

**MEETING MINUTES**

**To:** Joint TAC/PAC Alternatives  
 Subcommittee

**Date:** 10/22/98

**From:** Vincent Truncellito, TAC Subcommittee Member  
 John Rozankowski, PAC Subcommittee Member

**Meeting Location:** NYMTC  
 1 WTC  
 82<sup>nd</sup> Floor, Suite 82E

**Re:** MTA Contract No. 1-01-97054-0-0  
 LSTS Project # 4351

**Meeting Title:** Joint TAC/PAC Alternatives Subcommittee Meeting #1

**Attendees:**

Name	Organization
Michelle Bager	NYMTC
Maryellen Bennett	PANY/NJ
Gerry Bogacz	NYMTC
Florence Daniels	Public Member, Man. C. B. #1
Nancy Danzig	FTA
Michael Doyle	PCAC
Stephanie Gelb	BPCA
Coco Gordon	Coalition for Better Transit
William K. Guild	Coalition for Better Transit
Jan Khan	NYMTC
Floyd Lapp	NYC Planning
Jack Dean	MTA
Larry Fleischer	MTA

Name	Organization
Leonard Linten	
Albert Papp	NJ Assoc. of RR passengers
Michael O'Connor	Alliance for Downtown
John Rozankowski	FBCC
Robert Schumacher	PCAC, MTA
Louis Sepersky	MetroEast
Vincent Truncellito	NJ Transit
Steve Weber	RPA
Jonathon Williams	Sam Schwartz Co.
Jeff Zupan	RPA
Alexandra Zetlin	ZSC

Ruby Siegel	LSTS
Peter Allibone	LSTS
Chris Taylor	LSTS
Nicole Bucich	LSTS

Andrea Weiss	ZSC

**Highlights:**

Jack Dean opened the meeting and praised both the PAC and the TAC for successfully pulling together so many alternatives into a coherent and strategic list of options. The meeting continued with brief presentations by the TAC and PAC subcommittee chairpersons on the process followed and the results to date of their respective groups. Gerry Bogacz stated that over its last 3 meetings, the TAC group decided on transit connectivity as a prime goal, developed major “templates” for grouping and narrowing the long list of alternatives, developed a list of 10 “common-thread” concepts. Lou Sepersky described how the PAC group indexed the long list alternatives into broad categories, categorized some less capital-intensive proposals as short-term improvements, and “boiled down” the rest into 3 long-term plans plus an additional alternative involving hybrid equipment.

Meeting attendees agreed that the following three alternatives are nearly identical in both lists, and thus qualify for mutual acceptance.

- Alternative LL1 (former TAC L1, L2 and PAC LT1) – commuter rail service between GCT or Penn Station and Flatbush Terminal via Lower Manhattan, with potential extension to Jamaica
- Alternative LL2 (former TAC L6, L7, L8, L9 and PAC LT2) – extension of MESA 2<sup>nd</sup> Avenue Line proposal south to Lower Manhattan and thence to Brooklyn via Williamsburg Bridge, Montague Street Tunnel, or other crossing. The joint subcommittee members accepted these alternatives, with added flexibility on an appropriate East River crossing under Alternative LL2, as reflected above. There was also agreement to “roll-up” TAC Alternatives L6, L7, and L8 as elements of new Alternative LL2, as they are minor variations of each other.
- Alternative LL3 (former TAC L10 and PAC LT3) – Conversion of LIRR Atlantic Branch to subway operation, serving Jamaica, Brooklyn, Lower Manhattan, and possibly Midtown

Florence Daniels objected to the omission of an east-west people mover connecting all subways between 2nd Avenue and the World Trade Center, as part of Alternative LL2. Jeff Zupan and others acknowledged the legitimacy of Lower Manhattan **circulation** as an issue, but argued that it does not fall under the purview of this study, which is concerned with Lower Manhattan **access**. Ms. Daniels countered that concern for such circulation is not limited to local residents but is shared by those that commute to the district, i.e., circulation is part of the access problem.

John Rozankowski pointed out that the PAC voted to create a subcommittee to address this issue.

Mr. Dean suggested that such an item is a detail that can be addressed during the evaluation of this, or several other alternatives. He also suggested that the group focus on broad alternative

options from a customers point of view, rather than the engineering details at this stage in the study.

At this point, TAC's proposals L4 and L5 concerning shuttles were discussed. Attendees questioned whether a shuttle is a long-term or short-term alternative. Mr. Sepersky differentiated between the two in terms of cost and amount of time for new construction. Nicole Bucich defined a shuttle as long-term if it involved new construction. Mr. Dean defined a shuttle as requiring a transfer to lower Manhattan and would be a special or "captive train". This train would have amenities not present in regular subway cars. Ms. Daniels objected to the shuttle because it would interfere with subway service and be empty most of the time. Mr. Zupan felt that the shuttle was a waste of resources, and Michael O'Connor agreed that the shuttle does little for lower Manhattan access. Mr. Fleischer argued that it was prudent to retain the alternative now, without pre-judging it, and let the analysis decide its fate. The group agreed with this.

PAC Alternative LT4 generated some discussion concerning assumptions about the availability of capacity on the BMT Line, considering MESA and LaGuardia Airport access proposals. Albert Papp argued for retention of this alternative on the basis that it is the only one attempting to meld two rail service modes. Again, the group agreed not to prematurely enter analysis, and to let the alternative proceed to the evaluation phase. Thus, the mutually-accepted list contains 8 alternatives for initial analysis.

Ms. Bucich presented 5 additional improvement ideas to the group for consideration, ideas that were originally suggested through the scoping process but by oversight were omitted from the previous long list of alternatives. None of these were accepted by the meeting attendees for inclusion in the final list.

Mr. Papp distributed and discussed a letter addressed to the MTA and the Access to the Region's Core (ARC) Study project staff on behalf of NJARP. It suggested a merged ARC/LMAA alternative, involving a new trans-Hudson tunnel from New Jersey (Exchange Place vicinity) to Lower Manhattan that would link with a commuter rail extension from GCT to Lower Manhattan.

### **Future Meetings**

Continuing meetings of the Alternatives Development Subcommittees, either joint or separate, will be announced if and when they are required. The next meeting of the full TAC will be November 18 at 2:00 at NYMTC. The next meeting of the full PAC will be held December 4 at 12:00 Noon at Spector Hall (22 Reade Street).