

# MTA Long Island Rail Road

## East Side Access and

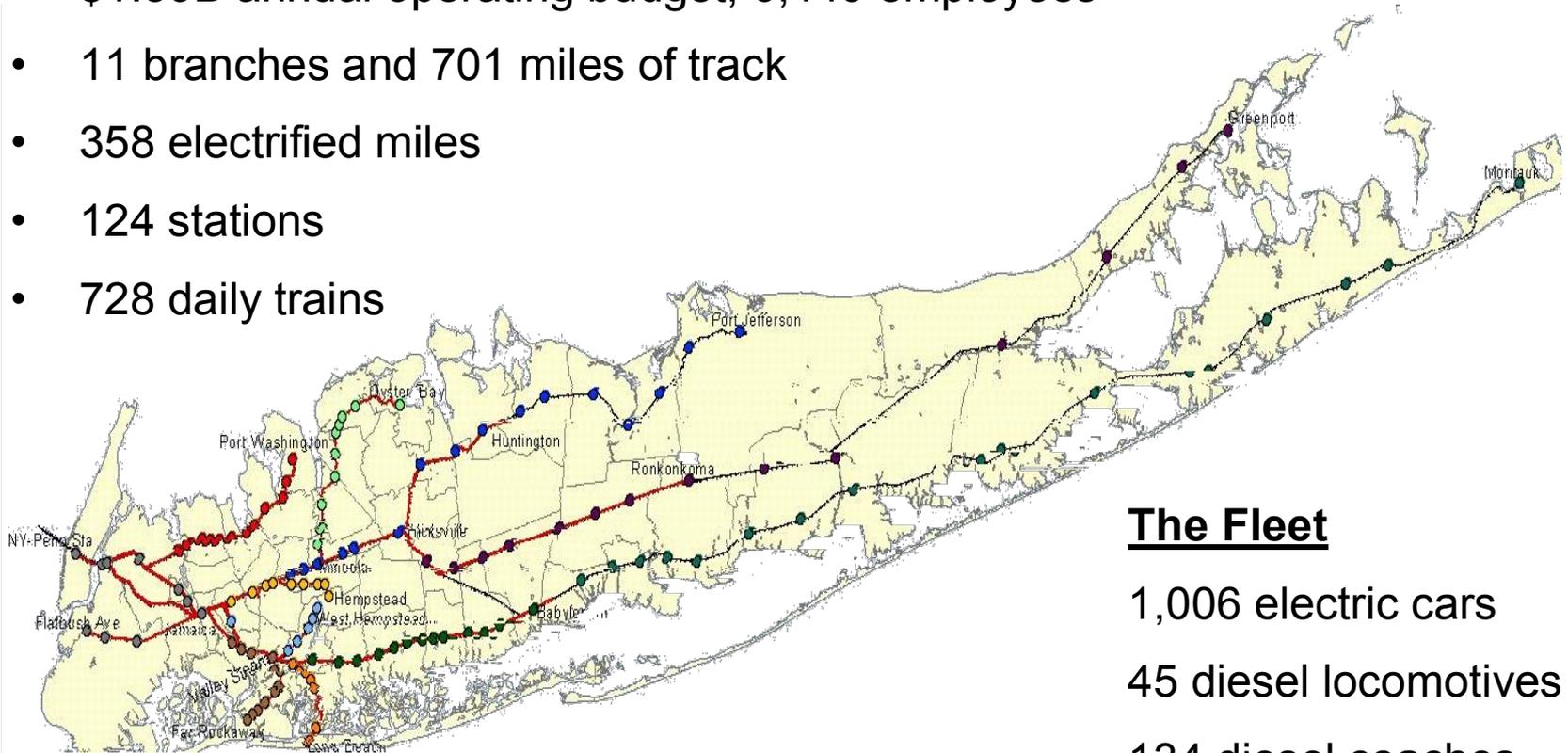


## Third Track – Main Line Corridor Improvements

# LIRR: The Busiest Commuter Railroad in North America

## The LIRR

- Approximately 289,000 avg. weekday ridership; 86.1\* million annual riders
- \$1.39B annual operating budget; 6,449 employees
- 11 branches and 701 miles of track
- 358 electrified miles
- 124 stations
- 728 daily trains



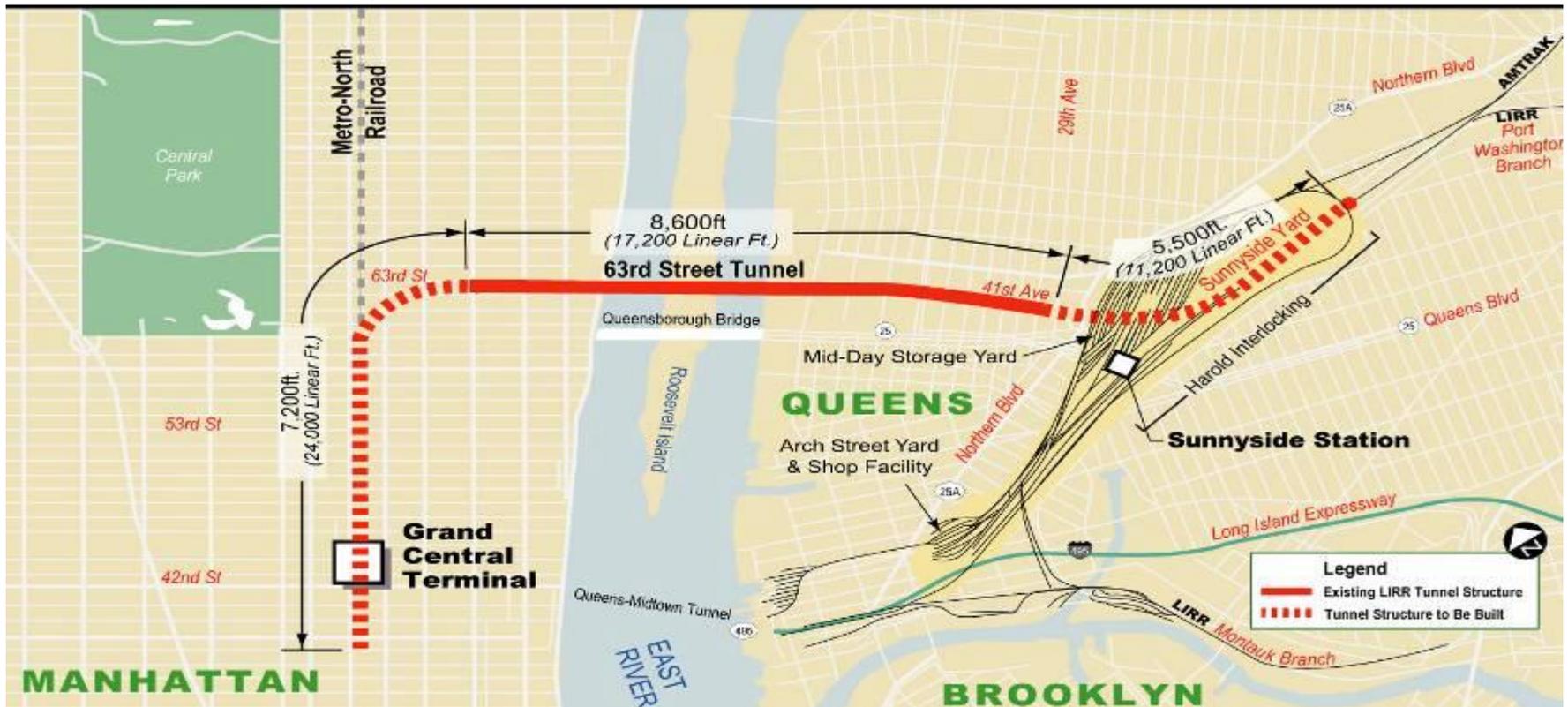
## The Fleet

1,006 electric cars  
45 diesel locomotives  
134 diesel coaches

**\*the highest number of customers served since 1949**

# East Side Access Scope

- 3½ route miles of tunnels
- A new terminal station at Grand Central Terminal
- Up to 40 min. daily travel savings (equals 20 vacation days annually)
- New cars – 264 (Estimated)
- 24 trains per hour (tph) to GCT and maintain 37 tph to Penn
- Service Date 2015 (Estimated)



# East Side Access Support Projects

## 3 Key Investments Essential to Support East Side Access



**Jamaica**



**Rail Yards**

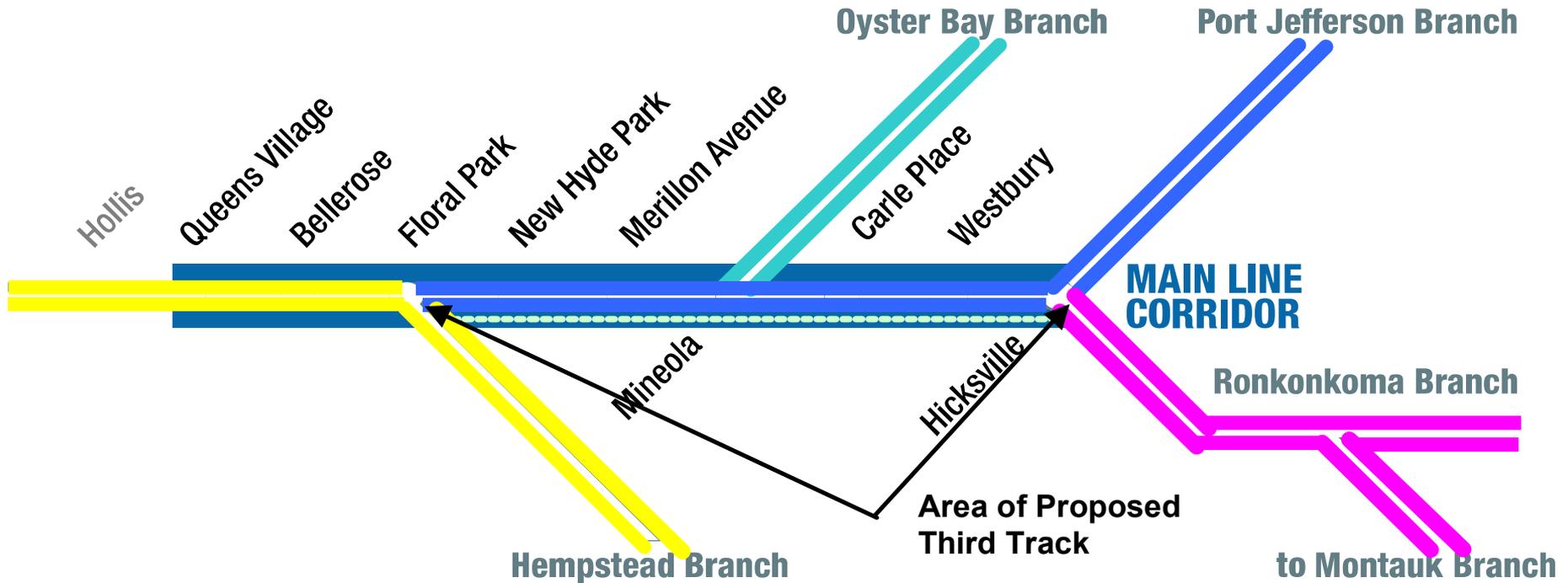


**Main Line  
Corridor  
Improvements**

# Main Line Corridor Infrastructure Improvements Equal Service Reliability



# Main Line Corridor Capacity



## Branches Converging on Corridor

- Hempstead
- Oyster Bay
- Port Jefferson / Huntington
- Ronkonkoma
- Montauk

**Carry 41% of Ridership**

# LIRR Alternative



**Long Island Expressway**

# Main Line Corridor Public Outreach Overview

## LIRR HAS LISTENED TO THE PUBLIC

### May & June 2005: Public Scoping Meetings

- Held 6 public scoping meetings, June 2005
- 1,502 attended
- 239 spoke
- 2,500 written comments

## THIS INPUT SHAPED OUR CRITERIA IN DEVELOPING OUR PROJECT

### Nov 2006 – Present:

Over 40 meetings with local elected officials  
and community groups

### Public Concerns:

**Third Track  
Location/Property  
Impacts**

**Grade Crossing  
Elimination**

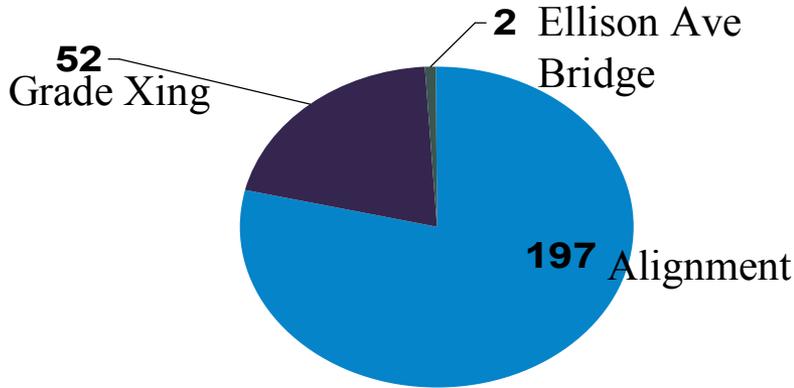
**Bridges Impacts**

**RESULTED IN REFINEMENT AND  
REDUCTION OF IMPACTS**

# Property Impacts Reduced

Outreach has resulted in project refinement and reduction of impacts.

Property Impacts – Early Proposal

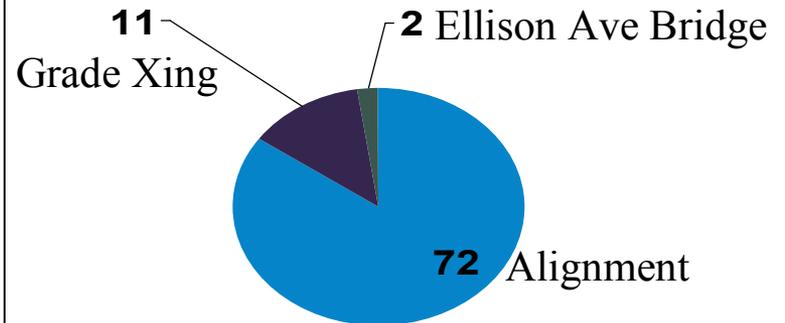


Total Property Impacts: 251

Potential Residential Takings: 17

OUTREACH

Property Impacts – Current Proposal\*



Total Property Impacts: 85\*

Residential Properties Impacted 31

Impacted by Less Than 5 Feet 21

Impacted Between 5 and 13 feet 8

Potential Residential Takings: 2

## NOTES:

\* Reflects Alternate B in New Hyde Park; Three vacant properties are double-counted in the pie chart for having both alignment and crossing impacts. Net property impact total = 82.

Property impacts are subject to change depending on alternates selected, final engineering design and measures selected to reduce impacts.

# Regional Benefits

## Regional Benefits of Third Track / Main Line Corridor

- Improved service reliability for 5 LIRR branches and 41% of daily riders.
- Increased and more reliable service to Penn Station and Grand Central Terminal.
- Enhanced safety and accident prevention.
- Reliable alternative to automobile trips.
- Increased intra-island service through corridor.
- Support LI housing market – maintain competitiveness with region.
- Support local and regional economic growth.
  - **25.2% projected employment growth in NYC (2030)\***
  - **26.6% projected employment growth on LI (2030)\***

# Main Line Corridor with ESA Supports Economic and Transit-Oriented Development



Mineola Intermodal Center

- Anticipated to create up to 25,000 construction-related jobs
- New investment in local communities
- Support town and village tax base
- Accommodate increased ridership



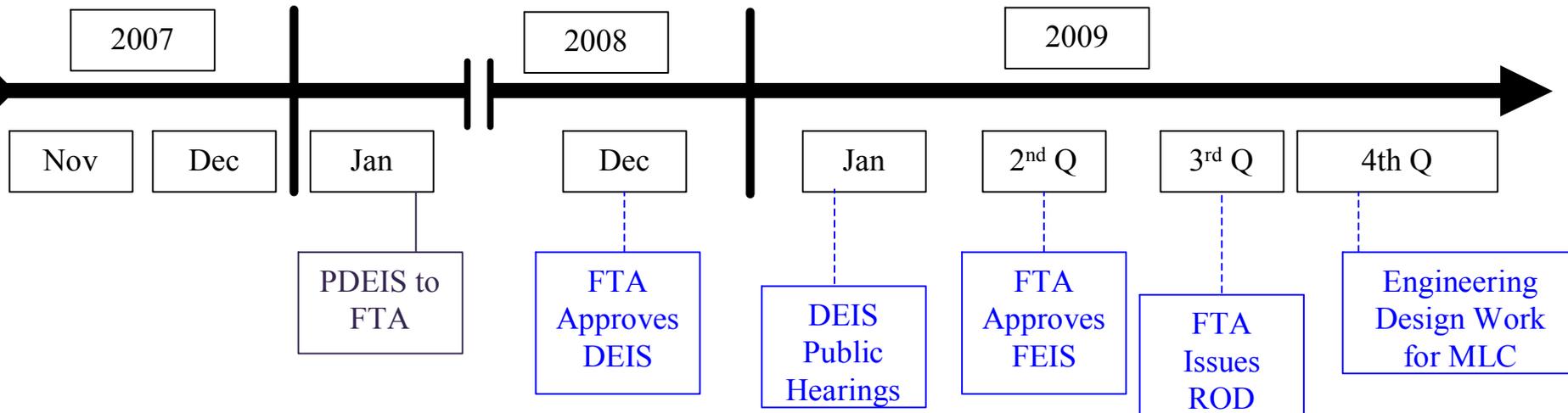
Westbury Condominiums

# Next Steps

- Submission of Preliminary Draft Environmental Impact Statement to FTA: January 31, 2008

The following dates are preliminary, subject to FTA review and approval:

- *FTA review and approval of Draft EIS: December 2008*
- *Public review and public hearings: 4<sup>th</sup> Quarter 2008 – 1<sup>st</sup> Quarter 2009*
- *Final EIS: 2<sup>nd</sup> Quarter 2009*
- *FTA grants Record of Decision (ROD): 3<sup>rd</sup> Quarter 2009*
- *Engineering Design: 2009*
- *Construction start date: 1<sup>st</sup> Quarter 2010*



# LIRR To GCT In 2015 (Estimate)

**Next Stop...**



**...Grand Central!**