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; 82.1 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
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
- 24 trains per hour (tph) to GCT and maintain 37 tph to Penn
- Service Date 2014 (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

Passing Lane

Grade Crossing @ New Hyde Park Road

Mineola Flooding

Ellison Avenue Bridge
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
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

RESULTED IN REFINEMENT AND REDUCTION OF IMPACTS

Public Concerns:

- Third Track Location/Property Impacts
- Grade Crossing Elimination
- Bridges Impacts
Property Impacts Reduced

Outreach has resulted in project refinement and reduction of impacts.

**Property Impacts – Early Proposal**

- Grade Xing: 52
- Ellison Ave Bridge: 2
- Alignment: 197

Total Property Impacts: 251

**Potential Residential Takings:** 17

**Property Impacts – Current Proposal***

- Grade Xing: 11
- Ellison Ave Bridge: 2
- Alignment: 72

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 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

- Anticipated to create up to 25,000 construction-related jobs
- New investment in local communities
- Support town and village tax base
- Accommodate increased ridership
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*: 1st – 2nd Quarter 2008
- *Public review and public hearings*: 2nd – 3rd Quarter 2008
- *Final EIS*: 4th Quarter 2008
- *FTA grants Record of Decision (ROD)*: 1st Quarter 2009
- *Engineering Design*: 2009
- *Construction start date*: 1st Quarter 2010
Next Stop...

...Grand Central!