FINAL

SCOPING DOCUMENT

Major Investment Study/
Draft Environmental Impact Statement

for

Penn Station Access

Sponsored By:

U.S. Department of Transportation
Federal Transit Administration
Metro-North Railroad

Prepared By:

Parsons Brinckerhoff Quade & Douglas, Inc.
Edwards and Kelcey, Inc.

November 2000

Table of Contents

Final Scoping Document

A. INTRODUCTION

1. Project Description

In order to better serve Metro-North Railroad (Metro-North) customers through provision of improved access to and from Pennsylvania Station, New York (Penn Station), and to destinations on the West Side of Manhattan, Metro-North initiated the Penn Station Access Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS). The MIS/DEIS will examine the potential benefits, costs, and social, economic, and environmental impacts of reasonable and feasible alternatives for improving access to Penn Station to/from the Metro-North service area, including the options of connecting Metro-North's Hudson, Harlem, and New Haven Line services to Penn Station. Metro-North's Hudson, Harlem, and New Haven Lines currently terminate at Grand Central Terminal on the East Side of Manhattan.

Improved access to Penn Station, in addition to providing benefits to Metro-North Railroad's riders traveling to the West Side of Manhattan, would also improve regional connectivity by providing direct connection from Metro-North territory to Long Island Rail Road, New Jersey Transit, and Amtrak services at Penn Station. Access to Penn Station by Metro-North would also complement Long Island Rail Road East Side Access service. There are existing track connections from Metro-North's Hudson and New Haven Lines to Amtrak's Empire Connection and Hell Gate Line, respectively, which could be used to provide access for Metro-North trains into Penn Station. Alternatives using the Harlem Line may require track reconstruction. In addition, the study will examine the potential to construct and provide service at new, intermediate station(s) as part of the analysis of Penn Station access alternatives.

The preliminary alternatives identified in this Final Scoping Document have been defined on the basis of identified travel needs and markets between the Metro-North service area and Penn Station. This Study recognizes that current capacity constraints at Penn Station, as well as increases in future demand projected by the rail operators now using Penn Station (Amtrak, Long Island Rail Road, New Jersey Transit), pose obstacles for introducing Metro-North Penn Station access service during peak periods of Station utilization, especially in the near term. In the first phase of alternatives development and evaluation, the preliminary alternatives will be evaluated independent of each other. In the second phase, the alternatives will be compared with each other to see which best meet the Study's goals and objectives. The degree of complexity with which these alternatives could be constructed and their maximum potential benefit in terms of ridership growth will be the major factors considered in these two screens. A short-list of alternatives, deemed to be effective on their own merits, will then be developed and analyzed in detail with the additional consideration of Penn Station capacity constraints and potential opportunities. Penn Station-related data and information provided by the current operators will be use in the analysis. The analyses will be coordinated with other concurrent studies pertaining to Penn Station and with the current operators in the facility.

The Penn Station Access MIS/DEIS will include analysis of alternatives, environmental documentation, and public outreach and interagency coordination. This Final Scoping Document, in addition to identifying the preliminary Penn Station access alternatives, summarizes the technical analyses and public outreach/interagency coordination activities that will be undertaken, reflecting agency and public input received during the Study's scoping process.

2. Purpose of the Scoping Document

This Scoping Document for the MIS/DEIS is one part of the scoping process, which is a requirement under the regulations and guidelines issued by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) to implement the National Environmental Policy Act (NEPA) of 1969, as amended, and in conformance with Council on Environmental Quality (CEQ) regulations. The purpose of the Scoping Document is to provide information to the public and agencies on the MIS/DEIS process, issues, alternatives and methodologies. The broader purpose of the scoping process is to provide opportunity for the public and agencies to comment on and provide input to the MIS/DEIS as it is initiated. A summary of the scoping process for the Metro-North Penn Station Access MIS/DEIS is provided in *Section B.2 Scoping Process*.

This Scoping Document for the Penn Station Access MIS/DEIS discusses the following topics:

Overview: outlines the history of project planning; describes the scoping process for the study; defines the study area; identifies related projects, studies, and initiatives; and presents the project schedule and contacts.

Purpose and Need for the Project: describes the purpose and need for access to Penn Station and identifies the related goals and objectives of the study.

Alternatives: identifies the list of preliminary alternatives under consideration to satisfy the identified goals and objectives, and describes the methodology for evaluating them.

Potential Penn Station Access Ridership Demand (East of Hudson): describes recent Metro-North ridership growth and potential markets identified for Penn Station access service, and outlines the service and patronage forecasting analyses that will be conducted in the MIS/DEIS.

Social, Economic and Environmental Impacts: identifies the types of environmental issues that will be analyzed in the DEIS and outlines the analyses that will be completed.

Public and Agency Involvement: defines the goals and objectives of the public and agency participation program and identifies the public participation program elements. The outreach plan will remain flexible throughout the study to accommodate changing public needs.

B. STUDY OVERVIEW

1. History of Project Planning

As an operating agency of the Metropolitan Transportation Authority (MTA), Metro-North has been providing transportation to Grand Central Terminal since 1983, when it assumed operation of Conrail's passenger rail service in the New York Metropolitan area. In the ensuing years, Metro-North ridership has increased by nearly 40 percent, from approximately 165,000 to 226,000 daily trips. Seeking to examine the potential for expanded service and increased ridership, Metro-North commissioned a study of the market potential of Metro-North service (*Exploration of Market Potential for Metro-North Railroad Service in the Northeast Bronx and West Side of Manhattan Study*, 1995) to ascertain the types and magnitude of demand for service to/from Penn Station and to/from intermediate stations on the West Side of Manhattan and in the Bronx. As a result of the market study's findings, Metro-North identified the need, in its Twenty-Year Capital Needs Assessment covering the period 1997-2016, for a project which would provide Metro-North access to Manhattan's Penn Station. Penn Station access was identified as a means of increasing ridership, supporting regional development, and improving the quality of life in the region.

New York Governor Pataki included Metro-North Penn Station Access in his Master Links proposal in 1996, and Metro-North initiated the Penn Station Access MIS/DEIS in the winter of 1999. The New York Metropolitan Transportation Council (NYMTC) placed the study on its list of MIS studies in May of 1999.

The MIS/DEIS will examine the costs, benefits, and potential social, economic and environmental impacts of reasonable and feasible alternatives for improving access to Penn Station to/from the Metro-North service area, including the options of connecting Metro-North's Hudson, Harlem, and New Haven Line services to Penn Station. Metro-North's Hudson, Harlem, and New Haven Lines currently terminate at Grand Central Terminal on the East Side of Manhattan. There are existing track connections from Metro-North's Hudson and New Haven Lines to Amtrak's Empire Connection and Hell Gate Line, respectively, which could potentially be used to provide access for Metro-North trains into Penn Station.

The MIS/DEIS is being performed in accordance with FTA regulations and guidelines for preparing a Major Investment Study and an Environmental Impact Statement, in accordance with NEPA. The MIS/DEIS is part of the planning process required for all major transit capital investments, as established by FTA. The steps in the process to operation are:

- MIS/DEIS
- Selection of Locally Preferred Alternative (if a build alternative is selected, the following would also apply)
- Final EIS(FEIS)/Preliminary Engineering
- Record of Decision
- Final Design
- Construction
- Operation

a. Major Investment Study (MIS)

Subsequent to passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the MIS process was established as an integral part of a metropolitan area's long-range transportation planning process and MIS regulations were published in the *Federal Register* in October 1993. The MIS process was designed to be a cooperative and collaborative process involving agencies and the public in identifying and examining the options which are available for addressing an area's identified transportation problems and needs. The MIS process was also designed to inform and engage the public in the decision-making process on major transportation investments.

The Transportation Equity Act for the 21st Century (TEA-21), enacted in 1998, eliminated the MIS as a separate requirement and stipulated that the MIS be integrated with the procedures for transportation planning and environmental review. Regulations to integrate the MIS process with the planning and environmental review procedures for Federal-aid transit and highway projects have not yet been promulgated by the United States Department of Transportation. Until new regulations are issued, the MIS regulations remain in effect and will be adhered to for this study.

The MIS will define the nature of the study area's transportation problems and needs as they relate to Penn Station access, identify reasonable and feasible modal options and alternatives for addressing them, and identify the likely impacts of the alternatives under consideration. The MIS will produce information on the costs, benefits, and impacts of the various alternatives, to guide decision-making about a preferred investment strategy for addressing the stated transportation need. The MIS process includes a public participation program to provide opportunity for early and ongoing public input, particularly regarding the purpose and need of the study, the study goals and objectives, the development and analysis of alternatives, and the selection of the preferred investment strategy.

b. Draft Environmental Impact Statement (DEIS)

The MIS/DEIS for the Penn Station Access Study will be prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, which legislated a broad national policy to prevent or eliminate damage to the environment. The MIS/DEIS will conform to FTA/FHWA regulations (23 CFR 771), policies, and guidelines implementing NEPA and Council on Environmental Quality (CEQ) regulations. It will evaluate and document the social, economic, and environmental consequences of project alternatives and identify mitigation measures for any identified significant adverse impacts.

After its publication, the MIS/DEIS will be available for public and agency review and comment for a minimum 45-day period. Public hearing(s) will be held to receive comments from the public and agencies on the MIS/DEIS; comments may be provided orally at the hearing(s) or in writing during the MIS/DEIS comment period.

2. Scoping Process

The purpose of the scoping process is to provide opportunity for the public and agencies to comment on and provide input to the MIS/DEIS as it is initiated. The Notice of Intent (NOI) to

prepare the Metro-North Penn Station Access MIS/DEIS was published in the *Federal Register* on September 2, 1999. A copy of the NOI is included in Appendix A.

A draft Scoping Document is prepared as one part of the scoping process to provide information to the public and agencies on the MIS/DEIS process, issues, alternatives and methodologies. A draft Scoping Document for the Metro-North Penn Station Access MIS/DEIS was prepared (dated September 1999) and mailed to pertinent federal, state, and local agencies and individuals on the Study's mailing list, and was provided upon request to other interested parties. This document was also available on the Study's webpage via MTA's website (www.mta.nyc.ny.us) and at the agency and public scoping meetings. Comments on the draft Scoping Document were received orally at public scoping meetings and in writing. This final Scoping Document has been prepared as a revision to the draft Scoping Document, based on the comments received from the public and agencies during the scoping process.

Agency and public scoping meetings were held to review the study scope and approach and to receive comments and suggestions for consideration from agencies, the general public, and interest groups. Comments were solicited on the purpose and need for Penn Station access, on the study's goals and objectives, alternatives to be evaluated, social, economic or environmental issues of concern, and the proposed public participation program. The general public and interest groups were invited via various advertising and outreach mechanisms, and federal, state, and local agencies were invited by letter to participate in the scoping process. Advertisements announcing the scoping meetings were posted on the Study's webpage and appeared in the NY Times (September 10, 1999), Newsday (September 10), Amsterdam News (September 18), El Diario (September 10), Westsider (September 16), Chelsea Clinton News (September 13), Greenwich Times (September 13), Stamford Advocate (September 13), New Haven Register (September 13), Connecticut Post (September 13), Journal News (September 10), Poughkeepsie Journal (September 13), and Putnam County Courier (September 16).

Scoping meetings for the Penn Station Access MIS/DEIS included:

- public scoping meetings held on September 28, 1999, in New York, NY; September 30th in Co-Op City, Bronx, NY; October 5th in Tarrytown, NY; and October 7th in Stamford, CT;
- agency scoping meeting (which also served as the initial meeting of the Study's Technical Advisory Committee), held on September 14, 1999; and
- initial Community Liaison Committee (CLC) meeting, held on September 21, 1999.

Public open houses were also held on September 22 and 23, 1999, in Penn Station, NY, and Grand Central Terminal, NY, respectively. Scoping materials, including announcements about the scoping meetings, were available at these open houses and study questionnaires were distributed.

The Study's toll-free information telephone line (1-877-MNR-PENN) was available to request scoping materials, place comments, and/or to be added to the study mailing list.

The formal scoping comment period closed on October 22, 1999. Oral comments were received at the meetings and via the Study's telephone information line, and written comments were

received via letters and on open-house questionnaires. Substantive comments and suggestions that are pertinent to the Penn Station Access MIS/DEIS have been incorporated throughout this Final Scoping Document. Changes made to this document in response to comments are summarized as follows:

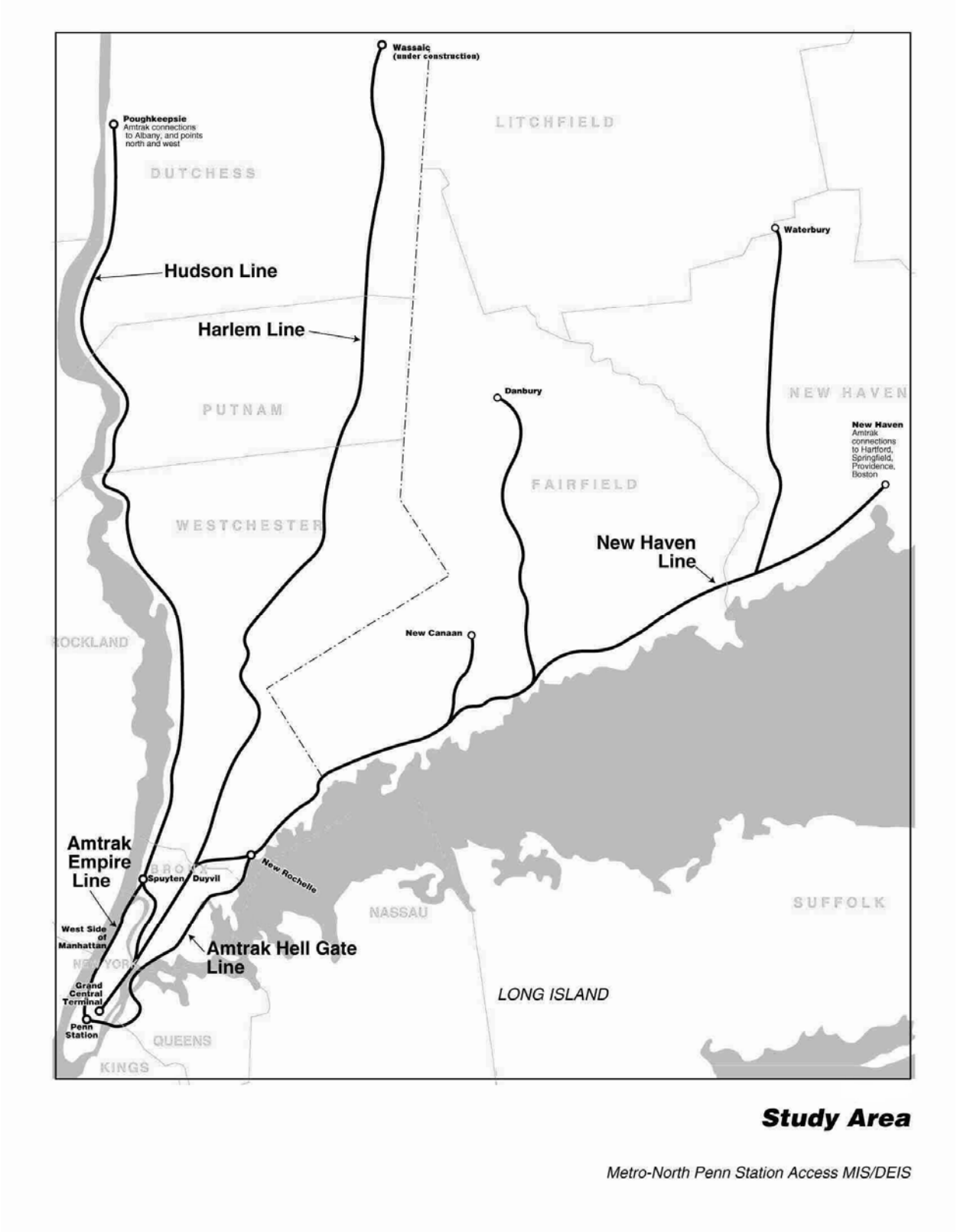
- The description of the MIS has been expanded to reflect evolving federal regulations pursuant to TEA-21;
- The list of related projects, studies, and initiatives with which the Penn Station Access MIS/DEIS will be coordinated has been expanded and updated;
- The list of preliminary Penn Station access alternatives for initial screening evaluation has been modified and expanded;
- Potential new station locations suggested during the scoping process will be examined, as appropriate to each alternative;
- Operations- and capacity-related constraints at Penn Station, its approaches, and pertinent rail lines are recognized, and will be addressed in the detailed evaluation of short-listed alternatives;
- Potential Penn Station access ridership demand is described and the demand forecasting approach is summarized;
- The summary descriptions of analyses of potential social, economic, and environmental impacts have been revised with additional detail; and
- The description of the public and agency participation program for the Penn Station Access MIS/DEIS has been expanded with a description of interagency coordination among Metro-North and the agencies that currently provide rail service in Penn Station, for this Study and others related to Penn Station.

3. Study Area

The Penn Station Access study area (Figure 1) includes:

- The Penn Station vicinity on the West Side of Manhattan;
- The corridors of Metro-North's service territory, including the Hudson Line (76 miles), Harlem Line (82 miles [including Wassaic Extension]), and New Haven Line (132 miles [including the New Canaan Branch, Danbury Branch, and the Waterbury Branch]) extending through Dutchess, Putnam, Westchester, Bronx, and New York (Manhattan) Counties in New York, and Fairfield and New Haven Counties in Connecticut; and
- The corridors of Amtrak's Empire Line south of Spuyten Duyvil on the West Side of Manhattan south to Penn Station, and Hell Gate Line south of New Rochelle and through Sunnyside, Queens, to Penn Station.

Figure 1
Study Area



Study sub-area(s) will also be defined to evaluate potential impacts in the vicinity(ies) of potential new, intermediate stations that may be identified as components of Penn Station access alternatives. This study area description is generalized and considered flexible, subject to refinement as reasonable and feasible alternatives are identified for detailed evaluation through the alternatives screening evaluation process (see Section D.2 Evaluation Process).

4. Penn Station Operations

This study recognizes that new Metro-North service to Penn Station must be integrated in a complex system of current and future operating plans of three other rail service operators in Penn Station (Amtrak, LIRR, NJ Transit). These operators provide intercity service from Boston, Washington and Albany (and intermediate points), as well as commuter service from Long Island, New Jersey, and Orange and Rockland Counties in New York State. Within their future service plans, these rail service providers anticipate an expansion of service to Penn Station. The Penn Station Access MIS/DEIS is being coordinated with these providers and related, concurrent studies pertaining to Penn Station.

The Penn Station Access Study recognizes that current capacity constraints at Penn Station, and increases in future demand projected by the current operators at the Station, pose obstacles for introducing Metro-North Penn Station access service during peak periods of Station utilization, especially in the near term. The Study also recognizes that some Penn Station access alternatives may require completion of the LIRR East Side Access project in order to be implementable. In coordination with the current Penn Station operators, the detailed evaluation of alternatives will address operations- and capacity-related issues in Penn Station, its approaches, and along the pertinent rail lines, including potential effects of Penn Station access alternatives on rail agencies' operations.

5. Related Projects, Studies, and Initiatives

The MTA, its constituent agencies, and other regional transportation agencies are examining a number of major network expansion proposals that have relevance to the Penn Station Access MIS/DEIS. These include:

- **Access to the Region's Core Study (ARC)**, a joint study by New Jersey Transit, Port Authority of New York and New Jersey, and the MTA. The ARC study continues to study access to Midtown Manhattan from points east and west, with both near- and long-term alternatives. Near-term alternatives focus on expanding the capacity of Penn Station, while the potential long-term alternative would create a new Midtown Manhattan rail tunnel connecting Penn Station and Grand Central Terminal.
- **East Side Access Project**, sponsored by MTA Long Island Rail Road to provide its customers with direct access to the East Side of Manhattan via Grand Central Terminal, this project would create a connection to the 63rd Street tunnel, then lead to the lower level of Grand Central Terminal and a new, five-platform Long Island Rail Road station within the Terminal.
- **Lower Manhattan Access Alternatives Study**, a study by the MTA to determine feasible alternatives for improving access to Lower Manhattan. Current study alternatives focus on

new commuter service routes connecting Penn Station and Grand Central Terminal to Lower Manhattan using rail or subway modes. Consideration is currently being given to studying alternatives that would serve local commuters in New York City who primarily use the local transit services.

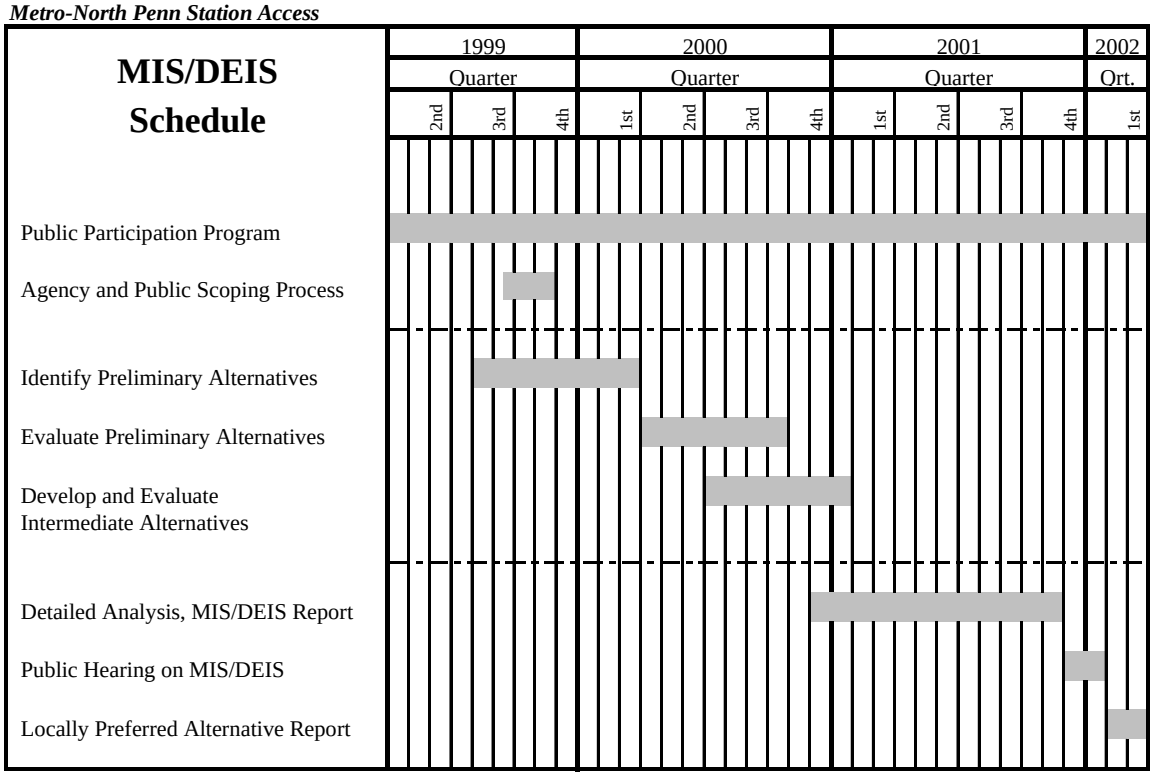
- **Manhattan East Side Alternatives** (MESA), a study by MTA New York City Transit to examine alternatives for improving access in the north-south corridor on the East Side of Manhattan. The MESA Study identified three primary alternatives to accomplish this: dedicated bus lanes on 1st and 2nd Avenue, building a new 2nd Avenue subway north of 63rd Street that would connect to the Broadway express tracks for travel into Lower Manhattan, and a light rail transit system on the Lower East Side.
- **Amtrak High Speed Rail**, projects to 1) improve service in the Northeast Corridor between Washington and Boston and 2) to provide improved service in the Empire Corridor. Officially named Acela Express, these projects aim to reduce the overall travel time and provide more frequent service in their respective corridors.
- **Amtrak Service to the Farley Post Office Building**, a project which will move Amtrak's New York City passenger operations to the Farley Post Office Building on the west side of Eighth Avenue. Current Penn Station platforms would be connected via new access/egress stairs and escalators to a new Amtrak passenger ticketing and waiting area within the Farley building.
- **West Shore Region MIS/DEIS**, a study by New Jersey Transit to examine improved commuter rail service principally in Bergen County (New Jersey) and Rockland and Orange Counties (New York). Alternatives include utilization of the West Shore and Northern Branch Lines in Bergen and Rockland Counties, and the New York Susquehanna and Western Line running east-west through Bergen County. Alternatives include an extension of the Hudson Bergen Light Rail Transit system, which is currently under construction.
- **Conrail/CSX/Norfolk Southern Merger**, a change in the ownership of the freight network, dividing the former Conrail holdings between CSX and Norfolk Southern. Conrail operated a number of track miles that coincided with Metro-North operations. CSX, as well as Canadian Pacific, intend to expand the former Conrail freight rail services, requiring coordination between passenger and freight rail services (e.g., along the Hudson Line).

The Penn Station Access Study will be coordinated with these major regional initiatives and studies. For MTA projects and the ARC study, this coordination will take place through the MTA Long Range Planning Framework Group, which consists of study managers and key staff members from the MTA, Metro-North, the Long Island Rail Road, and NYC Transit. The Long Range Planning Framework is a process established by the MTA to coordinate major network expansion studies. Coordination among studies and projects specifically related to Penn Station will be conducted directly with the railroads currently operating at Penn Station (New Jersey Transit, Amtrak, Long Island Railroad), and will focus principally on the Access to the Region's Core Study, the Lower Manhattan Access Alternatives Study, and the Penn Station Access MIS/DEIS (see Section G.2.a. *Interagency Coordination*).

6. Schedule and Contacts

The Penn Station Access Study was initiated in winter 1999. It is anticipated that the Penn Station Access MIS/DEIS will be completed in late 2001, as outlined below, with a public hearing and selection of a locally preferred alternative in early 2002.

Metro-North Penn Station Access



The contact people for the FTA and Metro-North are listed below:

Nancy Danzig, AICP
Community Planner
Federal Transit Administration, Region II
One Bowling Green, Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (fax)

Todd DiScala
Project Manager
Metro-North Railroad
420 Lexington Avenue, 9th Floor
New York, NY 10017
212-672-1244
212-672-1230 (fax)

C. TRANSPORTATION PURPOSE AND NEED

1. Purpose and Need

The purpose of the Penn Station Access MIS/DEIS is to examine the demand for, and the opportunities and constraints related to, providing improved access between Penn Station and the Metro-North service territory, and to identify a preferred study alternative that addresses the forecasted demand in a cost-effective, environmentally sound and equitable way.

Current Metro-North service terminates at Grand Central Terminal on the East Side of Manhattan, necessitating up to two transfers on additional modes to reach destinations on the West Side. From Penn Station, travelers have immediate pedestrian access to the West Side and to an extensive local and regional transit distribution network available at and near the station. Provision of faster, more direct access to Penn Station from the Metro-North service area would both improve access to West Side destinations and enhance the region's connectivity. Having two terminals in Manhattan which are accessible from the Metro-North service area could also provide added flexibility in the event of service disruptions.

Provision of service to the Penn Station area would address the following needs:

- Commutation to Manhattan's West Side (Penn Station and Upper West Side areas);
- Commutation to Long Island and New Jersey (via transfer at Penn Station to Long Island Rail Road (LIRR) or New Jersey Transit (NJT) service);
- Commutation to workplaces in the vicinity of possible new station(s);
- Reverse commutation from the West Side of Manhattan and possible new station location(s) to communities in the Metro-North service area;
- Discretionary (non-work-related) travel to Long Island and New Jersey in peak periods, off-peak periods, and on weekends;
- Discretionary (non-work-related) travel to Manhattan's West Side in peak periods, off-peak periods, and on weekends for visits to shops, shows, museums, and sporting events; and
- Improved access via connection to Amtrak service at Penn Station for long-distance travel.

Penn Station access may also serve to increase Metro-North ridership and improve system flexibility by offering improved service to a second major transportation hub in Manhattan. From a longer-term perspective, Penn Station access may also provide additional capacity to accommodate potential future ridership growth.

Finally, rail transit systems serving the New York Metropolitan region are currently undergoing a period of growth, change, and enhancement geared toward improving regional connectivity. Significant transportation investments currently contemplated include the LIRR's East Side Access project, the MTA's study of Lower Manhattan Access, and the MTA, NJT, and Port Authority of New York and New Jersey's Access to the Region's Core study, among others. Penn Station access would serve as an element of this improved regional connectivity by

providing direct connection from Metro-North territory to LIRR, NJT, and Amtrak service at Penn Station. In addition to providing a specific Metro-North service expansion, it would also support regional economic development goals and improvements in regional air quality and quality of life.

2. Goals and Objectives

The mission of Metro-North is to preserve and enhance the quality of life and economic health of the region through the efficient provision of transportation service of the highest quality. The goals and objectives defined specifically for the Penn Station Access MIS/DEIS reflect both Metro-North's mission and the identified purpose and need for improved access to Penn Station. The goals and objectives are as follows.

Goal 1: Provide improved access for existing Metro-North customers between Metro-North's service area and the West Side of Manhattan and, from there, to other regional destinations.

Objectives:

- Reduce travel times to destinations on the West Side of Manhattan for daily commuters and excursion travelers.
- Reduce the need for transfers between Metro-North service and other modes for commutation from the Metro-North service area to West Side destinations.
- Provide improved reverse (outbound) service from Manhattan and the Bronx and/or Queens to selected destinations in the Metro-North service area.
- Provide convenient connection and potentially one-seat service from the Metro-North service area to Amtrak, LIRR, and NJT service at Penn Station for travel to regional destinations outside the Metro-North service area.

Goal 2: Provide additional transportation options and increased flexibility and connectivity in the New York Metropolitan area's transportation network.

Objectives:

- Provide direct commuter service from the Metro-North service area to destinations on the West Side of Manhattan.
- Provide service between the Metro-North service area and the West Side of Manhattan for discretionary and intermediate travel.
- Provide increased flexibility for commutation between the Metro-North service area and Manhattan destinations during service disruptions.
- Provide additional Metro-North system capacity to accommodate potential future ridership growth.
- Provide improved connections between the Metro-North service area and LIRR, NJT, Amtrak, and NYC Transit services at and near Penn Station.
- Provide a new station(s), in Manhattan, the Bronx, and/or Queens, as intermediate stop(s) between the Metro-North service area and Penn Station.

Goal 3: Provide cost-effective transportation improvements that can be implemented while minimizing adverse social, economic, and environmental effects.

Objectives:

- Maximize the use of existing rail infrastructure to improve connections between the Metro-North service area and the Penn Station area and West Side of Manhattan, and to provide service to areas not currently served by Metro-North.
- Identify transportation improvements that would minimize acquisition of property or displacement of residential, business, and other viable uses.
- Identify transportation improvements whose construction and operations impacts could be reasonably and cost-effectively mitigated, as appropriate.

Goal 4: Promote the economic and environmental health and vitality of the New York Metropolitan area.

Objectives:

- Provide improved commuter accessibility from the Metro-North service area to employment locations on the West Side of Manhattan.
- Provide improved rail service options that encourage modal shifts from single-occupant-vehicle travel and thereby reduce traffic congestion on the region's roadway network and improve regional air quality.
- Provide transportation improvements that will comply with Clean Air Act Amendments of 1990 and State Implementation Plan provisions.
- Attract new ridership to mass transit.
- Identify transportation improvements for which there is a very reasonable chance that federal, state, and/or local funding will be available for implementation.
- Support local and regional economic growth by improving mobility in the study area.

D. ALTERNATIVES

1. Preliminary Alternatives

The preliminary alternatives identified for evaluation in the MIS/DEIS are presented in Table 1. (The alternatives are not ranked in any particular order of importance.) Potential alternatives for providing Penn Station access that were suggested during the scoping process and will be considered in the MIS/DEIS evaluation process have been incorporated in the list of preliminary alternatives.

The No-Build and Transportation System Management alternatives, which serve as baseline conditions against which all build alternatives will be evaluated, are summarized below:

- **No-Build** alternative involves no change to transportation service or facilities in the study area beyond projects which are already programmed and committed (including LIRR East

Side Access to Grand Central Terminal, the Long Island Rail Road Third Track Project, NYC Transit (NYCT) Queens Connection/63rd Street Tunnel subway service, high-speed Amtrak Northeast Corridor service, New Jersey Transit Montclair Connection and Secaucus Transfer projects connecting service to Penn Station, high-density signaling and other improvements on the Northeast Corridor High Line, and highway improvements in the New York Metropolitan Transportation Council's 2015 Highway Network Plan, among others.)

- **Transportation System Management** (TSM) is a relatively low-cost alternative that uses existing facilities to the greatest extent possible to meet the study area needs. Elements of the TSM alternative may include expanded express bus service between the Metro-North service area and the West Side of Manhattan; expanded and/or new semi-express NYCT subway service from common NYCT/Metro-North stations to Penn Station and the West Side; Metro-North customers' use of Amtrak service to Penn Station through fare subsidies; addition of Metro-North cars onto certain of Amtrak's trains; improved intra-Manhattan NYCT bus connections between Grand Central Terminal and West Side locations; increased cross-town subway service; new ferry services from locations near Metro-North stations with existing usable piers connecting to existing West Side terminals.

The preliminary alternatives listed in Table 1 may be treated independently as single discrete alternatives or may be combined into Build alternatives that are made up of several service components, at later stages of alternatives development. Some alternatives may require implementation of LIRR's East Side Access project, while others could potentially be implemented in the short term, prior to completion of the East Side Access project.

With all rail alternatives for providing Penn Station access, potential new intermediate station(s) will be investigated. In addition to examination of potential new station locations on the West Side of Manhattan (somewhere from approximately West 57th to 86th Street) and at Co-Op City in the Bronx, numerous other potential station locations were suggested during the study's scoping process (see APPENDIX F. Potential New Station Locations Suggested During Scoping) and will be examined, as appropriate to a given Penn Station access alternative. Consideration will also be given to potential new yard locations for storage of equipment, addressing existing yard capacity constraints.

The Build alternatives will include service components to specifically address peak, off-peak, reverse commute, and intermediate markets, as appropriate.

Alternatives using the Hudson and New Haven Lines to provide access to Penn Station would use existing infrastructure by connecting to Amtrak's Empire Connection and Hell Gate Line, respectively. Alternatives using the Harlem Line to provide access to Penn Station may require track reconstruction at Spuyten Duyvil in the Bronx or could require other potential connections via existing or new infrastructure.

Table 1
Preliminary Alternatives for Penn Station Access[1]

Alternatives[2]	Time Frame[3]
1. No-Build Alternative	
2. Transportation Systems Management (TSM) Alternative	
Consisting of such elements as new ferry, express bus, enhanced subway services, transfer to "commuter fare" Amtrak service, et al.	Short
Commuter Rail Alternatives with Direct Connection to Penn Station[4]	
3. Peak-Period Hudson Line Service via the Empire Connection between Riverdale and Penn Station	Medium
4. Peak-Period Harlem Line Service to/from Penn Station	
4A. Via the Hudson Line and Empire Connection	Medium
4B. Via the New Haven Line and Hell Gate Line	Medium
4C. Via the Port Morris Branch and Hell Gate Line	Medium
5. Peak-Period New Haven Line Service via the Hell Gate Line between New Rochelle and Penn Station	Medium
6. Off-Peak/Weekend Hudson Line Service to/from Penn Station via the Empire Connection	Short
7. Off-Peak/Weekend Harlem Line Service to/from Penn Station	
7A. Via the Hudson Line and Empire Connection	Medium
7B. Via the New Haven Line and the Hell Gate Line	Medium
7C. Via the Port Morris Branch and the Hell Gate Line	Medium
8. Off-Peak/Weekend New Haven Line Service to/from Penn Station via the Hell Gate Line	Short
Commuter Rail Alternative to Penn Station via GCT	
9. Extension of Metro-North Service to 34th Street/Penn Station via a New Tunnel between GCT and 34th Street/Penn Station	Long
Commuter Rail Alternatives with Indirect Access to Penn Station[4]	
10. Metro-North Service to Penn Station via Connection to LIRR near Woodside	Medium
11. Metro-North Service Between New Rochelle and GCT via the Hell Gate Line	Medium/Long

1. Station location options for each alternative will be determined as part of subsequent alternatives development and will not be considered in the initial qualitative screening analysis of preliminary alternatives.
2. For some alternatives, service to/from Penn Station may terminate/originate there or may continue through to terminate/originate in New Jersey or Long Island.
3. Time frames are defined as follows: Short Term (1-5 years), Medium Term (5-15 years), and Long Term (15+ years).
4. Commuter rail alternatives using the Empire Connection could serve potential new station(s) in Manhattan; those using the Hell Gate Line could serve potential new station(s) in the Bronx and/or Queens.

Table 1
Preliminary Alternatives for Penn Station Access[1]
(continued)

Alternatives[2]	Time Frame[3]
Other Mode Alternatives	
12. Significantly Expanded Express Bus Service between the Metro-North Service Area and the West Side and Penn Station	Medium
13. Significantly Expanded Ferry Service between the Metro-North Service Area and the West Side (using connecting shuttle bus services to/from terminals in Manhattan)	Medium
14. Light Rail Transit between GCT and Penn Station	Long
15. Extension of the #7 (Flushing) Subway Line to Penn Station	Long
16. Direct Subway Shuttle between GCT and Penn Station via a New Tunnel	Long
17. Extension of PATH Train to GCT	Long
18. Highway Capacity Expansion between Metro-North Service Area and the West Side and Penn Station	Long

1. Station location options for each alternative will be determined as part of subsequent alternatives development and will not be considered in the initial qualitative screening analysis of preliminary alternatives.
2. For some alternatives, service to/from Penn Station may terminate/originate there or may continue through to terminate/originate in New Jersey or Long Island.
3. Time frames are defined as follows: Short Term (1-5 years), Medium Term (5-15 years), and Long Term (15+ years).

2. Evaluation Process

The ultimate purpose of the MIS/DEIS is to inform and facilitate decision-making about major transportation investments. The methodology for evaluating alternatives is structured to provide the information necessary to select among competing transportation options that may satisfy the stated goals and objectives. The evaluation methodology for Penn Station access alternatives is consistent with the criteria and measures used to evaluate the MTA's and its operating agencies' other network expansion studies that are part of the MTA's Long Range Planning Framework.

The process for evaluating Penn Station access alternatives will be conducted in three stages, each stage being progressively more detailed and quantitative than the last. Initial decision-making will be qualitative in nature; as the alternatives evaluation process progresses and alternatives are eliminated, additional information and detail will be obtained and developed to permit decisions about alternatives on a more quantitative basis. (The Alternatives Evaluation Methodology Report describes the evaluation criteria that will be used at each level of alternatives screening analysis to select alternatives for subsequent, more detailed evaluation.)

The **initial screening analysis** of the preliminary alternatives – which have been defined based on identified travel needs and markets between the Metro-North service area and Penn Station and from public and agency input during the scoping process – is a qualitative assessment of each alternative's fundamental feasibility and potential ability to address the stated goals and objectives. Alternatives which would not address this Study's stated goals will not be advanced

for further evaluation. Capacity-related issues within the Penn Station complex will not be addressed at this initial, qualitative stage of alternatives evaluation.

The second, **comparative screening analysis** of alternatives will be more quantitative and use more detailed evaluation criteria and measures. Alternatives included in this stage of analysis will be defined based largely on forecasted ridership demand so that the maximum potential ridership benefits for each alternative can be identified. The purpose of this screening is to evaluate each alternative's relative ability, compared to other alternatives, to achieve the desired transportation system improvements, and to effectively address major environmental and other issues of concern contained in the goals and objectives. This comparative screening analysis is intended to identify each alternative's principal advantages and shortcomings; highlight essential differences among alternatives; and identify the likely trade-offs of selecting one alternative over another. As this screen will seek to identify each alternative's maximum potential benefits, consideration of capacity constraints at Penn Station will be included in the next phase of alternatives evaluation. On the basis of this second-stage screening analysis, several alternatives will be selected for further development and more detailed evaluation.

The final, **detailed and quantitative evaluation** of alternatives will be conducted using criteria and measures consistent with the MTA's Long Range Planning Framework and the FTA's New Starts criteria for assessing major transportation investments. Major areas of analysis for each alternative will include potential ridership, travel time saving, system capacity, and accessibility improvements; capital and operating costs, cost-effectiveness, and benefit-cost ratio; potential operations-related effects on other providers' rail services; capacity and institutional issues, particularly within the Penn Station complex; potential reductions in auto usage and emissions; construction complexity and potential impacts; and potential significant adverse environmental effects. The analyses will be based on conceptual engineering of the short list of alternatives and more detailed transportation computer modeling of ridership potential. Penn Station-related data and information provided by the current operators in the Station will be used to assess the capacity and operating issues in the Penn Station complex as they relate to each of the short-listed Penn Station access alternatives. The intended outcome of this detailed alternatives evaluation, in concert with social, economic, and environmental impact evaluation (described in Section E of this Scoping Document) is the selection of the Locally Preferred Alternative (LPA) for improving Penn Station access, including identification of potential funding sources. The LPA will be selected after the DEIS document has been published and public and agency comments have been received on the DEIS. As the alternatives evaluation process progresses, consideration may be given to advancing an early action that appears to be implementable in the near-term, parallel to completion of the MIS/DEIS.

Metro-North will hold meetings with the study Technical Advisory Committee (TAC) and the Community Liaison Committee (CLC) at milestone points in the alternatives evaluation process, and will prepare and distribute periodic fact sheets and newsletters, to provide information and receive public input on the analysis procedures and results, and to include public participation in the decision process on alternatives selection. Following completion of the detailed analysis and documentation of the final alternatives in the MIS/DEIS, a Locally Preferred Alternative Report will be prepared, documenting the alternatives analysis, public and agency comments and

concerns received throughout the evaluation process and on the MIS/DEIS, and identification of the Locally Preferred Alternative.

E. POTENTIAL PENN STATION ACCESS RIDERSHIP DEMAND (EAST OF HUDSON)

Metro-North's ridership has grown in recent years on each of its east-of-Hudson lines and for all market segments. In 1998, the most recent year for which annual data are available, Metro-North east-of-Hudson service carried 65.0 million riders, increasing nearly four percent over the previous year. Between 1990 and 1995, total annual ridership on the Hudson, Harlem, and New Haven Lines increased by nearly 8 percent. Peak-period commutation to/from Manhattan, i.e., Grand Central Terminal, continues to be the largest share of Metro-North's market, although other Metro-North market segments -- reverse commutation to suburban job locations, off-peak discretionary travel, and intermediate commuter and non-commuter travel -- have grown at the fastest rates in recent years. The growth in Metro-North ridership reflects the combined effects of 1) population growth in the Metro-North service area and employment growth both in Manhattan and key suburban employment centers, and 2) Metro-North service and capacity improvements, fare structuring with discounts, new connecting bus services and station parking expansions at certain stations, and promotional advertising, all of which have attracted additional riders.

Seeking to examine opportunities for expanded service and additional ridership, Metro-North commissioned a market research study. The study, which was based on telephone surveys conducted in 1993 and 1994, explored the market potential for Metro-North service to Penn Station, as an alternative destination in Midtown Manhattan, as well as to/from intermediate stations on the West Side and in the northeast Bronx. The Penn Station Access MIS/DEIS is an outgrowth of the study's findings. The study revealed that there is demand from: existing Metro-North riders whose destinations are on the West rather than the East Side of Manhattan, or in lower Manhattan; travelers currently using other modes (principally auto) to reach the Penn Station vicinity; reverse commuters traveling north from Penn Station; and off-peak riders. Of the existing peak-period Metro-North riders surveyed for the 1995 market research study, approximately 10 percent said they would use Metro-North Penn Station/West Side service, and approximately 8 percent of peak-period commuters traveling by private auto said they would shift to Metro-North Penn Station service.[1] While the 1995 study was not designed to develop a detailed projection of passenger flows and destinations in Manhattan, it indicated sufficient potential demand for Penn Station access to warrant more detailed investigation.

Service and patronage forecasting will be conducted in the MIS/DEIS to detail the potential demand for alternative options for improving access to Penn Station from the Metro-North East-of-Hudson service territory and to serve the various travel markets. The service and patronage forecasting will be performed with the Regional Transit Forecasting Model developed for use by all of the MTA's Long Range Planning Framework studies involving regional rail (Lower Manhattan Access Study, East Side Access EIS, Access to the Region's Core Study, and this

[1] The 1995 market research study reported 375,350 peak-period trips per week to Manhattan via Metro-North and 206,440 trips per week to Manhattan by private auto.

MIS/DEIS). While several features of the model will be modified to better represent Metro-North's service territory and the focus of this particular study, its coordinated use among the various studies ensures consistency in the basic assumptions, data, and procedures employed.

A Service and Patronage Forecasting Methodology Report will be prepared for the Penn Station Access MIS/DEIS, with detailed discussion of the model and its application, including discussion of model enhancements specifically for this study's purposes. While modeling is a complicated process, the essential elements will include:

- characterization of the existing and future (i.e., year 2020) transportation system in the study area, in terms of facilities and services;
- determination of existing and future travel patterns, in terms of trip purposes, origins, and destinations;
- projection of how changes in population, employment, socioeconomic characteristics, and the transportation system may affect future travel patterns;
- estimation of the distribution of trips among the competing transportation modes available, based on travel time and cost of each mode; and
- determination of the distribution of trips along the various paths available within the transportation system, based on travel patterns.

On this basis, the potential travel demand for each of the Penn Station access alternatives will be forecast for comparison against the No-Build and Transportation Systems Management alternatives, in both the comparative screening analysis and the detailed, quantitative evaluation.

F. SOCIAL, ECONOMIC AND ENVIRONMENTAL IMPACTS

The MIS/DEIS will evaluate both short- and long-term social, economic, and environmental effects of the alternatives. Key areas of environmental concern would principally be in the areas of potential new construction (e.g., new stations, track connections, etc.). The impacts will be evaluated for the construction period and for the long-term period of operation. Measures to mitigate any significant adverse impacts will be considered. A Social, Economic, and Environmental Evaluation Methodology Report will be prepared to detail the technical analyses and methodologies that will be used to evaluate the alternatives. The study area for impact evaluation will be defined specific to the short listed alternatives, which will be selected through the alternatives screening evaluation process for detailed evaluation. The analysis areas include:

1. Transportation Impacts

- Air Quality
- Noise and Vibration
- Traffic, Parking, Transit, and Pedestrians
- Energy and Potential for Conservation
- Electric and Magnetic Fields
- Safety and Security

2. Impacts to the Natural Environment

- Water Quality
- Wetlands
- Flooding
- Navigable Waterways and Coastal Zones
- Ecologically Sensitive Areas
- Endangered Species
- Hazardous Waste

3. Impacts to the Built Environment

- Land Acquisition and Displacements
- Land Use, Zoning and Economic Development
- Consistency with Local Plans
- Historic Properties and Resources
- Parkland
- Archaeology
- Aesthetics
- Community Disruption

4. Environmental Justice

5. Construction Impacts

6. Cumulative Impacts

The analysis to be performed for each of these areas is summarized below.

1. Transportation

a. Air Quality

Existing Conditions

The Clean Air Act Amendments of 1990 (CAAA) and the Final Conformity Rule (40 CFR Parts 51 and 93) direct the EPA to implement strong environmental policies and regulations that will ensure cleaner air quality. The study area has several serious air quality concerns; it is classified as a severe non-attainment area for ozone and a moderate non-attainment area for carbon monoxide (CO). The Manhattan portion of the study area is classified as a maintenance area for particulates (PM_{10}). As such, the analysis will demonstrate that the project conforms to the goals set forth in the CAAA and the Final Conformity Rule (40 CFR Parts 51 and 93).

Impact Assessment

A microscale CO analysis will be conducted following the guidelines set forth in *Guideline for Modeling Carbon Monoxide from Roadway Intersections* (U.S. EPA, 1992). Existing ambient air quality data will be collected from the appropriate agencies. The EPA CAL3QHC dispersion model and latest Emission Factor Program (Mobile5B) will be used to estimate existing and future CO levels at a selected number of sites within the defined study area. Sites will be selected based on screening criteria, which includes a review of local conditions (sensitive areas

identified in the natural and built environment) and traffic data to capture worst-case CO levels resulting from project implementation. The project's status on and conformity with the State Implementation Plan (SIP) will also be investigated. A regional analysis will be conducted to demonstrate the change in regulated regional pollutants due to the project. Since the project is expected to increase transit ridership and thus reduce vehicle miles traveled (VMT), it is expected to conform to the regional goals set forth in the SIP.

b. Noise and Vibration

Existing Conditions

Existing noise conditions will be determined through an ambient noise monitoring program. Noise monitoring locations will be considered where noise sensitive land uses (e.g., residences, parks, hospitals, schools, wildlife sanctuaries, and other sensitive areas identified in the natural and built environment) adjoin an alternative's proposed alignment. Short-term samples will be conducted at the monitoring locations during the AM and PM peak. Continuous 24-hour monitoring will be conducted at critical locations in the defined study area. Noise levels will be reported in A-weighted hourly L_{eq}, and in L_{dn} for continuous 24-hour monitoring locations.

Impact Assessment

Future noise conditions will be analyzed in terms of both train-related and vehicular traffic-related noise, based on FTA guidelines and impact criteria and Federal Highway Administration guidelines and traffic-related noise abatement criteria, respectively. For train-related noise, a screening analysis will be conducted initially to identify noise-and vibration-sensitive land uses; to estimate existing and likely project-related noise levels to develop noise impact contours; and to determine study areas for further, more detailed analysis. Depending on the identification of noise-sensitive receptors, general noise assessments or detailed analyses, as appropriate, will be conducted to determine project-related noise effects. For vehicular traffic, analysis sites will be selected and detailed traffic-related noise analyses will be conducted based on locations of noise-sensitive receptors and data on existing and projected traffic volumes and conditions. Mitigation measures for noise and vibration will be identified, if required.

c. Traffic, Parking, Transit, and Pedestrians

Existing Conditions

For existing, No-Build and build conditions, a level-of-service analysis will be performed during peak periods using the *Highway Capacity Manual* methodology at select intersections. Existing traffic conditions will be determined at selected existing stations on the Hudson, Harlem and New Haven Lines and near any proposed new stations. These stations will be selected based upon the greatest projected increase in vehicular trips associated with increased ridership forecast for a given alternative. A screening methodology will be devised to select the intersections for analysis in the vicinity of the stations; these intersections will be studied to assess potential traffic impacts. Existing data will be used to the maximum extent possible to develop baseline conditions. Where information is not currently available, new turning counts, travel times, and delay studies will be conducted.

Potential conflicts resulting from additional service will be assessed for each study alternative. Increased ridership at stations is likely to be accompanied by increased vehicular traffic in the vicinity of those stations, particularly turning movements from roadways into and out of parking

lots, and other choke-points such as narrow underpasses. At these locations, the need for pedestrian, vehicular and facility safety improvements will be assessed. The project's effect on localized pedestrian activity will be considered and safety and security issues addressed.

A No-Build traffic network will be developed for each area analyzed by reviewing plans for programmed and committed developments to determine whether they would be significant traffic generators. An appropriate background growth factor will also be assumed. Delay, speeds, and vehicle mix will be estimated to support the air quality and noise analyses.

Existing transit and pedestrian conditions at Penn Station, in the vicinity of selected Metro-North stations, and at potential new station locations will be examined and described.

Impact Assessment
A future build traffic network will be developed for the study area defined for each alternative which accounts for increases, if any, in vehicular trips attributable to that alternative, and significant traffic impacts, if any, will be identified. Mitigation measures, if required, will be identified and analyzed. Other transportation/parking studies will include:

- Station parking occupancy surveys during the midday (10:00 A.M. -3:00 P.M.) period will be conducted to determine existing availability or shortages and potential to accommodate new growth at selected stations. Areas for potential parking expansion will be identified. Existing stations which could be adversely affected by increases in parking at the stations will be identified and the extent and degree of effect will be described.
- Pedestrian impacts will be assessed (passenger boarding/deboarding, queuing, waiting areas, pedestrian flows to subways, circulation) in the vicinity of potential new stations, Penn Station, and Grand Central Terminal via a summary of the work performed for station planning.
- Potential impacts on the transit network will be identified, including capacity impacts or benefits on the subway lines serving Penn Station and Grand Central Terminal. This analysis will be coordinated with the demand forecasting task. Potential impacts on other modes will be identified, as well, such as ferries, bicycle, freight railroads, etc.
- A regional transportation analysis will be performed to develop existing, No-Build and build VMTs and average network speeds, which will be used as input in the air quality analysis.

The effects of a TSM alternative will be qualitatively discussed.

d. Energy and Potential for Conservation

Impact Assessment
Energy consumption effects will be considered. Energy consumption for this project will be divided into three distinct components: availability of utilities/power, estimates of energy savings and expenditures (including diverted automobile travel to transit), and potential conversion efforts. Availability of utilities and power will be determined by investigating availability of existing facilities. Estimates of energy savings and expenditures for automobile travel will be evaluated based on VMT estimates and average travel speed data. Rail energy

estimates will be based on electrical requirements for rail vehicle propulsion and total annual rail vehicle miles for each alternative.

e. Electric and Magnetic Fields

Impact Assessment

The alternatives' potential to increase the exposure of electric and magnetic fields (EMF's) to residents and businesses adjacent to an alignment will be assessed. Each alternative will be assessed to determine whether the third rail would be moved closer to residential properties. Recent scientific literature will be reviewed for up-to-date information related to EMF exposure and its potential health impacts.

f. Safety and Security

Impact Assessment

The study will review safety and security issues as they relate to operations at existing and potential new facilities associated with an alternative. Construction activities will be assessed to determine if they involve unusual or particularly dangerous construction types, procedures, or locations that would have significant safety or security effects.

2. Natural Environment

The assessment of impacts to the natural environment (water quality, wetlands, flooding, navigable waterways and coastal zones, ecologically sensitive area, endangered species and hazardous waste) will be limited to areas where modifications to existing or construction of new infrastructure would be required for implementation of an alternative.

a. Water Quality

Existing Conditions

Water bodies that may be affected by an alternative will be identified within the defined study area. Existing water quality data from various sources such as New York State Department of Environmental Conservation (NYSDEC), Connecticut Department of Environmental Protection, U.S. Environmental Protection Agency, U.S. Geological Survey, Interstate Sanitation Commission, New York City Department of Environmental Protection (NYCDEP), county and local agencies, and other sources will be researched and identified. This information will be used to develop profiles of water quality under existing conditions, with the No-Build alternative, and with implementation of each alternative.

Impact Assessment

For each alternative, an assessment and evaluation of direct and indirect discharge of pollutants into surface water bodies, including wetlands, will be conducted. Any alteration of the existing pattern of runoff, including surface drainage patterns and impacts upon the water table through activities such as dewatering or potential contamination of groundwater via aquifer recharge areas or other means, will be assessed. Additional analysis of the potential impact of alternatives located within the limits of the New York City watershed will be evaluated with regard to pertinent NYCDEP watershed regulations. Approvals and additional requirements (e.g., best

management practices) that may be required for an alternative located within the watershed will be identified. Mitigation measures will be identified for any significant water quality impacts.

b. Wetlands

Existing Conditions

Federal and state wetlands within the defined study area will be identified. Limits of wetlands adjacent to an alternative's alignment will be delineated on project maps. Necessary applications will be prepared, including a request for Jurisdictional Determination from the U. S. Army Corps of Engineers (ACOE) and a Wetland Line Verification (NYSDEC) for review by the jurisdictional agency. Field inspections will be performed.

Impact Assessment

The locations, delineations, types, and extent of any wetlands that may be affected by an alternative will be identified. The evaluation will include the impacts on wetlands resulting from both the construction and operation of the alternatives, including changes in the existing pattern of runoff. Measures to minimize adverse impacts and avoid, to the extent possible, drainage, filling, or other disturbances of wetlands and the water resources supplying them, will be identified and evaluated. The hydrological resource and value to fish and wildlife, and recreational uses of wetlands will be considered in the evaluation process. If an alternative would likely have a significant impact on wetlands, an alternatives analysis will be prepared, investigating whether there is any practical alternative to avoid impacts on the wetlands. If there are no practical alternatives, the analysis will identify whether all practical measures to minimize impacts have been included in the project design.

c. Flooding

Existing Conditions

For each alternative, Federal Emergency Management Agency (FEMA) flood maps, NYSDEC and/or Connecticut Department of Environmental Protection flood studies and county flood studies will be utilized to determine if the alternative's project area lies within a 100-year floodplain, as per Executive Order 11988, Floodplain Management.

Impact Assessment

A detailed analysis is required when actions, such as modification of the existing drainage system, channelization of existing runoff, or creation of additional impervious surfaces, would result in changes in the existing runoff pattern. The analysis will include a discussion of the measures to handle stormwater management runoff and water quality. If an alternative has the potential to increase stormwater runoff and induce flooding, the magnitude of the impact will be evaluated and the appropriate mitigation measures discussed. Design elements that would be employed to mitigate the impacts of flooding will be described and their impacts qualitatively. A statement indicating whether the alternative would conform to state and/or local floodplain protection standards will also be included.

d. Navigable Waterways and Coastal Zones

Impact Assessment

For each alternative, a determination will be made whether the alternative is located in the coastal zone or near a navigable waterway that could potentially be affected by any of the alternatives. If within the coastal zone, the alternative's compliance with pertinent state Coastal Zone Management (CZM) policies will be assessed and documented for review and approval by the Connecticut and New York State Departments of State. Regarding potential effects on navigable waterways, the requirement of pertinent agencies, including the United State Coast Guard and the ACOE will be reviewed, and a list will be developed of permits that may be required.

e. Ecologically Sensitive Areas

Existing Conditions

For each alternative, any ecologically sensitive areas, such as woodlands, wildlife habitats, marshes, lakes, streams, scenic areas, land forms, bogs, geological formations, and pristine natural areas, will be identified, mapped, and described. The NYSDEC Division of Regulatory Affairs and the Connecticut Department of Environmental Protection will be contacted regarding Critical Environmental Areas.

Impact Assessment

If an ecologically sensitive area is located in an alternative's area of potential impact, analysis of the impacts on water quality, wildlife, soils, hydrology, flora, fauna, recreational areas and aesthetics will be conducted. The potential of interrupting the natural cycle of resident species with increased rail traffic, particularly during early morning and evening peaks, will be examined qualitatively. Other issues to be explored are migration patterns and spawning areas. Local agencies will be consulted to solicit input. Where impacts cannot be avoided, measures will be identified to minimize impacts.

f. Endangered Species

Existing Conditions

The current list of threatened and endangered fauna and flora published by the U.S. Department of the Interior will be reviewed, and appropriate federal and state agencies will be consulted, including NYSDEC, Connecticut Department of Environmental Protection, and U.S. Fish and Wildlife Service (USFWS), to identify any endangered species within the defined study area. Secondary source information will be verified to the extent necessary. Any identified species will be described, including its classification, its typical habitat, and any recorded sightings within the defined study area.

Impact Assessment

If it is found that an alternative could affect the existence or habitat of an endangered species, the anticipated effects on the species and its habitat will be described. Any specific mitigation measures, including possible alternative designs or alignment modifications, which could be taken to preserve endangered species and to avoid destruction or modification of critical habitats will be discussed.

g. Hazardous Waste

Existing Conditions

The presence of known hazardous waste or contamination within areas to be affected by construction of an alternative will be identified and the presence of environmental problems due to past or current land use will be assessed for areas being considered for acquisition. For areas that would be affected by construction, the investigation will include:

- Identification of the presence of any known hazardous waste or contamination within the alternative's construction area, through U.S. EPA and state database research;
- Review of available environmental reports and information from Metro-North, MTA, Amtrak, and Conrail; and
- A site reconnaissance to identify potential contamination and potential contaminant sources within the alternative's construction area, such as electrical transformers, petroleum-storage units, and maintenance facilities.

For areas to be considered for acquisition and sites adjacent to these areas, in addition to the above, the investigation will include:

- Review of available Sanborn maps, local atlases, city/borough map files, city library historical maps, historical aerial photographs, and city directories for the historical use of the select properties;
- Review of borough tax assessor files pertaining to key sites and available investigatory, environmental and geotechnical reports; and
- Consultation with NYSDEC.

Impact Assessment

The extent of contamination, the nature of such contamination, and the requirements for handling of contaminated soils to reduce health risk to workers during construction of an alternative and to minimize the potential for off-site exposure will be described. Sites requiring further analysis will be identified and the requirements for potential future testing and remediation will be described. Potential remediation costs associated with properties that may be acquired will be provided, based on review of available reports.

3. Built Environment

a. Land Acquisition and Displacements

Impact Assessment

For each alternative, any land acquisition requirements will be determined. If land acquisition is required, the characteristics of each property, including size, shape, ownership, value, assessment, location, use (tax code), number and condition of structures, status as occupied or vacant, etc., will be identified. If an alternative requires the displacement of businesses and/or residences, additional analyses will be undertaken to compile an inventory of businesses and/or residences to be affected. Any practical measures to avoid displacement of businesses and/or residences will be explored. Should displacement be necessary, guidelines set forth in the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 will be addressed. The analysis will provide information regarding each displacement, with the use

categorized as residential, business, public facilities and land, transportation, communications and utilities, or vacant land. The assessed value of the property of each displacement will be identified, as well as the number of people potentially displaced. Potential relocation of businesses and residences will also be analyzed, as needed.

b. Land Use, Zoning and Economic Development

Existing Conditions

Existing land use patterns will be identified and mapped. A generalized land use profile of the defined study area will be developed for each alternative; a more detailed land use description will be provided of the immediate vicinity of any potential new station locations. Zoning ordinances related to areas considered for siting of potential new stations and/or yard sites will be reviewed and summarized.

Impact Assessment

For any potential new station, a general estimate of the existing level of development will be prepared and recent development activity will be characterized for the area within approximately ½ mile of the new station location. This work will be based upon field observations, a review of building permit data, and discussions with local planners and other appropriate officials. Potential economic development impacts and benefits associated with potential new stations and with Penn Station access service as a regional improvement will be qualitatively described. Potential impacts of alternatives on police, fire and emergency services will also be evaluated.

c. Consistency with Local Plans

Existing Conditions

Pertinent local plans for municipalities and counties in the defined study area, and regional and statewide plans will be collected and reviewed. The plans to be reviewed will include relevant master plans, zoning and site plan ordinances, resource conservation plans, and any additional plans of relevance to the alternatives.

Impact Assessment

The consistency of each alternative relative to the major topic areas of these plans (e.g., land use, site design/visual quality, transportation, etc.) will be summarized in matrix format. Any areas of major inconsistency will be discussed in greater detail. The potential impacts associated with the identified inconsistencies will be noted.

d. Historic Properties and Resources

Existing Conditions

The study will consider the potential effects of the alternatives on historic properties and resources, in accordance with Section 106 of the National Historic Preservation Act. An area of potential effect (APE) will be defined in consultation with the New York and Connecticut State Historic Preservation Offices (SHPO) for areas identified for construction of any potential new station or yard site. The APE may be defined as the area in which an alternative would most likely have impacts on historic resources. The APE would include the area that may be affected by direct physical impacts, such as demolition or alteration of a resource, or by indirect contextual impacts, such as changes in the visual character of the surrounding neighborhood.

The potential effects of temporary construction activities would also be considered in the determination of the APE.

Historic resources within the APE that are listed on state and National Registers will be identified.[1] A cultural resource survey will be conducted in those areas which have not previously been surveyed, or for additional historic resources that appear to be eligible based on new information or that are recently over 50 years of age. A reconnaissance-level survey will be conducted, followed by intensive-level survey on those resources that appear to be eligible for inclusion on the National Register. Each potentially eligible resource will be described, photographed, and mapped. Recommendations as to the significance and eligibility for National Register listing will also be made.

Impact Assessment

Potential project-related effects on the identified resources will be assessed and documentation will be submitted to the New York and Connecticut SHPOs and the NYCLPC. (These resources will also be considered, as appropriate, in other impact assessments, e.g., air quality, noise and vibration, aesthetics.) If any adverse effects are identified, the Advisory Council on Historic Preservation (ACHP) will be notified to determine Council participation in accordance with the Section 106 process. Also, if adverse effects on a resource eligible or listed on the National Register would occur as a result of the project, an Alternatives Analysis and Section 4(f) Evaluation will be prepared. The 4(f) evaluation assesses whether there are any prudent and feasible alternatives to avoid the resources and all planning measures are taken to minimize harm to the resources.

e. Parkland

Existing Conditions

Parklands adjacent to or in the vicinity of the alternatives' alignments, potential new station locations, and yard sites will be identified, described, and mapped. Any plans for new park resources within the defined study area, or planned improvements to existing parklands, will be identified from available resources and characterized.

Impact Assessment

Alternatives that would take, use, or impact publicly owned parkland or recreation areas would be subject to Section 4(f) of the Department of Transportation Act of 1966. In addition, acquisition of any parkland designated as a Section 6(f) resource (i.e., park property acquired or developed with Land and Water Conservation Fund assistance) which may be required for a given alternative must be evaluated in conformance with the Land and Water Conservation Fund Act provisions regarding conversion.

An alternative could also cause a constructive use of land. Constructive use would occur when an alternative does not incorporate parkland, but its proximity impacts would be severe enough so that the protected activities, features, or attributes that qualify a resource for protection under

[1] A partial list of properties potentially impacted by construction activity (mainly station related) was included in the Draft Scoping Document. That list will be expanded to include properties potentially impacted by the additional stations recommended for consideration during the public scoping process (see Appendix F) and made available as part of the intermediate screening phase of this study.

Section 4(f) and Section 6(f) are substantially impaired. Situations where an alternative could cause constructive use include noise impacts, which would substantially interfere with a noise-sensitive park, or if its proximity substantially impairs aesthetic features or attributes.

Potential direct and indirect effects of an alternative on parkland will be identified, including any potential impact on public access to parklands, particularly along the Hudson River. If required, a Section 4(f) and/or Section 6(f) evaluation will be prepared.

f. Archaeology

Existing Conditions

The potential for the affected area to have hosted prehistoric and/or historical era resources of significance will be assessed; as for the assessment of potential impacts to historic resources, the area of potential effect (APE) for archeological resources will be defined in consultation with the SHPOs in New York and Connecticut. The likelihood that such resources have survived the subsurface disturbance concomitant with development will also be considered. Sufficient information will be gathered to compare, both horizontally and vertically, the prehistoric and historic past and the subsurface disturbance record. The investigation will include:

- Documentary Study: archaeological literature, available site reports, and journal publications will be researched for data specific to the prehistoric context of the project sites and study area. In order to place the affected zones in an historical context, local and regional histories will be reviewed. Available primary source material will be studied to determine historic land use through time. Atlases and maps and other pertinent records will be perused in order to identify potential centers of cultural activity. Topographic data will be collected from a range of historic maps and land-use atlases to identify areas of archaeological potential. Available soil boring logs will be reviewed for information about subsurface conditions and changes through time. Information will be collected to determine cycles of subsurface disturbance and to identify the possible impacts that landfill as well as construction and demolition episodes may have had on pre-existing cultural resources. Inquiries will be directed to state (New York and Connecticut SHPOs, Connecticut Historic Commission, New York State Office of Parks, Recreation, and Historic Preservation, New York State Museum) and city agencies (NYCLPC) for information on inventories of prehistoric and historic sites on or in proximity to the project sites.
- Field Inspection: Walkover site visits and a photographic record of current conditions will be conducted in order to verify and augment documentary findings.

Impact Assessment

The potential effects of the alternatives on known archaeological remains or areas of archaeological potential will be assessed and documentation will be submitted to the SHPOs and NYCLPC. As for historic properties and resources, the ACHP will be notified to determine Council participation in accordance with the Section 106 process. A Section 4(f) Evaluation will be prepared, if necessary.

g. Aesthetics

Existing Conditions

An inventory of existing aesthetic/visual resources within the defined study area will be made, paying particular attention to designated scenic districts, historic sites, parkland and recreation areas, scenic highways and waterways, and residential concentrations. The inventory will utilize existing information, such as previous reports, maps, and aerial photographs, and will be supplemented with field research and photo-reconnaissance.

Impact Assessment
Potential aesthetic impacts of the alternatives will be defined by identifying and demonstrating their effect on sensitive viewing areas within the defined study area, as well as the views and lines of sight of pedestrians and occupants of vehicles. The aesthetic impacts of each alternative will be evaluated in order to establish negative impacts that would need mitigation and positive impacts that should be enhanced. Any enhancements and design features which could positively contribute to the visual environment and make project facilities an aesthetic asset within the communities where they would be located will be described.

h. Community Disruption

Impact Assessment
Each alternative's potential effect on community cohesion and the potential degree of community disruption, which may result from implementation of an alternative, will be described, in terms of both short-term and long-term effects. The analysis of potential community disruption will be based on the analyses described above regarding potential impacts to the Built Environment (e.g., Land Acquisition and Displacements; Land Use, Zoning and Economic Development; Historic Properties; Parkland; Archaeology; Aesthetics; Environmental Justice; and Consistency with Local Plans). These analyses will be supplemented, as appropriate, with information obtained through consultation with local officials in the potentially affected areas. For any communities that may be significantly and adversely affected by project-related disruption of activity patterns, neighborhood character, and other community-related effects, mitigation measures will be identified.

4. Environmental Justice

Impact Assessment
Executive Order 12898 (dated February 11, 1994) entitled "Federal Action to Address Environmental Justice in Minority Populations and Low-Income Populations" directs all federal agencies to ensure that their actions do not have a "disproportionately high and adverse human health or environmental effect …on minority populations or low-income populations."

The presence of minority and/or low-income populations that may be affected by an alternative will be determined within a defined analysis area, through analysis of Census data and other socio-economic studies. The environmental justice analysis will examine whether any potential adverse project impacts would fall disproportionately on minority and/or low-income populations in the study area, or, conversely, whether project benefits would accrue disproportionately to non-minority and/or high-income populations. The analysis will follow the guidance of the Interagency Working Group on Environmental Justice, the Council on Environmental Quality, the Interim Final Guidance for Incorporating Environmental Justice Concerns in EPA's NEPA Compliance Analysis, U.S. EPA, September, 1997, and the

Department of Transportation Final Order on Environmental Justice – 62 Federal Register 18377 – 81, April 15, 1997.

5. Construction

Impact Assessment

Short-term impacts due to construction of the alternatives will be discussed, including any impacts to existing Metro-North or other rail services. Temporary easements required for construction access will be identified and effects on the natural environment, land use, air quality, noise, vibration, water quality, traffic flow, disruption to businesses, and visual impacts will be assessed. Measures to mitigate the short-term impacts will be qualitatively discussed. The construction schedule, phasing and types of activities and construction techniques will be described, as appropriate.

6. Cumulative Impacts

Impact Assessment

Cumulative impacts are those which result from the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions, regardless of which agency or person undertakes such actions. For alternatives having regional implications, a regional perspective provides the appropriate context for assessing cumulative impacts. Guidelines established in *Considering Cumulative Effects Under the National Environmental Policy Act* (Council on Environmental Quality, January 1997) will be used. The analysis will identify: the direct and indirect effects of the alternatives; which resources, ecosystems, and/or communities would be affected; and which effects, if any, on these resources are significant from the perspective of cumulative effects, i.e., which would likely be meaningful. The analysis will be qualitative.

The assessment of cumulative impacts will include an overview of the New York City Metropolitan Region in order to place in context the more detailed description of the defined study area. The discussion will include, as appropriate, such topics as regional geography, broad demographic data, major land use patterns, centers of economic activity, and the regional transportation network.

G. PUBLIC AND AGENCY PARTICIPATION PROGRAM

Public and agency involvement is a requirement under MIS and Council on Environmental Quality (CEQ) regulations and FTA's environmental regulations. Metro-North is committed to a program of public and agency participation in the development of the Penn Station Access MIS/DEIS. The public participation process will continue throughout the study; provide timely public notice; give opportunities for public participation; and be responsive to public questions, comments, and suggestions. The public participation program should improve project planning, facilitate decision-making, and increase project implementation prospects.

1. Program Goals and Objectives

Prior to developing the public and agency participation program for the Penn Station Access MIS/DEIS, the following goals and objectives were identified:

- Involve the public and agencies in the development of the public and agency participation plan;
- Establish effective communication with the public and affected agencies and encourage early and continuing participation;
- Present study information to the public and agencies via various mechanisms to promote participation and input;
- Provide opportunities for public and agency review of and comment on the study's purpose and need, goals and objectives, range of alternatives to be evaluated, analysis methodologies, and issues of concern;
- Promote community understanding of the study;
- Provide timely notice of meetings, hearing(s), and other study events and sufficient opportunity to review study documents;
- Encourage public participation by selecting meeting and information sites that are strategically located within the study area;
- Include minority and low-income populations in the public participation process in accordance with Environmental Justice regulations;
- Provide opportunities for participation in the development and evaluation of alternatives, as input for decision-makers; and
- Conform to MIS requirements for a cooperative and collaborative process.

2. Program Elements

The public and agency participation program for the Penn Station Access MIS/DEIS is comprised of the elements described below.

a. Interagency Coordination

Metro-North's Penn Station Access MIS/DEIS involves many agencies, both directly and indirectly. A program has been prepared and will be carried out to facilitate the dissemination of information to these agencies about the study; allow for open discussion of project details and issues; and provide opportunity for agency comments and questions. The interagency coordination process was initiated with an agency scoping session, held on September 14, 1999. Agencies will continue to be involved throughout the study's duration, principally through the Technical Advisory Committee (TAC), for review and discussion of the study's technical details with technical professionals. (Appendix B lists the agencies represented on the TAC.)

Interagency coordination will also be facilitated directly with the agencies (i.e., Amtrak, Long Island Rail Road, New Jersey Transit) that currently provide rail service in Penn Station. The focus of such coordination will include the Penn Station Access MIS/DEIS, the Access to the Region's Core Study, the Lower Manhattan Access Alternatives Study, among other concurrent studies and initiatives. Coordination activities will address both policy-related and technical issues concerning Penn Station and its current operators, including discussions about the three studies' data and analyses, assumptions, issues, and progress.

b. Public Participation

A public participation plan has been prepared to encourage early and ongoing public participation. The plan seeks to disseminate project information and solicit feedback from interested parties. The public participation process was initiated with the publication of the Notice of Intent to prepare a DEIS in the *Federal Register* (on September 2, 1999) and scoping process, which included the holding of four public scoping meetings; distribution of the Draft Scoping Document, Draft Public Outreach/Interagency Coordination Plan, the study's initial fact sheet; an initial meeting with the Study's Community Liaison Committee (CLC); holding of two public information open houses on September 22 and 23, 1999, at Penn Station and Grand Central Terminal, respectively; and start up of the study's web page just prior to the public scoping meetings.

Public participation activities will include meetings with the CLC, which is comprised of community leaders. (CLC representation is listed in Appendix C.) Other outreach activities may include distribution of periodic study fact sheets and newsletters; and use of other outreach mechanisms. Attendance at a DEIS Public Hearing to solicit input on the Penn Station Access MIS/DEIS will be sought through mailings and notices.

c. Outreach Tools

Several outreach tools will be used for the Metro-North Penn Station Access MIS/DEIS to organize the public participation and agency participation program, to facilitate dissemination of project information, and to provide for communication between the study team and the public. These outreach tools include a mailing list database, fact sheets, newsletters, a study web page accessible through MTA's website (www.mta.nyc.ny.us), and a 24-hour, toll-free telephone line (1-877-MNR-PENN).

APPENDIX A:
NOTICE OF INTENT (NOI)

48228 **Federal Register** / Vol. 64, No. 170 / Thursday, September 2, 1999 / Notices

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Major Investment Study/Draft Environmental Impact Statement for the Metro-North Penn Station Access Study

AGENCY: Federal Transit Administration (FTA)

ACTION: Notice of intent to prepare a Major Investment Study/Draft Environmental Impact Statement (MIS/DEIS).

SUMMARY: The Federal Transit Administration (FTA) and the Metro-North Commuter Railroad Company (Metro-North) intend to prepare a Major

Investment Study/Draft Environmental Impact Statement (MIS/DEIS) to study transportation access improvements from the Metro-North service territory on the New Haven, Harlem, and Hudson Lines (north of Manhattan) to Pennsylvania Station, New York (Penn Station) on the West Side of Manhattan in the City of New York. Current Metro-North service terminates at Grand Central Terminal (GCT) on the East Side of Manhattan, necessitating as many as two transfers on additional modes to reach destinations on the West Side. The MIS/DEIS is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended, and implemented by the Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500–1508), the FTA/Federal Highway Administration's Environmental Impact regulations (23 CFR Part 771), and the FTA/FHWA Statewide Planning/ Metropolitan Planning regulations (23 CFR Part 450). This study will also comply with the requirements of the National Historic Preservation Act of 1966, as amended, Section 4(f) of the 1966 U.S. Department of Transportation Act, the 1990 Clean Air Act Amendments, the Executive Order 12898 on Environmental Justice, and other applicable rules, regulations, and guidance documents.

The Penn Station Access MIS/DEIS will examine alternative strategies for improving access from the Metro-North service territory to the West Side of Manhattan (Penn Station). New York-bound, Metro-North trains currently terminate at GCT on Manhattan's East Side. The study will also evaluate the possibility of station stops in Co-Op City in the Bronx and on the West Side of Manhattan, and a new rail yard. Consideration will also be given to other modes.

The Penn Station Access MIS/DEIS will develop alternatives for study that could lead to a project which would (1) Be a feasible, cost-effective, and beneficial transportation improvement that would enhance connections to other regional rail services; (2) increase Metro-North ridership and provide service flexibility for its customers; and (3) support the region's economic vitality and quality of life. The MIS/DEIS will evaluate a No-Build Alternative, a Transportation System Management (TSM) Alternative, and Build Alternatives. Build alternatives will take into consideration the use of Metro-North's Hudson, Harlem, and New Haven Lines to provide access to Penn Station, potential new stations on the West Side of Manhattan (somewhere from approximately 57th Street to 86th Street) and at Co-Op City in the Bronx, as well as other reasonable alternatives suggested through the scoping process. The type, location and need for ancillary facilities (such as new yards or shops) will also be considered for each alternative.

DATES: *Comment Due Date:* Written comments on the scope of the MIS/DEIS should be sent to Metro-North by October 22, 1999. See **ADDRESSES** below.

Scoping Meeting: Public scoping meetings for the Penn Station Access MIS/DEIS will be held on:

September 28, 1999

6 pm–9 pm (sign-in begins at 5:30), MTA Headquarters, 5th Floor Board Room, 347 Madison Avenue (btwn 44th St. & 45th St.), New York, New York

September 30, 1999

7 pm–10 pm (sign-in begins at 6:30), Einstein Community Center; 135 Einstein Loop, Co-Op City, New York

October 5, 1999

7 pm–10 pm (sign-in begins at 6:30), The Warner Library, (corner of Broadway St. and Wildey St.) Tarrytown, New York

October 7, 1999

7 pm–10 pm (sign-in begins at 6:30), Stamford Government Center, 888 Washington Blvd., 2nd Floor (Senior Center), Stamford, Connecticut

People with special needs should contact Todd DiScala at Metro-North at the address below or by calling the study hotline at 1–877–MNR–PENN. The buildings are accessible to people with disabilities. A sign language interpreter will be available for the hearing impaired.

Scoping material will be available at the meetings and may also be obtained in advance of the meetings by contacting Todd DiScala at the address below or by calling the study hotline above. Oral and written comments may be given at the scoping meetings; a stenographer will record all comments.

ADDRESSES: Written comments on the project scope should be sent to Todd DiScala, Project Manager, Metro-North Railroad, 420 Lexington Avenue, 9th Floor, New York, New York 10017. The scoping meetings will be held at the locations identified above.

FOR FURTHER INFORMATION CONTACT: If you wish to be placed on the mailing list to receive further information as the study develops, contact Todd DiScala at the above address or call the study hotline at 1–877–MNR–PENN. For further information you may also contact: Ms. Nancy Danzig, Community Planner, Federal Transit Administration, Region II, One Bowling Green, Room 429, New York, New York, 10004–1415; phone: 212–668–2170.

SUPPLEMENTARY INFORMATION:

I. Scoping

The FTA and Metro-North invite all interested individuals and organizations, and federal, state, and local agencies to provide comments on the scope of the study. During the scoping process, comments should focus on identifying specific social, economic, or environmental issues to be evaluated and suggesting alternatives, which may be less costly or have less environmental impacts, while achieving the transportation objectives of enhancing regional connectivity, providing service flexibility, and supporting the region's economic vitality and quality of life. Comments should focus on the issues and alternatives for analysis and not on a preference for a particular alternative. Scoping materials will be available at the meetings or in advance of the meetings by contacting Todd DiScala at Metro-North, as indicated above.

The Penn Station Access Study will be closely coordinated with major regional initiatives and studies that are related to this effort. These include:

- **HUDSON LINE EXTENSION MIS/DEIS**, a study by Metro-North to examine extending Hudson Line service further north in Dutchess County from its current terminus in Poughkeepsie, New York;
- **ACCESS TO THE REGION'S CORE STUDY (ARC)**, a joint study by New Jersey Transit, Port Authority of New York and New Jersey, and the Metropolitan Transportation Authority (MTA). The ARC study continues to study access to Midtown Manhattan from points east and west;
- **EAST SIDE ACCESS STUDY**, a study by MTA Long Island Rail Road of access to the East Side of Manhattan via Grand Central Terminal;
- **LOWER MANHATTAN ACCESS ALTERNATIVES STUDY**, a study by the MTA to determine feasible alternatives for improving access to Lower Manhattan;
- **MANHATTAN EAST SIDE ALTERNATIVES**, a study by MTA New York City Transit to examine alternatives for improving access in the north-south corridor on the East Side of Manhattan;
- **AMTRAK HIGH SPEED RAIL**, projects to (1) improve service in the Northeast Corridor between Washington and Boston and (2) to provide improved service in the Empire Corridor.
- **AMTRAK SERVICE TO THE FARLEY POST OFFICE BUILDING**, a project which will move Amtrak's New York City passenger operations to the Farley Post Office Building; and
- **CONRAIL/CSX/NORFOLK SOUTHERN MERGER**, a change in the ownership of the freight network, dividing the former Conrail holdings between CSX and Norfolk Southern.

Following the public scoping process, public outreach activities will include meetings with a Community Liaison Committee (CLC) established for the study and comprised of community leaders, and with Community Boards; public meetings and hearings; distribution of study fact sheets and newsletters; and use of other outreach mechanisms. Every effort will be made to ensure that the widest possible range of public participants has the opportunity to attend general public meetings (e.g., scoping meetings and public hearing(s)) held by Metro-North to solicit input on the Penn Station Access MIS/DEIS. Attendance will be sought through mailings, notices, advertisements, and press releases.

II. Description of Study Area and Transportation Needs

The study area includes: (1) The Penn Station vicinity on the West Side of Manhattan, (2) the corridors of Metro-North's service territory, including the Hudson Line (76 miles), Harlem Line (82 miles [including Wassaic Extension]), and New Haven Line (132 miles) [including the New Canaan Branch, Danbury Branch, and the Waterbury Branch) extending through Dutchess, Putnam, Westchester, Bronx, and New York (Manhattan) Counties in New York, and Fairfield and New Haven Counties in Connecticut; and (3) the corridors of Amtrak's Empire Line south of Spuyten Duyvil to Penn Station on the West Side of Manhattan, and Amtrak's Hell Gate Line south of New Rochelle and through Sunnyside, Queens. The study area also includes the vicinity of possible new stations and storage yards on the Hudson and New Haven Lines. Possible new station locations include the West Side of Manhattan from 57th Street to 86th Street, and Co-Op City in the Bronx. This study area description is generalized and considered flexible, subject both to the outcome of the scoping process and the locations of the alternatives studied in detail.

The purpose of the Penn Station Access MIS/DEIS is to thoroughly examine the demand for, and the opportunities and constraints related to, improving access to Penn Station from the Metro-North service territory to the West Side of Manhattan, and to identify a preferred study alternative that addresses the forecasted demand in a cost-effective, environmentally sound, and equitable way. The MIS/DEIS will be conducted in coordination with a regional framework of transportation studies; it will consider the findings, conclusions, and recommendations of other recent and ongoing regional transportation studies. The MIS/DEIS will examine and document the social, economic, and environmental impacts of implementing identified study alternatives.

Provision of service to the Penn Station area would address the following needs:

- Commutation to Manhattan's West Side (Penn Station and Upper West Side areas);
- Commutation to Long Island and New Jersey (via transfer at Penn Station to Long Island Rail Road (LIRR) or New Jersey Transit (NJT) service);
- Commutation to workplaces in the vicinity of possible new stations on the West Side of Manhattan and Co-Op City in the Bronx.
- Reverse commutation from the West Side and Co-Op City to communities in the Metro-North service area;
- Discretionary (non-work-related) travel to Long Island and New Jersey in peak periods, off-peak periods, and on weekends; and
- Discretionary (non-work-related) travel to Manhattan's West Side in peak periods, off-peak periods, and on weekends for visits to shops, shows and museums.

III. Alternatives

The alternatives proposed for evaluation include: (1) The No-Build Alternative, which involves the current infrastructure of highways, train, bus, and subway service, in addition to all ongoing, committed and funded roadway and transit projects outlined in the State Transportation Improvement Program (STIP); (2) the Transportation System Management (TSM) Alternative, which includes all elements of the No-Build alternative in addition to roadway and traffic improvements and improvements to existing transit services that address the defined purpose and need for Penn Station access. The TSM Alternative is a low cost alternative that uses existing facilities to the greatest extent possible to meet the study area needs. The TSM Alternative also provides the baseline against which the cost-effectiveness of other capital transit investments can be evaluated; and (3) the Build Alternatives, which include commuter rail service between Penn Station and stations on the Hudson, Harlem, and/or New Haven Lines; shuttle train service between key Metro-North stations and Penn Station, enabling riders from Grand Central Terminal-bound trains to transfer to Penn Station trains; potential new intermediate stations on the West Side of Manhattan (from 57th Street to 86th Street) and at Co-Op City in the Bronx; and potential new yard locations for storage of equipment.

Rail alternatives using the Hudson and New Haven Lines to provide access to Penn Station would use existing rail infrastructure by connecting to Amtrak's Empire Connection and Hell Gate Line, respectively. Alternatives using the Harlem Line to provide access to Penn Station may require track reconstruction at potential merge locations (e.g. Spuyten Duyvil in the Bronx).

Additional reasonable Build alternatives suggested during the scoping process, including those involving other modes, may be considered.

IV. Probable Effects

The FTA and Metro-North will evaluate all potential changes to the social, economic, and physical environment, including land acquisition and displacements; land use, zoning and economic development; parklands; community disruption; aesthetics; historic and archeological resources; traffic and parking; air quality; noise and vibration; water quality; wetlands; ecologically sensitive areas; endangered species; energy requirements and potential for conservation; hazardous waste; environmental justice; safety and security; and cumulative impacts. Key areas of environmental concern would be in the areas of potential new construction (e.g. new stations, track connections, etc.). The impacts will be evaluated both for the construction period and for the long-term period of operation of each alternative. Measures to mitigate any significant adverse impacts will be identified.

V. FTA Procedures

The DEIS will be prepared in conjunction with a major investment study and will document the results of that study, including an evaluation of the potential social, economic, and environmental impacts of the alternatives. Upon completion, the MIS/DEIS will be available for public and agency review and comment. Public hearing(s) will be held within the study area. On the basis of the MIS/DEIS and the public and agency comments received, a locally preferred alternative will be selected, to be further detailed in the final EIS.

Issued On: August 30, 1999.

Letitia Thompson,

Regional Administrator, TRO–II, Federal Transit Administration.

[FR Doc. 99–22926 Filed 9–1–99; 8:45 am]

BILLING CODE 4910–57–P

APPENDIX B: TECHNICAL ADVISORY COMMITTEE (TAC) MEMBERSHIP LIST

Access to the Region's Core
Amtrak
Borough of Bronx, Borough President's Office
Borough of Manhattan, Borough President's Office
Borough of Queens, Borough President's Office
Connecticut State Department of Transportation
CP Railway
CSX Transportation
Dutchess County Department of Planning & Development
Dutchess County Executive
Empire State Development Corporation
Federal Highway Administration
Federal Railroad Administration
Federal Transit Administration
Greater Bridgeport Regional Planning Agency
Housatonic Valley Council of Elected Officials
Metropolitan Transportation Authority
Metropolitan Transportation Authority – Long Island Rail Road
Metropolitan Transportation Authority – New York City Transit
Mid Hudson South Transportation Coordinating Council
New Jersey Transit
New Jersey Transportation Planning Authority
New York City Department of City Planning
New York City Department of Environmental Protection
New York City Department of Parks & Recreation
New York City Department of Transportation
New York City Economic Development Corporation
New York City Landmarks Preservation Commission
New York City Mayor's Office of Environmental Coordination
New York City Mayor's Office of Transportation
New York Metropolitan Transportation Council
New York State Department of Economic Development
New York State Department of Environmental Conservation
New York State Department of Transportation
New York State Historic Preservation Office
New York State Office of Parks, Recreation & Historic Preservation
New York State Power Authority
Orange County Department of Planning/NOCTC
Orange County Executive
Pennsylvania Station Redevelopment Corporation
Permanent Citizens' Advisory Committee To MTA
Port Authority of New York / New Jersey

Poughkeepsie-Dutchess County Transportation Council
Putnam County Department of Planning
Putnam County Executive
Regional Plan Association
Rockland County Department of Planning
Rockland County Executive
South Central Regional Council of Governments
South Western Regional Planning Agency
(United States Army Corps of Engineers – removed from the TAC at their request)
United States Environmental Protection Agency
Valley Regional Planning Agency
Westchester County Department of Transportation
Westchester County Executive

APPENDIX C: COMMUNITY LIAISON COMMITTEE (CLC) MEMBERSHIP LIST

34th Street Business Improvement District
Bridgeport Chamber of Commerce
Bronx Community Board No. 1
Bronx Community Board No. 2
Bronx Community Board No. 3
Bronx Community Board No. 4
Bronx Community Board No. 5
Bronx Community Board No. 6
Bronx Community Board No. 7
Bronx Community Board No. 8
Bronx Community Board No. 9
Bronx Community Board No. 10
Bronx Community Board No. 11
Bronx Community Board No. 12
Bronx Chamber of Commerce
Connecticut Commuters Council
Connecticut Fund for the Environment
Co-Op City c/o Riverbay Corporation
Co-Op City Civic Group
Danbury Chamber of Commerce
Dutchess County Executive
Friends of Spuyten Duyvil
Greater Bridgeport Regional Planning Agency
Greater New York Chamber of Commerce
Greater Waterbury Chamber of Commerce
Greenwich Chamber of Commerce
Housatonic Valley Council of Elected Officials
Manhattan Community Board No. 4
Manhattan Community Board No. 5
Manhattan Community Board No. 6
Manhattan Community Board No. 7
Manhattan Community Board No. 8
Manhattan Community Board No. 9
Manhattan Community Board No. 10
Manhattan Community Board No. 11
Manhattan Community Board No. 12
Metro-North Commuter Council
MetroPool
New Haven Chamber of Commerce
New York Building Congress
Norwalk Chamber of Commerce
Orange County Executive

Permanent Citizens' Advisory Committee To MTA
Putnam County Executive
Queens Community Board No. 1
Queens Community Board No. 2
Queens Community Board No. 3
Riderworks of Greater New Haven
Rockland County Executive
South Central Regional Council of Governments
South Dutchess Chamber of Commerce
South Western Regional Planning Agency
Southwest Corridor Action Council
Stamford Chamber of Commerce
Times Square Business Improvement District
Valley Regional Planning Agency
West Side Chamber of Commerce
Westchester County Chamber of Commerce
Westchester County Executive
Westchester Municipal Officials Association

APPENDIX D: LIST OF PERSONS PROVIDED WITH SCOPING MATERIALS

Principal, (Collegiate School)
Principal, (Harry S. Truman HS)
Principal, (IS 180, N. E. Education Park IS)
Principal, (IS 181)
Principal, (Manhattan Day School)
Principal, (PS 153, North Bronx Education Park)
Principal, (PS 176)
Principal, (PS 178)
Principal, (PS 191, Amsterdam School)
Principal, (PS 199, Jesse I. Straus School)
Principal, (PS 252)
Administrator, (St. Luke's-Roosevelt Medical Center)
Abel, Michael J. (New York City Council, District 19)
Abrams, James W. (Connecticut State House of Rep., District 83)
Abromaitas, James (Connecticut State Dept. of Econ. & Community Devl.)
Achiron, Henry
Adams, Pamela (Connecticut State Parks Division)
Adelman, Don (Joel Paul & Associates)
Adinolfi, Alfred (Connecticut State House of Rep., District 103)
Adler, Barry (Empire State Passenger Association)
Adreski, Charles
Ajello, Regina
Akeley, Roger (Dutchess Co. Dept. of Planning & Development)
Alaquer, Peter
Albert, Andrew (West Side Chamber of Commerce)
Aldrich, Jay Winthrop (New York State Historic Preservation Office)
Alevas, Donald P. (MTA-Long Island Rail Road)
Alpert, Frank (Central Westchester Audubon Society)
Altobello, Jr., Emil (Connecticut State House of Rep., District 82)
Amann, James A. (Connecticut State House of Rep., District 118)
Anderson, Arthur (Empire City Subway Company)
Anderson, Lauren
Anderson, Rachel (Columbia University)
Anderson, Richard (New York Building Congress)
Andrews, Pauline
Anguiera, Carmen (Bronx Community Board No. 12)
Aniskovich, William A. (Connecticut State Senate, District 12)
Armech, George (Empire State Passenger Association)
Arroyo, Carmen (New York State Assembly, District 74)
Arthur, Burton
Aubry, Jeffrion L. (New York State Assembly, District 35)
Babbitt, Bruce (US Department of the Interior)

Backer, Terry (Connecticut State House of Rep., District 121)
Baker, William (US Env. Protection Agency, Region II)
Balmacund, Paul
Bamonte, Tony
Baptist, Tom (Greenwich Audubon Society)
Barbaccia, Annette M. (Mayor's Office of Env. Coordination)
Barkley, Victor
Barquin, Jose
Barrera, Stephanie
Batten, Alisa (Bridgeport Chamber of Commerce)
Bauer, Janine (Tri-State Transportation Campaign)
Bea, Jr., Samuel (New York State Assembly, District 83)
Beals, Nancy (Connecticut State House of Rep., District 88)
Beamon, Reginald G. (Connecticut State House of Rep., District 72)
Beck, Deborah (Real Estate Board of New York)
Bedell, Robert
Belden, Richard O. (Connecticut State House of Rep., District 113)
Belkin, Grace (Bronx Community Board No. 8)
Bell, Sheila
Berizzi, Paul (Environmental Action Coalition)
Berko, Francis G. (New York State Advocate for Disabled)
Berman, Herbert E. (New York City Council, District 46)
Bernhard, Kenneth G. (Connecticut State House of Rep., District 136)
Biederman, Dan (34th Street Partnership)
Birdie, Ed (Bronx Chamber of Commerce)
Blackburn, George
Bloch, Arnold
Boardman, Joe (New York State Dept. of Transportation)
Bonacic, John J. (New York State Senate, District 40)
Bondi, Robert (Putnam County)
Boorstein, Joseph
Boucher, Toni (Connecticut State House of Rep., District 143)
Boughton, Mark (Connecticut State House of Rep., District 138)
Bowden, Amy (Randall's and Ward's Island)
Bowden, Amy (Randall's Island Sports Foundation)
Boyland, Tracy L. (New York City Council, District 41)
Boyle, Susan (Transportation Alternatives)
Brandler, Gary (Greco & Gottlieb)
Brodsky, Richard L. (New York State Assembly, District 86)
Brooks, Steven (Office of the State Comptroller)
Brown, Harold (Federal Highway Administration)
Bruhl, Christopher (Southwest Corridor Action Council / SACIA)
Brumberg, Gary (McGraw-Hill)
Bull, Stephen (Danbury Chamber of Commerce)
Burford, Pam (MTA-Long Island Rail Road - ESA)
Burke, Brian (Penguin Putnam Inc.)

Burns, Donald (Federal Transit Administration, Region II)
Bush, Robert D. (US Advisory Council for Historic Preservation)
Butler, Dennis J. (New York State Assembly, District 36)
Cafero, Jr., Lawrence F. (Connecticut State House of Rep., District 142)
Cahill, John P. (New York State Dept. of Env. Conserv.)
Cahill, Kevin A. (New York State Assembly, District 101)
Calhoun, Nancy (New York State Assembly, District 94)
Cameron, James (Connecticut Commuters Council)
Campbell, Charles
Capobianco, Carol (Yonkers Audubon Society)
Capone, A.
Cappiello, David (Connecticut State Senate, District 24)
Cappotto, Anthony
Caramante, Victoria (Manhattan Community Board No. 8)
Carey, Michael (New York City Economic Development Corporation)
Carlson, Ruth (Rockland County Audubon Society)
Carrion, Jr., Adolpho (New York City Council, District 14)
Carson, Mary Ann (Connecticut State House of Rep., District 108)
Caruso, Christopher L. (Connecticut State House of Rep., District 126)
Cassillo, Paul (Dutchess County Dept. of Public Works)
Castaneda, J.A.
Castro, Bernadette (New York State Dept. of Parks, Rec. & Hist. Pres.)
Cataggio, Richard (Metro-North Commuter Council)
Cerbone, William A.
Chalot, Rodney (Connecticut Rail Commuter Council)
Chapman, Wilbur (New York City Dept. of Transportation)
Chase, Scott (Dutchess County Water & Wastewater Auth.)
Cheng, Alice (New York City Economic Development Corporation)
Cheng, Philip
Chew, Jonathan (Housatonic Valley Council of Elected Officials)
Chezar, Bart (New York State Power Authority)
Chief Librarian, (NY Public Library: Bronx Branch)
Chief Librarian, (NY Public Library: Dutchess County)
Chief Librarian, (NY Public Library: Manhattan Branch)
Chief Librarian, (NY Public Library: Orange County)
Chief Librarian, (NY Public Library: Putnam County)
Chief Librarian, (NY Public Library: Rockland County)
Chief Librarian, (NY Public Library: Westchester County)
Chobanian, Lisa
Church, Marvin (Westchester County DOT)
Clark, Mary Helen
Clarke, Jennifer
Clarke, Una S. T. (New York City Council, District 40)
Cleary, Dennis H. (Connecticut State House of Rep., District 80)
Clemmons, Joseph (Connecticut State House of Rep., District 140)
Cocco, Jacqueline M. (Connecticut State House of Rep., District 127)

Cohen, Judi (Central Synagogue)
Coleman, E. A.
Collins, Raymond V. (Connecticut State House of Rep., District 117)
Colman, Samuel (New York State Assembly, District 93)
Colon, Jodie (Friends of Spuyten Duyvil)
Conca, Robert
Condlin, John (Stamford Chamber of Commerce)
Connor, Martin (New York State Senate, District 25)
Conway, E. Virgil (Metropolitan Transportation Authority)
Conway, Thomas F. (Connecticut State House of Rep., District 75)
Cooper, Evan
Cooper, Judy
Cooper-Wallerstein, Betty (79th Street Neighborhood Association)
Corbett, Kevin (Empire State Development Corporation)
Corbin-Mark, Cecil (West Harlem Environmental ACTion)
Court, Tanya (South Western Regional Planning Agency)
Crisco, Jr., Joseph J. (Connecticut State Senate, District 17)
Crowell, Bill (City Club)
Cruz, Lucy (New York City Council, District 18)
Cummo, J.
Cunningham, Patricia
Currey, Douglas (New York State Dept. of Transportation, Region 11)
D'Amelio, Anthony J. (Connecticut State House of Rep., District 71)
Danzig, Nancy (Federal Transit Administration, Region II)
Dargan, Stephen (Connecticut State House of Rep., District 115)
Davis, Gloria (New York State Assembly, District 79)
Davis, Laura
Davis, Neil
de Blasio-Wihelm, Warren (US Dept. of Housing & Urban Devel., Region II)
Dean, AICP, PP, Jack (Metropolitan Transportation Authority)
Deaon, Jonathan P. (US Department of the Interior)
Dear, Noach (New York City Council, District 44)
del Sindaco, Joseph M. (New York State Urban Development Corporation)
Delany, Sean (Lawyers Alliance for NY)
DeLauro, Rosa L. (US Congress, State of CT, District 3)
DelGobbo, Kevin (Connecticut State House of Rep., District 70)
Delis, George (Queens Community Board No. 1)
DeLuca, Louis C. (Connecticut State Senate, District 32)
Demeny, John
Denis, Nelson Antonio (New York State Assembly, District 68)
Dennis, D.
Dennison, III, Robert A. (New York State Dept. of Transportation, Region 8)
DePass, Michael (New York City Environmental Justice Alliance)
DePino, Chris (Connecticut State House of Rep., District 97)
DePouli, William (Bell Atlantic)
DeVito, Bruce P. (Gannett Flemming Engineers)

DeVivio, Michael
Diaz, Hector A. (Connecticut State House of Rep., District 130)
Diaz, Jr., Ruben (New York State Assembly, District 75)
DiBrienza, Stephen (New York City Council, District 39)
Dickman, Carl J. (Connecticut State House of Rep., District 132)
Dillon, Patricia A. (Connecticut State House of Rep., District 92)
Dinowitz, Jeffrey (New York State Assembly, District 81)
D'Irizary, Jeanette (Manhattan Community Board No. 11)
Dodd, Christopher (US Senate, State of Connecticut)
Dodson, Cybil (Manhattan Community Board No. 12)
Dolinsky, Beverly (Permanent Citizens' Advisory Committee To MTA)
Donovan, Christopher G. (Connecticut State House of Rep., District 84)
D'Orazio, Julie
Doyle, Michael (Permanent Citizens' Advisory Committee To MTA)
Drum, Charles (Dutchess County Dept. of Parks)
Duane, Thomas K. (New York State Senate, District 27)
Dudley, John (Bronx Community Board No. 3)
Duffy, Richard (ESPA)
Duffy, Richard P. (Empire State Passenger Association)
Dyson, William R. (Connecticut State House of Rep., District 94)
Eads, M. Adela (Connecticut State Senate, District 30)
Eastale, John
Edwards, Glenn
Eisele, Donald
Eisenberg, Lewis (Port Authority of NY/NJ)
Eisland, June M. (New York City Council, District 11)
Elbaum, Saul
Eldridge, Ronnie M. (New York City Council, District 6)
Elgen, Richard (Valley Regional Planning Agency)
Emervor, Steven (New York City Council)
Engel, Eliot I. (US Congress, State of NY, District 17)
Eristoff, Andrew S. (New York City Council, District 4)
Ernst, Walter (Amtrak)
Escarpeta, Denny (New York State Dept. of Env. Conserv.)
Espada, Pedro G. (New York City Council, District 17)
Espaillat, Adriano (New York State Assembly, District 72)
Esposito, Jr., Louis P. (Connecticut State House of Rep., District 116)
Farrell, Jr., Herman D. (New York State Assembly, District 71)
Fedele, Michael (Connecticut State House of Rep., District 147)
Feeney, Kevin (NRHS)
Fernandez, Brian (FAC)
Ferrer, Fernando (Borough of Bronx)
Fiala, Stephen J. (New York City Council, District 51)
Fields, C. Virginia (Borough of Manhattan)
Fisher, Kenneth K. (New York City Council, District 33)
Fishman, Robert

Fitch, Ken
Flaherty, Brian J. (Connecticut State House of Rep., District 68)
Follo, Michael J.
Fontana, Steve (Connecticut State House of Rep., District 87)
Foster, Reverend Wendell (New York City Council, District 16)
Fox, Jeanne (US Environ. Protection Agency, Region 2)
Fox, John Wayne (Connecticut State House of Rep., District 144)
Fratta, John (Bronx Community Board No. 11)
Freed, Kathryn E. (New York City Council, District 1)
Freedman, Judith G. (Connecticut State Senate, District 26)
Freilla, Omar (New York City Environmental Justice Alliance)
Frey, John (Connecticut State House of Rep., District 111)
Friedman, Susannah (New York State Assembly, District 67)
Friedrich, Peter
Fritz, Mary (Connecticut State House of Rep., District 90)
Fusco, John A. (New York City Council, District 50)
Gaffey, Thomas P. (Connecticut State Senate, District 13)
Galarza, Ivine (Bronx Community Board No. 6)
Gale, Lori (Parsons Brinckerhoff Quade & Douglas, Inc.)
Galef, Sandra R. (New York State Assembly, District 90)
Gallagher, Brian
Gallo, Dan
Galloway, Andrew (Amtrak)
Galvin, James R.
Gans, Richard (Transportation Alternatives)
Garcia, Edna I. (Connecticut State House of Rep., District 128)
Gargano, Charles (Empire State Development Corporation)
Gargano, Charles (New York State Dept. of Economic Development)
Gejdenson, Sam (US Congress, State of CT, District 2)
Gellman, Jonathon
Genuario, Robert L. (Connecticut State Senate, District 25)
Gerarden, Sheldon (Norwalk Chamber of Commerce)
Ghatitar, Girish
Gilman, Benjamin (US Congress, State of NY, District 20)
Giuliani, Rudolph (New York City Office of the Mayor)
Glick, Deborah J. (New York State Assembly, District 66)
Glucksman, Randy
Godfrey, Bob (Connecticut State House of Rep., District 110)
Golden, Martin J. (New York City Council, District 43)
Goldsmith, Ted
Gonzalez, Francisco (Bronx Community Board No. 9)
Gonzalez, Jr., Efrain (New York State Senate, District 31)
Goodman, Roy M. (New York State Senate, District 26)
Gordon, Marsha (MetroPool)
Gorman, Michael (Amtrak Police Dept.)
Gotsch, M.

Gott, Judy (South Central Regional Council of Governments)
Gottfried, Richard N. (New York State Assembly, District 64)
Grannis, Alexander B. (New York State Assembly, District 65)
Gray, Daniel
Green, Mark (New York City Public Advocate)
Greene, Aurelia (New York State Assembly, District 77)
Greene, Leonard (Connecticut State House of Rep., District 105)
Greene, Stewart
Gromack, Alexander J. (New York State Assembly, District 92)
Grottell, Robert (Mayor's Office of Transportation)
Grumer, Nels (Riverbay Board of Directors)
Gueric, Gordon
Gunther, George L. (Connecticut State Senate, District 21)
Gunther, III, Jacob E. (New York State Assembly, District 98)
Gurney, Steve (Connecticut Public Interest Research Group)
Gursoy, Ahmet (Parsons Brinckerhoff Quade & Douglas, Inc.)
Haggerty, James (US Army Corps of Engineers)
Halcrow, Joanne
Hall, Karyl Lee (Connecticut Fund for the Environment)
Hammond, Vincent (Orange County Department of Planning/NOCTC)
Harkins, John (Connecticut State House of Rep., District 120)
Harknett, Tom
Harley, Richard (Manhattan Community Board No. 10)
Harp, Toni Nathaniel (Connecticut State Senate, District 10)
Harris, Gary
Harris, Harry P. (Connecticut Department of Transportation)
Harris, James W. (New York Metropolitan Transportation Council)
Harris, Steve
Harrison, Julia (New York City Council, District 20)
Hartley, Joan V. (Connecticut State House of Rep., District 73)
Harwell, James C. (Planning Board No. 10)
Haynes, Lizzie
Hechy, Barry (New York State Dept. of Transportation)
Helman, Mark (US Army Corps of Engineers)
Henderson, Marilyn (US EPA, Off. of Fed. Act., NEPA Compl., EIS Flg.)
Henry, Lloyd (New York City Council, District 45)
Hermalyn, Gary (Bronx Historical Society)
Herzenberg, R.M.
Hess, Marilyn (Connecticut State House of Rep., District 150)
Hevesi, Alan (New York City Comptroller)
Hinchey, Maurice (US Congress, State of NY, District 26)
Hochberg, Audrey (New York State Assembly, District 88)
Hoffman, Hervey
Holmsted, Robert
Horowitz, Michael (City News)
Horton, Thomas

House, Daniel
Hoxsie, Edwin (Dutchess County Soil & Water Conserv. District)
Hsu, John (Westchester County Dept. of Public Works)
Hubner, Marilyn
Hull, Phyllis
Hunt, Margarita (Bronx Community Board No. 4)
Jaffe, Mark (Greater New York Chamber of Commerce)
James, Willie (Transport Workers Union)
Jarjura, Michael J. (Connecticut State House of Rep., District 74)
Jeffers, Whilma
Jepson, George C. (Connecticut State Senate, District 27)
Jezer, Rhea (Sierra Club)
Jodhan, Susan
Johnson, Larry
Johnson, Nancy L. (US Congress, State of CT, District 6)
Jordaens, Denise
Kaehny, John (Transportation Alternatives)
Kassan, Peter
Kassel, Richard A. (Natural Resources Defense Council)
Katzos, Irene (TAMS Consultants, Inc.)
Kaufman, Stephen B. (New York State Assembly, District 82)
Kaywood, Reema (Times Square BID)
Keane, Timothy G. (US Dept. of Transp./Office of Inspector General)
Keating, Joseph
Keeley, Jr., Robert T. (Connecticut State House of Rep., District 125)
Kelley, William (Manhattan Community Board No. 4)
Kelly, Sue (US Congress, State of NY, District 19)
Kesler, Rita (Bronx Community Board No. 7)
King, Adam
King, Malcolm
Kirwan, Thomas (New York State Assembly, District 96)
Kissoon, Vinny
Klarides, Themis (Connecticut State House of Rep., District 114)
Klein, David
Klein, Jeffrey (New York State Assembly, District 80)
Knopp, Alex (Connecticut State House of Rep., District 137)
Kong, Philip
Konheim, Carolyn (Konheim & Ketcham)
Konsella, Kathy (Manhattan Community Board No. 5)
Koslowitz, Karen (New York City Council, District 29)
Kris, Mary Ellen (New York State Dept. of Env. Conserv., NYC Region)
LaMagna, John
Lane, Bruce
Lane, Randolph
Langmuir, Lorraine
Larkin, Jr., William J. (New York State Senate, District 39)

Larson, John B. (US Congress, State of CT, District 1)
Lasher, Howard L. (New York City Council, District 47)
Lau, Jeff
Lavitt, Mike
Lawlor, Michael P. (Connecticut State House of Rep., District 99)
Leffler, Sheldon S. (New York City Council, District 23)
Leibell, Vincent L. (New York State Senate, District 37)
Lench, David
Lentol, Joseph R. (New York State Assembly, District 50)
Levin, Richard
Lewton, Datya (Coalition for a Livable West Side)
Lieberman, Joseph (US Senate, State of Connecticut)
Liebler, Jerry (Handicapped Adults Association)
Liederman, Toby
Lief, Steven (APC)
Lin, Kenneth (National Railway Historic Society)
Linares, Guillermo (New York City Council, District 10)
Listin, Terry (CP Railway)
Lockton, Janet K. (Connecticut State House of Rep., District 149)
Lofton, Cedric L. (Bronx Community Board No. 1)
Lombardo, Dana
Looney, Martin M. (Connecticut State Senate, District 11)
Lopez, Margarita (New York City Council. District 2)
Lopez, Vito J. (New York State Assembly, District 53)
Lovell, Joanne
Lowenthal, Steve
Lowey, Nita (US Congress, State of NY, District 18)
Lutz, David (Neighborhd Open Space Coalition/Friends of Gateway)
Lynch, Bernie (Greater Waterbury Chamber of Commerce)
Lynch, John J. (Putnam County Dept. of Planning)
Lyons, Moira K. (Connecticut State House of Rep., District 146)
Macnow, Ellen (NYC Parks and Recreation)
Maguire, Frank
Maizel, Rich (Epstein Becker & Green)
Malave-Dilan, Martin (New York City Council, District 37)
Maloney, Carolyn B. (US Congress, State of NY, District 14)
Maloney, James (US Congress, State of CT, District 5)
Manning, Patrick R. (New York State Assembly, District 99)
Marseglia, Mario A.
Marsh, Jonathon
Marshall, Helen M. (New York City Council, District 21)
Martinez, Jessica
Martinez, John S. (Connecticut State House of Rep., District 95)
Mathews, Rob
Matusow, Naomi (New York State Assembly, District 89)
Mazin, Blair

McArdle, Francis (General Contractors Association of New York)
McCaffrey, Walter M. (New York City Council, District 26)
McClean, Lawrence (Manhattan Community Board No. 9)
McCloud, Darlene (Preservation League of New York State)
McConie, Jim
McDaniel, Frenchy
McDermott, Brian (Connecticut State Senate, District 34)
McDonald, Anne (Connecticut State House of Rep., District 148)
McFeeley, Tom (The Advocate)
McGee, Joseph (Southwest Corridor Action Council / SACIA)
McKinney, John (Connecticut State Senate, District 28)
McLaughlin, Jayne (New York State Dept. of Parks, Rec. & Hist. Pres.)
McMahon, James W. (New York State Police)
McQueen, James (Federal Railroad Administration)
Medaglia, Ernest A.
Mendez, Lisa (Empire State Passenger Association)
Mendez, Olga (New York State Senate, District 28)
Metz, Peter A. (Connecticut State House of Rep., District 101)
Meyer, Chris (New York Public Interest Research Group)
Meyer, Stuart
Michels, Stanley E. (New York City Council, District 7)
Miele, Sr., P.E., Joel A. (New York City Dept. of Environ. Protection)
Miller, A. Gifford (New York City Council, District 5)
Miller, Joel L. (New York State Assembly, District 97)
Miller, Lawrence G. (Connecticut State House of Rep., District 122)
Mills, III, Howard D. (New York State Assembly, District 95)
Mislutt, Robert
Mobley, Veronica
Mohr, Andy (New York State Dept. of Transportation)
Morahan, Thomas P. (New York State Senate, District 38)
Morris, Michael G. (Northeast Utilities/CT Light and Power)
Morrison, Susan
Mott, Chris
Mott, Peter R. (New York City Audubon Society)
Moyle, John (Scarsdale Audubon Society)
Moynihan, Daniel Patrick (US Senate, State of New York)
Murphy, Jim
Murphy, Thomas (American Kennel Club, Inc.)
Mushinksky, Mary M. (Connecticut State House of Rep., District 73)
Muslouglu, Subatay (Interactive Elements)
Nadelbach, Chris (Empire State Passengers Association)
Nadler, Jerrold I. (US Congress, State of NY, District 8)
Nelson, Stephen
Newton, II, Ernest E. (Connecticut State House of Rep., District 124)
Nickerson, William H. (Connecticut State Senate, District 36)
Nolan, Catherine T. (New York State Assembly, District 37)

Nunez, Rosalyn
Nusbaum, Arlene
Oberle, Lynn
O'Connell, P.
O'Connor, Kevin
O'Donovan, Jerome X. (New York City Council, District 49)
Oglebee, Robert
Ognibene, Thomas V. (New York City Council, District 30)
O'Neill, Arthur J. (Connecticut State House of Rep., District 69)
Onorato, George (New York State Senate, District 14)
Opel, Arthur J.
Opel, Jr., Arthur J.
Oplader, Tom
Oppenheimer, Suzi (New York State Senate, District 36)
Orosz, Ted (MTA-NYCT)
Orsini Nardello, Vickie (Connecticut State House of Rep., District 89)
O'Shea, James
Panaroni, Peter (Connecticut State House of Rep., District 102)
Pataki, George E. (New York State Office of the Governor)
Paterson, David (New York State Senate, District 29)
Peiper, Carol (Manhattan Community Board No. 6)
Penn, Alvin W. (Connecticut State Senate, District 23)
Perkins, Bill (New York City Council, District 9)
Perle, Joseph
Peters, Richard (New York State Dept. of Transportation)
Picca, Elisa (MTA-Long Island Rail Road - Strategic Investments)
Pierpont, Ruth (New York State Historic Preservation Office)
Pinkett, Mary (New York City Council, District 35)
Pinnis, Margers
Pizzurro, Joe
Plummer, John
Pompea, Frank
Portnoy, David
Povman, Morton (New York City Council, District 24)
Powers, Claudia (Connecticut State House of Rep., District 151)
Pratt, Art (URS Greiner)
Prendergast, Thomas (MTA-Long Island Rail Road)
Pretlow, James Gary (New York State Assembly, District 84)
Prince, Paul
Provenzano, Madeline (New York City Council, District 13)
Quinn, Christine (New York City Council, District 3)
Raab, Jennifer (New York City Landmarks Preservation Comm.)
Raddant, Andrew (US Department of the Interior)
Ramirez, Roberto (New York State Assembly, District 78)
Rampe, Joseph G. (Orange County)
Rangel, Charles B. (US Congress, State of NY, District 15)

Rastetter, Erich
Ravitz, John A. (New York State Assembly, District 73)
Redeker, James (NJ TRANSIT)
Reed, Philip (New York City Council, District 8)
Reid, Giovanne (Queens Community Board No. 3)
Reilly, T. Gorman (CIVITAS)
Reiss, Marcia (The Parks Council)
Reistrup, Paul (CSX Transportation)
Reuter, Lawrence (MTA-NYC Transit)
Rield, Giorgio
Riely, Neale
Rispte, Robert
Rivera, Jose (New York City Council, District 15)
Rivera, Peter M. (New York State Assembly, District 76)
Rizzotto, Dolores (Queens Community Board No. 2)
Robert, John (Bronx Community Board No. 2)
Robinson, Annette M. (New York City Council, District 36)
Robinson, Valries
Robles, Victor L. (New York City Council, District 34)
Robuts, Connie
Roche, John (Co-Op City Times)
Rocker, Nancy
Rocque, Jr., Arthur J. (Connecticut State Dept. of Environmental Protect.)
Rodriguez, Angel (New York City Council, District 38)
Rodriguez, Marysol (Bronx Community Board No. 5)
Rosado, David (New York State Senate, District 32)
Rose, Joseph B. (New York City Dept. of City Planning)
Rosenkranz, Iair
Rosetti, Michael (New York State Advocate for Disabled)
Ross, Giselle
Rothbaum, Alice
Roune, Janette
Rountree, Benita
Rowe, T. R. (Connecticut State House of Rep., District 123)
Roy, Gladys
Roy, Richard (Connecticut State House of Rep., District 119)
Rozales Gordon, Marsha (So. Dutchess Chamber of Commerce)
Rubinton, David
Runnion, John S. (Erste Bank, New York Branch)
Russianoff, Gene (Straphangers Campaign)
Ruthman, Bernard
Rutland, Jack (New York Historical Society)
Ryan, John J. (Connecticut State House of Rep., District 141)
Ryan, Penny (Manhattan Community Board No. 7)
Sabini, John D. (New York City Council, District 25)
Saland, Stephen M. (New York State Senate, District 41)

Samowitz, Lee A. (Connecticut State House of Rep., District 129)
Sampoli, Fabio (New Haven Chamber of Commerce)
San Angelo, Ronald (Connecticut State House of Rep., District 131)
Sanders, Steven (New York State Assembly, District 63)
Santora, Michael (The Monorail Society)
Santos, Angel
Satlin, S.
Saunders, Michael (Federal Railroad Administration)
Scarpetti, Angelina (Connecticut State Senate, District 22)
Schaaff, Chris
Schlossberg, MD, Irwin ()
Schmidt, Charlie (Con Edison)
Schneiderman, Eric T. (New York State Senate, District 30)
Schnitten, Rolland A. (National Marine Fisheries Svc. In NY)
Schribman, Lisa (Tri-State Transportation Campaign)
Schulman, Claire (Borough of Queens)
Schumer, Charles (US Senate, State of New York)
Scipio, Howard C. (Connecticut State House of Rep., District 93)
Scott, Alison
Scribner, David (Connecticut State House of Rep., District 107)
Seabrook, Larry (New York State Senate, District 33)
Seminerio, Anthony S. (New York State Assembly, District 38)
Serrano, Jose E. (US Congress, State of NY, District 16)
Sexton, Brendan (Municipal Art Society of New York, Times Square BID)
Shanahan, Jean (Mid Hudson So. TCC, c/o NYSDOT)
Shannahan, John W. (Connecticut State Historical Commission)
Sharpen, Emogene
Shaver, Peter (New York State Historic Preservation Office)
Shays, Christopher (US Congress, State of CT, District 4)
Shea, Pat (Connecticut State House of Rep., District 112)
Showenfeld, Robert
Sikdow, Amit (Co-Op City c/o Riverbay Corporation)
Silver, Sheldon (New York State Assembly, District 62)
Simon, Claire
Simon, Ellis
Singer, Ralph
Sinkevich, Steve (US Fish & Wildlife Service)
Skarimbas, Carissa (Co-Op City c/o Riverbay Corporation)
Smith, Jr., Win (Connecticut State Senate, District 14)
Smyth, J. (Covenant House)
Solomon, Kealy (PDCTC & Dutchess Co. Dept. of Plng. & Devel.)
Somma, Stephen R. (Connecticut State Senate, District 16)
Spalter, Laura
Spano, Andrew (Westchester County)
Spano, Michael J. (New York State Assembly, District 87)
Spano, Nicholas A. (New York State Senate, District 35)

Spigner, Archie (New York City Council, District 27)
Stabile, Alfonso C. (New York City Council, District 32)
Staples, Cameron C. (Connecticut State House of Rep., District 96)
Steinfeld, E.
Steinhaus, William C. (Dutchess County)
Steltz, Bill (Bronx Times)
Stephens, Jr., Willis H. (New York State Assembly, District 91)
Stern, Henry J. (New York City Dept. of Parks & Recreation)
Stimolo, Jean (Rideworks of Greater New Haven)
Stivaletti, Kathleen (MSGI)
Stofko, Lloyd (Guy Carpenter & Co. Inc.)
Stone, John (Connecticut State House of Rep., District 134)
Stoveken, Donald
Stringer, Scott M. (New York State Assembly, District 67)
Stripp, John E. (Connecticut State House of Rep., District 135)
Strole, Harry
Strong, Gary E. (NY Public Library: Queens Branch)
Suarez, Jorge
Subramanian, Suresh
Sullivan Norat, Kathleen (Dutchess County Economic Development Corp.)
Sullivan, Edward C. (New York State Assembly, District 69)
Sullivan, James F. (Connecticut State Dept. of Transportation)
Sunshine, Mark (Westwood Capital)
Suter, Steve
Sweeney, John E. (US Congress, State of NY, District 22)
Swendsen, Chris
Tate, Robert (College of New Rochelle - Co-Op City)
Taub, Arthur (Co-Op City Civic Group)
Thomas, Gary (US Army Corps of Engineers, NY District)
Thompson, Letitia (Federal Transit Administration, Region II)
Tikko, Anoot
Timmings, James (Westchester Municipal Officials Association)
Tocci, Ronald C. (New York State Assembly, District 85)
Tonucci, Vincent J. (Connecticut State House of Rep., District 104)
Tormey, Patrick J.
Toukville, Nancy
Tripp, James (Environmental Defense Fund)
Truglia, Christel H. (Connecticut State House of Rep., District 145)
Tucker, John F. (MTA-NYCT)
Tucker, Pearl
Tymniak, Paul Martin (Connecticut State House of Rep., District 133)
Ulrich, Mark
Upson, Thomas F. (Connecticut State Senate, District 15)
Vacca, James (Bronx Community Board No. 10)
Vallone, Peter F. (New York City Council, District 22)
Vanderhoef, C. Scott (Rockland County)

Vela, Guy J. (New York State Senate, District 34)
Villano, Peter F. (Connecticut State House of Rep., District 91)
Villas, Steve
Vincent, Michael
Vivona, Jerome
Vogt, Harold (Westchester County Chamber of Commerce)
Wallace, Lew (Connecticut State House of Rep., District 109)
Wang, James (Greater Bridgeport Regional Planning Agency)
Ward, Richard
Ward, Robert M. (Connecticut State House of Rep., District 86)
Warde, Alan (New York State Dept. of Transportation)
Warden, Lawrence A. (New York City Council, District 12)
Warsh, Jeffrey (NJ Transit)
Washburn, Alexandros E. (Pennsylvania Station Redevelopment Corp)
Washington, Val (Environmental Advocates)
Wasinzynski, Christopher ()
Wasserman, Julia B. (Connecticut State House of Rep., District 106)
Watkins, Juanita E. (New York City Council, District 31)
Waxman, Esther
Weber, Frank (Dutchess County Traffic Safety Board)
Weiner, Joel (NJ Transportation Planning Authority)
Weis, Joshua
Wells, M.
Werhle, Douglas (Empire State Development Corporation)
Wheeler, William (Metropolitan Transportation Authority)
White, Jr., Thomas (New York City Council, District 28)
Widawsky, David (Access to Region's Core Study c/o Port Authority)
Widlitz, Patricia (Connecticut State House of Rep., District 98)
Wiener, Anthony D. (New York City Council, District 48)
Wilken, Nancy
Wilkins, Marcia (Sierra Club)
Williams, Paul
Willis, E. Sidney (Greenwich Chamber of Commerce)
Wooten, Priscilla A. (New York City Council, District 42)
Worabew, Milke
Wright, Keith L. (New York State Assembly, District 70)
Wright, Lunette
Wurzburger, Myron
Wurzel, Marc (Grand Central Partnership)
Yarmus, P.E., James J. (Rockland County Dept. of Planning)
Yaro, Robert (Regional Plan Association)
Yozwiak, Bernard
Zahn, Steven (New York State Dept. of Environmental Conservation)
Zeltman, Eugene (New York State Power Authority)
Zupan, Jeffrey (Regional Plan Association)

APPENDIX E: LIST OF COMMENTORS

Adelman, Don (Joel Paul & Associates)
Adler, Barry (Empire State Passenger Association)
Ajello, Regina
Albert, Andrew (New York City Transit Riders Council)
Alevas, Donald P. (MTA-Long Island Rail Road)
Barrera, Stephanie
Bedell, Robert
Boyle, Susan (Transportation Alternatives)
Brumberg, Gary (McGraw-Hill)
Burford, Pam (MTA-Long Island Rail Road - ESA)
Burns, Donald (Federal Transit Administration, Region II)
Cameron, James (Connecticut Commuters Council)
Cerbone, William A.
Chabot, Rodney (Connecticut Rail Commuter Council)
Chobanian, Lisa
Cohen, Judi (Central Synagogue)
Colon, Jodie (Friends of Spuyten Duyvil)
Corbin-Mark, Cecil (West Harlem Environmental ACTion)
Crump, Penny (Greater New Haven Chamber of Commerce)
Cummo, J.
Delany, Sean (Lawyers Alliance for NY)
DePouli, William (Bell Atlantic)
Dolinsky, Beverly (Permanent Citizens' Advisory Committee To MTA)
Donnelly, Phillip
Doyle, Michael (Permanent Citizens' Advisory Committee To MTA)
Duffy, Richard (ESPA)
Edwards, Glenn
Engel, Eliot I. (US Congress, State of NY, District 17)
Feeney, Kevin (NRHS)
Ferrer, Fernando (Borough of Bronx)
Fitch, Ken (Friends for Parks and Public Lands)
Freilla, Omar (New York City Environmental Justice Alliance)
Gale, Lori (Parsons Brinckerhoff Quade & Douglas, Inc.)
Gallo, Dan
Gans, Richard (Transportation Alternatives)
Glick, Deborah (NY State Assembly, 66th District)
Gorman, Michael (Amtrak Police Dept.)
Grumer, Nelson (Riverbay Board of Directors)
Gueric, Gordon
Gursoy, Ahmet (Parsons Brinckerhoff Quade & Douglas, Inc.)
Hansen, Richard (New York State Dept. of Transportation, Region 11)
Hecht, Barry (New York State Dept. of Transportation)
Hill, Phyllis

Johnson, Larry
Kanarek, Jack (NJ Transit)
Kaywood, Reema (Times Square BID)
Keating, Joseph
King, Adam (Transportation Alternatives - Bronx Chapter)
Lapp, Floyd (New York City Dept. of City Planning)
Levin, Richard
Lichten, William
Liederman, Toby
Lief, Steven (APC)
Lipson, Paul (Hunts Point Community Development Corporation)
Lovell, Joanne
Macnow, Ellen (NYC Parks and Recreation)
Marseglia, Mario A.
McGee, Joseph (Southwest Corridor Action Council / SACIA)
Meyer, Stuart
Murphy, Thomas (American Kennel Club, Inc.)
Nadelbach, Chris (Empire State Passengers Association)
Nelson, Stephen
Nunez, Rosalyn & Milton
O'Shea, James
Oberle, Lynn
Olmsted, Robert
Pinnis, Marces
Prosi, Sue (Southwestern Regional Planning Agency)
Reinhold, Arnold G.
Reuben, Jeff
Roberts, Connie
Rosenkranz, Iair
Sarmiento, George (Rockland County Dept. of Planning)
Schlossberg, MD, Irwin
Serrano, Jose E. (US Congress, State of NY, District 16)
Showenfeld, Robert
Sikdar, Amit (Co-Op City c/o Riverbay Corporation)
Silverman, Ken (Riverbay Management)
Smyth, J. (Covenant House)
Stewart, Ken (Manhattan Community Board No. 4)
Stivaletti, Kathleen (MSGI)
Stofko, Lloyd (Guy Carpenter & Co. Inc.)
Sunshine, Mark (Westwood Capital)
Swendsen, Chris
Timmings, James (Westchester Municipal Officials Association)
Tormey, Patrick J.
Venich, Lou (Port Authority of NY/NJ)
Warsh, Jeffrey (NJ Transit)
Widawsky, David (Access to Region's Core Study c/o Port Authority)

Williams, Paul
Willis, E. Sidney (Greenwich Chamber of Commerce)
Yarmus, P.E., James J. (Rockland County Dept. of Planning)
Zupan, Jeffrey (Regional Plan Association)

APPENDIX F: POTENTIAL NEW STATION LOCATIONS SUGGESTED DURING SCOPING

Potential new station locations, in addition to those listed in the Draft Scoping Document, were suggested during the scoping process for consideration in the MIS/DEIS. Potential new station(s) locations for Penn Station access alternatives will be determined and evaluated beginning with the second phase of the alternatives development and evaluation process (i.e., after the qualitative screening of preliminary alternatives) and continuing with more detailed evaluation of the short list of alternatives. The list of potential new station locations includes:

- *Along Metro-North's Hudson Line, Amtrak's Empire Line (listed north to south)*
  - enlarged station in Tarrytown, at the base of the Tappan Zee Bridge;
  - West 181st Street, or West 169th Street, i.e., vicinity of the George Washington Bridge, Columbia Presbyterian Medical Center, Washington Heights;
  - West 138th Street, in vicinity of City College of New York;
  - somewhere between West 116th and 125th Streets, to serve Harlem and Columbia University area;
  - Upper West Side, e.g., West 72nd Street;
  - West 49th/50th Streets;
  - near the Jacob Javits Convention Center, the West Side Yard, with connection at West 39th Street;
  - construction of a new stub-end station, using northern or southern West Side Yard tracks and new connection to Empire Line around West 39th Street, with shuttle bus connection to Penn Station.
- *Along Metro-North's Harlem Line, same as with Hudson or New Haven, depending on alignment, plus*
  - Yankee Stadium.
- *Along Metro-North's New Haven, Amtrak's Hell Gate Line (listed east to west)*
  - re-open Pelham Manor station;
  - City Island
  - Co-Op City
  - vicinity of Pelham Parkway;
  - near Bronx Medical and Psychiatric Centers/Einstein Hospital/Eastchester Road;
  - Parkchester at Unionport and White Plains Roads;
  - Hunts Point, potentially in the former Amtrak station;
  - Astoria, with connection to the N train and possible LaGuardia Airport service;
  - Woodside, for connection to the LIRR;
  - Sunnyside Yard, for connection to the LIRR.