of environmental review; there has to be some consensus that this is property that should be protected. But Walker also believes that the legislatorss' push to buy land in their districts should not be dismissed as merely political. "Saving land is a funny business. Open-space areas represent a cultural and natural history heritage," Walker said. "It's my sense that a lot of legislators are responding to a genuine desire in their communities to preserve a way of life and a landscape."

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Pet Properties - Proposed additions to the open-space program that are under consideration by the legislature, with unofficial estimates of value where available

Parcel: 1. Hauppauge Country Club

Legislative sponsor(s): Donald Blydenburgh (R-Smithtown)

Estimated value/status of proposal: $20 million, no action yet

Parcel: 2. Clam Island, Southampton

Legislative sponsor(s): Fred Thiele (R-Sag Harbor) Estimated value/status of proposal: $3 million, legislature approved purchase

Parcel: 3. Land around Orowoc Creek, Islip

Legislative sponsor(s): George Nolan (D-Islip)

Estimated value/status of proposal: $268,000, legislature approved purchase

Parcel: 4. Barcelona Neck, East Hampton

Legislative sponsor(s): Fred Thiele (R-Sag Harbor)

Estimated value/status of proposal: Appraisal under way

Parcel: 5. Old Field Horse Farm

Legislative sponsor(s): Steven Englebright (D-Setauket)

Estimated value/status of proposal: $700,000-$1 million. Appraisal under way, proposed town-county joint purchase

Parcel: 6. Ram Island Causeway, Shelter Legislative sponsor(s): Fred Thiele, (R-Sag Harbor)

Estimated value/status of proposal: Appraisal under way

Parcel: 7. **Froelich** Farm, Huntington

Legislative sponsor(s): James Gaughran (D-Huntington)

Estimated value/status of proposal: Appraisal under way

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Parcel: 8. Wicks Farm, Huntington

Legislative sponsor(s): James Gaughran (D-Huntington)

Estimated value/status of proposal: Appraisal under way

Parcel: 9. Indian Hills County Club, Huntington

Legislative sponsor(s): Michael O'Donohoe (C-East Northport)

Estimated value/status of proposal: $15 million, appraisal under way

Parcel: 10. Deepwells Estate, Smithtown

Legislative sponsor(s): Michael D'Andre (R-St. James)

Estimated value/status of proposal: Appraisal under way

Parcel: 11. Wooded area near Great East Neck Road, North Babylon

Legislative sponsor(s): Sondra Bachety (D-North Babylon),

Estimated value/status of proposal: Appraisal under way

Parcel: 12. Scattered parcels, Lindenhurst

Legislative sponsor(s): Richard Schaffer (D-Lindenhurst)

Estimated value/status of proposal: Appraisal under way

Parcel: 13. 20 acres at Panamoka Lake, Brookhaven

Legislative sponsor(s): Gregory Blass (R-Jamesport)

Estimated value/status of proposal: $1.1 million, legislature okayed purchase, proposed joint town-county acquisition

Parcel: 14. Lustgarten Nursery, Brookhaven Legislative sponsor(s): Gregory Blass (R-Jamesport)

Estimated value/status of proposal: Appraisal under way

SOURCE: Suffolk County Real Estate Department

Caption GRAPH, PHOTO, MAP

Newsday Photo by Dick Kraus-A view of the clubhouse at the Indian Hills Country Club, one of the properties involved in the open space controversy.

(RAMAGE)

Newsday Graph by Brigitte-Pet Properties. Proposed additions to the open-space program that are under consideration by the legislature - See end of text. Map of SUFFOLK COUNTY Showing location of proposed additions to the open-space program - see microfilm.

Subjects SUFFOLK COUNTY; LAND; CONSERVATION; INVESTIGATION; PORT JEFFERSON; POLITICS

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CNTL# 4203170
FN dialog(R)File 638:Newsday/New York Newsday
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AN 04203170
Title LEGISLATORS OK GROUNDWATER STUDY
Newspaper name Newsday
JC (ND)
Date - Friday July 17, 1987
Author Maureen O'Neill
Edition NASSAU AND SUFFOLK
Section heading NEWS
Page number 33
word Count 364

Lead paragraph The State Legislature has approved a $300,000 fund for the study of groundwater protection and specifically targeted nine areas on Long Island, including the controversial farmlands on West Pulaski Road in Huntington. The legislation, which still requires the signature of Gov. Mario Cuomo, would authorize the Long Island Regional Planning Board to draw up water-management programs for the nine areas to maintain the water quality in the critical groundwater recharge areas.

TX_TX Lee Koppelman, chairman of the regional planning board, said he was "extremely gratified" that the measure had passed since the studies, which will take about two years, could open the way to obtaining up to $20 million over five years for watershed protection.

"We're so thrilled," said Jeanne Waters, president of the Huntington Farmlands Association, who said the bill, which would take effect Sept. 1, took three years to pass both houses

(RAMAGE)

in Albany. The study would include the 208-acre **Froelich Farms** and the 98-acre Wicks farm, both on West Pulaski Road.

The town is considering a proposal to build 290 condominiums on 91 acres of **Froelich Farms,** with 117 acres to be donated to the town for open space. The plan has drawn opposition from community groups hoping to save the farm.

But Koppelman cautioned that, "I don't want to kid anyone that the study is going to preserve the Froehlich Farm. We've passed the need for a study to save it. The only thing to save it is cash."

Arthur Goldstein, attorney representing the developers, said that the anticipation of the civic groups "is pie in the sky." He said that that 208 acres would cost $40 million to $50 million dollars" and "no one is going to pay that when they can get 117 acres for free."

The other areas to be studied on Long Island include the North Hills area of North Hempstead; the northeastern villages in Oyster Bay; the West Hills area of Huntington; the Oak Brush Plains of Huntington and Babylon; the Setauket Pine Barrens of Brookhaven; the Central Pine Barrens of Brookhaven, Riverhead and Southampton; the South Fork Morainal Forest in Southampton and East Hampton, and the Hither Hills area of East Hampton.

Subjects NEW YORK STATE; TOWN OF HUNTINGTON; WATER; REPORT; LONG ISLAND

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Copy to: Ken Bauer
Greg
Tony Jupke

OWEN H. JOHNSON
SENATE VICE PRESIDENT PRO TEMPORE

CHAIRMAN
SUBCOMMITTEE ON L.I. MARINE DISTRICT

COMMISSIONER
ATLANTIC STATES
MARINE FISHERIES COMMISSION

THE SENATE
STATE OF NEW YORK

cc: Chris
Susan

PLEASE RESPOND TO:

DISTRICT OFFICE:
23-24 ARGYLE SQUARE
BABYLON, LONG ISLAND, NY 11702
(631) 669-9200

ALBANY OFFICE:
ROOM 811
LEGISLATIVE OFFICE BLDG.
ALBANY, NY 12247
(518) 455-3411

INTERNET ADDRESS:
oiohns@senate.state.ny.us

August 30, 2000

SEP 2000
RECEIVED

Marc V. Shaw, Executive Director
Metropolitan Transportation Authority
347 Madison Avenue
New York, N.Y. 10017

Re: Proposed Expansion of the LIRR Babylon Train Maintenance & Storage Yard

Dear Executive Director Shaw:

I am writing to make you aware of my strong opposition to the Metropolitan Transportation Authority's (MTA) proposal to expand the Long Island Rail Road's (LIRR) Babylon Train Maintenance and Storage Yard located in the hamlet of West Islip.

Unfortunately, I was only recently made aware of this ill-conceived proposal through local news reports. Let me be brief and to the point: this proposal should go no further as it is totally unacceptable to the various elected officials of **all** the municipalities surrounding the Babylon Yard; the local residents of West Islip and Babylon Village; and myself. To propose the condemnation of commercial and residential properties, thereby uprooting families and causing the loss of jobs, to expand a facility that has clearly proven itself to be extremely intrusive and a nuisance to the residential community that abuts it on its northern perimeter is absurd. While I understand the need for locating additional storage on the Babylon line for new train cars that will be added to the fleet over the next few years, I cannot approve of the expansion of a facility in a community that has suffered for decades from the negative impacts of the operations of the Babylon Yard. (1)

In observing the problems that have occurred with the proposed train storage sites in other localities, and considering the strong opposition to the Babylon Yard expansion, I would strongly recommend that, in the future, the MTA confer directly with state representatives before recommending such projects in their respective districts. (2)

Very truly yours,

Owen H. Johnson
Vice President Pro Tempore

OHJ:rwg

COUNTY OF SUFFOLK

COUNTY LEGISLATURE

PAUL J. TONNA
PRESIDING OFFICER

HENRY L. BARTON, JR.
CLERK

September 19, 2000

Mr. Kenneth Bauer
Acting President LIRR
Jamaica Station
Jamaica, NY 11435

Dear Mr. Bauer:

Enclosed please find a copy of the following **sense resolution** that was adopted by the Suffolk County Legislature on September 12, 2000:

> **Sense Resolution No. 114-2000** – MEMORIALIZING RESOLUTION REQUESTING METROPOLITAN TRANSPORTATION AUTHORITY (MTA) TO REJECT GREENLAWN RAIL YARD LOCATION

It would be appreciated if you would indicate the **sense resolution number** should you wish to respond. If you have any questions, please contact Donna Barci at (631) 853-4074 or write to me at the Suffolk County Legislature, P.O. Box 6100, Hauppauge, New York 11788-0099.

Very truly yours,

Henry L. Barton, Jr.

Henry L. Barton, Jr.
Clerk of the Legislature

Enc.
HLB:db

RECEIVED
SEP 25 2000
PRESIDENT'S OFFICE

Sense No. 114 -2000 LOT 8/8/00
Introduced by Legislator Binder, Cooper

MEMORIALIZING RESOLUTION REQUESTING METROPOLITAN TRANSPORTATION AUTHORITY (MTA) TO REJECT GREENLAWN RAIL YARD LOCATION

WHEREAS, the MTA is considering two sites on the Port Jefferson branch of the Long Island Railroad for the siting of a new storage and cleaning facility to handle the addition of 220 electric cars required to operate new services to the Grand Central Terminal, viz., the former Cerro Wire site in Syosset and the Greenlawn site referred to as the "Hazeltine site"; and

WHEREAS, the draft environmental impact statement for this project has referred to the Greenlawn site as the preferred site for the new rail yard; and

WHEREAS, using the Hazeltine site would disrupt and adversely affect nearby residential communities because the rail yard is inconsistent with the character of the quiet residential communities to the north and south of the proposed site, and because the yard would be very active and well lit at night; now, therefore, be it

RESOLVED, that this Legislature hereby requests the MTA to reject the Hazeltine site in Greenlawn, Suffolk County, as a site for the new electrified rail storage and cleaning facility for electric cars to be operated by the MTA; and

RESOLVED, that the Clerk of this Legislature is hereby directed to forward copies of this Resolution to Governor George E. Pataki; to the Majority Leader of the New York State Senate Joseph L. Bruno; to the Speaker of the New York State Assembly Sheldon Silver; to the Minority Leaders of the New York State Senate and the New York State Assembly; to each member of the Long Island delegation to the New York State Legislature; to each member of the Board of the MTA; and to the President of the LIRR.

DATED: SEP 12 2000

s:\memres\mr-mta-site

October 6, 2000

Mr. Anthony G. Carr
Deputy Regional Administrator
Federal Transit Administration, Region II
One Bowling Green, Room 429
New York, New York 10004

Dear Mr. Carr,

As a long time Huntington resident and Greenlawn resident as well, I am horrified after recently learning of a proposed MTA Storage Yard facility for the Greenlawn area off of Pulaski and Lake Roads. The MTA idea is completely unsuitable to this well established residential area. The existing property appears to be former farm lands that has regenerated to the natural woodlands that it once was, something that is rare to have in this area of Suffolk County. The various residential developments and specialty built houses within about 300 feet or so of this property would make the MTA proposed yard facility very negatively impacting of the residential communities and their property values as well as inflict social and physiological impacts to all Greenlawn residents. 1

One has only to walk thru the Greenlawn Village and stroll thru the residential streets adjacent to the undeveloped property site to realize that this is a quaint and comfortable little Town area, without the hubbub that is common and detractful to other communities. There is a tranquil quality without the fast paced atmosphere, in Greenlawn, and construction of the MTA storage yard will detract from the unique qualities that many of us have found living here. 1

I read thru the DEIS in our Harborfields Library. For your information, this local library did not receive this report until after the hearing was held, and so was beyond the capability of local residents like myself to respond and comment to the MTA and LIRR. The 45 day comment period did not really apply to our local residents. It appears there was insufficient dialogue and awareness of the MTA Storage Yard Proposal by Greenlawn residents, because only one informational meeting had been listed as being held in Suffolk County on June 8, 1999 to discuss environmental studies relating to the storage yards. There should have been a effort by MTA to notify the local Town Supervisor, the Town Planning & Environment Department, and perhaps a local civic association. After all, the MTA had begun over a year ago to "short list" its possible yard locations and the "Hazeltine" site was one of those selected as being suitable. I do not believe that a single Legal Notice being placed in a newspaper such as the Newsday or the NY Times is sufficient notification of a Agency proposed action, because of the enormous public funding required and the large project scope of design and construction. Were any Legal Notices placed in the Suffolk News and other local papers? I believe that the Federal Government NEPA policy was not administered in good faith as there appears to be evidence of insufficient notification and awareness given to the effected local residents. 2

There were many informational meetings listed for the New York City area, and yet only a single meeting held for Suffolk County to discuss environmental issues and studies. Was that meeting acutally advertised appropriately and held in Suffolk County? (2)

I believe there should have been two Official Public Hearings, one in Manhattan as carried out, and one in Long Island to enable all the possible effected communities to be aware and provide comment. It would have been appropriate to hold it in a Government Building that is central to Yaphank, Huntington, Babylon, and Oysterbay Town residents; the State Office Building in Hauppauge could have been selected to have the necessary Public Hearing. (2)

I hereby request that other involved Government Agencies with Authority such as the Federal Transit Administration, and the Long Island Rail Road will make the MTA more accountable to insure that all communities effected by this project are given the proper notification and awareness, and are able to give public comment before the Project Preferred Alternatives are further developed. I know that the Town of Huntington and Greenlawn residents would have given their comment and advisement that this MTA proposed site is directly in conflict to the residents expectations and ongoing development plans for this private property. (2)

The MTA has given much more weight to its engineering and operational considerations than it had to the environmental impact considerations, in selection of the "Hazeltine" site as the preferred site location. Evidently, the Cerro-Wire site, that is already zoned for light and heavy industrial use and has been used for such purposes for many years, was not selected over the Hazeltine site because the DEIS reports the presence of contaminated materials that would need to be mitigated and shopping mall proposals for that site. The DEIS says the proposed MTA yard would not be a significant adverse impact to the Cerro-Wire site on page 3-39, and further says " At Hazeltine converting a field to a rail-yard would represent a significant change in the use of the site. Rail uses would be a marked contrast from the existing residential neighborhood to the north and south". (3)

Other report information says the residents at the Cerro- Wire site are not situated to be in view of the site, outside that 400 foot buffer radius area that would separate the yard from the residences, and there is ample industrial activity surrounding the Cerro-Wire site at present (Waste Dump, DOT maintenance yard, and other industrial/ commercial building uses.

However, the DEIS states that there would be direct visual impact based on the flatness of the Hazeltine site with surrounding residences, and the higher position of houses north of the tracks, and mentions that 35 residences would fall within the 400 foot buffer area MTA has proposed for its separation of their yard from the rest of the Town developments.

Under Economic Considerations, the DEIS cites positive economic gains for the Cerro- Wire site based on possible Mall Development, yet it fails to mention any possible economic gains for the Hazeltine site which has long ago been planned for residential housing development. (4)

I strongly believe that residential housing will contribute monies and revenue to the Greenlawn area and Town of Huntington, in the form of property taxes, and purchases that one makes in their community to live there. In fact, the types of houses being built in the area have all been in the $350,000 to $450,000 dollar range, and this obviously adds value to the community neighborhoods real estate values.

I believe that the engineering and operational considerations, such as the benefits of shorter power line requirements, elimination of "dead head or reverse movements", and the fact that the ground is already flat as opposed to sloped such that earth excavation is eliminated , are less important reasons to prefer the Hazeltine site, based on the DEIS acknowledged adverse impacts. Any extra costs for engineering and operational considerations to put the yard at a different site would be negligible compared to the costs of lost house resale values, lost residential development related revenues and taxes, and the hard to quantify costs associated with the change in social and physiologic character that the area would experience. How do you measure the lost future opportunities of Greenlawn residents for future residents, future businesses and companies wanting to establish themselves here, all based on the diminished value of Greenlawn by the MTA storage yard preference. 3

Use of your own storage yard site selection criteria (6 criteria total) in their order as presented, should have immediately disconsidered the Hazeltine site because it conflicts with the criteria item " Should not be near sensitive land uses such as residences, hospitals, schools, and parkland". This criteria seems more important than the last criteria listed - "risk of acquiring liability for environmental contamination should be minimized", and a reason the Cerro-Wire site was not as preferred. 3

I have specific concerns for the environmental impacts caused by an MTA Storage Yard at "Hazeltine" and they are as follows:

1.There are natural ponds north just north of the train tracks that would indicate there is natural water springs and aquifers within the impacted site area. Is this not one of the criteria that would make the Hazeltine site as unsuitable rather than preferred? 5

2. Will the local Water Authority service be in anyway impacted by the MTA need for water to wash its trains? The local residents rely on this Water service as we do not have individual ground wells. Currently, there are no demands for water service at the property, and proposed resident water uses would be minimal against the demands the M.A. facility would create. **Why are there no figures for volumes and consumption demands, and assessments of impact to the local Water Authority systems found or studied in the M.A. DAIS?** 5

3.There is no mention of what chemical processes or what chemical treatments and chemical compounds would be introduced to the wash water waste that will be significant in volume. 5

(Concern # 3 continued);
The train undercarriages see a lot of oily type and perhaps carcinogenic compounds and substances that might emanate from the train equipment and gear. How will that scummy and inorganic waste material be eliminated from the wash water once it has cleaned the train? Will M.A. ever begin service - repair type operations to electric or mechanical systems on the train cars, as cooling/ air-conditioning systems, brake cooling systems and other train components that would involve removal and disposal and replacement of chemicals and chemical compounds? 5

4. The DEIS mentions tile - field type drainage for water waste discharging and regeneration into the ground (hence reintroduced into the aquifer system) , yet no other prior water treatment process is called for. **I believe the field tile drainage is inappropriate without prior water treatment processes that remove chemical compounds and inorganic materials and compounds, oils , scum and the like. The tile field would become ineffective shortly after usage because of the inability of the ground to continue to absorb scum materials and unnatural chemical compounds.** There are vast clay layers in the area, and these drains would have to be placed well below that to drain- leach anything. I believe that any M.A. Storage Yard must have its own waste water treatment facility to properly process the water prior to its re-introduction back into the ground. **Currently there is no extra demand for water use by the property, and there is no chemical & toxic wastes, and other train related waste products generated by the private property. Are you willing to compromise and contaminate the ground soils and the ground waters as a cost of providing your transportation improvements?** 5

5. The stored train cars to be moved around the storage yard will require train engines to roll them, causing extra noise by the engine loads needed. There will be air-brake associated noise during these operations, and the general steel to steel noise of slow rolling stock on the tracks. The engaging and dis-engaging of the train couplings will create noise.
Currently there is no noise emanating from the property and there will also be much less noise created by residential use and development of this property. 5

6.There be fencing and perhaps barbed wire atop the fencing to discourage vandalism as the M.A. proposes. That will also include lighting to light the entire facility grounds. **These necessary features (fencing and lighting) will have a profound visual and social impact upon the community**. The M.A. plan of providing a buffer of trees and perhaps landscaped treatment will not sufficiently buffer the Yard from the community. Noise, visual impacts, and lighting emissions that "cast a halo" will not be effectively diminished by these proposed treatments. 5

7.The removal of human wastes from train car bathrooms creates environmental toxic substances that can be unpleasant and negative to the air quality of the community, even if removed and stored into vast sewage storage tanks for later pumping and disposal. There should be no in ground seepage- leaching type basins that rely on the natural ground layers to filter the effluents into the ground as it creates a point discharge effect. 5

(Concern # 7 continued);
The report mentions 16- very long (1600ft) sewage tanks presumably for above ground storage use for this "black water effluent" storage, and these tanks themselves will be subject to potential overfilling and pumping hazards that may cause spillage to the adjacent grounds. There is a high potential for the immediate area with residences to encounter odors normally found at a sewage treatment facility. **Why didn't the DAIS offer engineering estimations of the volumes of such waste, the frequency of need to pump out the storage tanks to empty them, and estimation of how quickly these tanks would become filled, and where the wastes would be delivered and how, for treatment elsewhere? There are no current odors or toxic substances being generated by the property as it is now.** (5)

8. **How are the traffic conditions during peak hours changed or effected at the location where the tracks cross Park Avenue , by siting the Storage Yard at "Hazeltine"?** From my own observation, this location has heavy volumes across the tracks already during peak commuter times. **Will there possibly need to be a grade separation project proposed in the next 30 years from completion of the Yard based on future rail needs, and movements perhaps related to the yards function and location on the northern branch line?** If a grade separation were determined desirable based on future expectational needs and traffic volumes, is there possibility that the tracks would have a conflict with the "Hazeltine" proposed site which is flat and at approximate equal elevation to the existing track line? Any such change in elevations needed in the future would likely have a direct negative impact to the community. (5)

9. There is no indication in the DAIS that the 80 or so M.A. Yard employees would be assigned there from other current assignments elsewhere, or would be hired from the locality. There is no indication of the wages for these employees. If the wages are not comparable to the surrounding wage earners who live here, isn't there a likelihood that the Town and Community would benefit less; perhaps the employees would not be able to afford to live in the immediate area. Would this create extra commuter burdens on the roadways with less benefit than would be caused by new potential residents that would live and commute from the Hazeltine property. (5)

In summary, it appears there are substantial issues that should be addressed by the M.A. before it goes ahead any further in its completion of either its project Design Reports or any of the process stages that the Federal Government and State Government require to advance this project any further. It is more appropriate, given all the above concerns to re-evaluate the idea of this Greenlawn property as being feasible to the project needs, and to come to a realistic selection of a different location to be mentioned as feasible in the draft design report. The various Long Island Communities effected by these proposed MTA Storage Yards should be fully made aware of all the potential effects, and public informational meetings should be planned in the immediate future. Only then could important public comment be obtained to be considered for the MTA Proposed Project Work.

(In Summary continued);
The revised DEIS, based on this valid and important public comment that was not heretofore effectively and responsibly obtained by MTA, would better constitute a Official Project Documentation and Report . Without revisions or change in these proposed Storage Yard selections and preferences, there should be a hold off of State and Federal Funding which becomes another major Taxpayer investment responsibility for the distant future.

I sincerely hope that you will direct these concerns to the Management and Project Managers of M.A., LIRR, and State and Federal Agencies involved with this project, so that the community can have a better sense that the Government Agencies who represent the Public Interests are effectively doing so, and are sensitive to the effected local communities. I hope to hear from your office as well.

Only two days ago, the Newsday papers reported that MTA has postponed any action on the proposed Yard acquisition for about two years. This is good news but only a temporary relief as it does not address any long term commitment not to acquire this property.

Thank you in advance for your efforts to be yet made that will allay the concerns that we all share in this community. I apologize for the length of this letter that was necessary to describe my comments, concerns and questions. It is however, much less in volume to the large DEIS that we all were offered to read "after the fact" as our only source of information to understand your large Project.

Sincerely yours,

Gene Gaye
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cc: Mr. Anthony F. Japha, Chief Pgm Exec., MTA/ LIRR East Side Access
MTA Headquarters
Ms. Pamela Burford, Director of Planning And External Relations, LIRR
Governor G. Pataki
State Senator Carl L. Marcellino
State Assemblyman John J. Flanagan
Congressman Gary Ackerman
Huntington Town Supervisor Frank P. Patrone
Huntington Town Board; Councilperson Marlene Budd; Councilman Mark Cuthbertson
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