



PCAC

PERMANENT CITIZENS
ADVISORY COMMITTEE TO THE MTA

Meeting Minutes of

September 6, 2018

A meeting of the Permanent Citizens Advisory Committee to the MTA (PCAC) was convened at 12:00 noon on September 6, 2018 in the MTA Board Room, 20th Floor, 2 Broadway, New York, New York 10004.

Member Attendance

Andrew Albert (Chair)	Present
Randolph Gluckman (Vice Chair)	Present
Francena Amparo (MNRCC)	Absent
Gerard P. Bringmann (LIRRCC)	Present
Sheila Carpenter (LIRRCC)	Absent
Richard Cataggio (MNRCC)	Absent
Francis T. Corcoran (MNRCC)	Absent
Mark J. Epstein (LIRRCC)	Absent
Orrin Getz (MNRCC)	Present
Ira Greenberg (LIRRCC)	Present
Michael Godino (LIRRCC)	Absent
Stuart Goldstein (NYCTRC)	Present
Christopher Greif (NYCTRC)	Present
William Guild (NYCTRC)	Present
Marisol Halpern (NYCTRC)	Absent
Rhonda Herman (MNRCC)	Absent
Sharon King Hoge (NYCTRC)	Absent
Trudy L. Mason (NYCTRC)	Present
Scott R. Nicholls (NYCTRC)	Present
Raymond Pagano (LIRRCC)	Absent
Bryan Peranzo (LIRRCC)	Absent
Marilyn N. Poterson (LIRRCC)	Absent
Edith M. Prentiss (NYCTRC)	Present
Larry Rubinstein (LIRRCC)	Absent
Burton M. Strauss, Jr. (NYCTRC)	Present

Staff Attendance

William Hendersn (Executive Director)	Present
Ellyn Shannon (Associate Director)	Present
Bradley Brashears (Planning Manager)	Absent
Sheila Binesh (Transportation Planner)	Present
Karyl Cafiero (Research Associate)	Present
Deborah Morrison (Administrative Assistant)	Present
Jayendra Bhardwaj (Intern)	Present

Non-member Attendance

<u>Name</u>	<u>Affiliation</u>
Matthew Kessler	Former PCAC Member
James Richardson	Metro-North
Angela Bellisio	NYCDCP

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Ann Mannino
Debra Greif
William Stanford, Jr.
Eric Wollman
Michael Howard

BFSSAC
BFSAC
Concerned citizen
Concerned citizen
Concerned citizen

Time Point

Video Part 1

01:32

Approval of Agenda for September 6, 2018 meeting.

01:43

Approval of Minutes for June 7, 2018 meeting.

Chair's Report attached.

Board Reports

LIRRCC Board Report

- Marilyn Potterson is a new member to the LIRRCC
- The 13 LIRR trains that were canceled or reduced, restored
- Amtrak work completed except for now work nights and weekends
- Double track project completed
- Phil Eng was a guest at LIRRCC mtgs. in July and August
- LIRR announced LIRR Care for rider assistance needed ahead
- LIRR Customer Conversations with Phil Eng and LIRR staff
- LIRR has countdown clocks now, timing points may increase

19:40 T. Mason: LIRR's OTP is the worst in 18 years, Ira, any comment?
I. Greenberg: Neither the railroad or transit are meeting goals. Actions are being taken.

23:15 S. Goldstein: Asked if there is an Atlantic Ticket update and if countdown clocks are accompanied by verbal announcements? There is no Atlantic Ticket update yet, and NYCT can look at what technology the railroad uses that also provide announcements.

A. Albert: Suspends the **Council Chair's Reports suspended, for Surprise Guest Ronnie Hakim giving a farewell message **

24:08 Managing Director Ronnie Hakim: ...Bill Henderson...this was going to be Bill's last PCAC meeting. On behalf of the Office of the Chairman and Chairman Lhota, Bill you have dedicated years of service, people out there have no idea how important and valuable groups like this are. Your leadership has translated into policy information and impacts. I'm not even sure if you all are aware of the phone calls, the notes, quick email that Bill might send or Andrew might reach out to me. And I think it is critically

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important that we acknowledge the value of your leadership for PCAC. You had small but big shoes to fill. But you did so really admirably, and on our behalf, we thank you.

26:08 PCAC's NYCTRC, MNRCC, Andrew Albert, Randy Glucksman, thanks Bill and reads several notes from MNRCC past and present members including from: Steve Lofthouse, Rhonda Herman, Francis Corcoran. NYCTRC members thank Bill Henderson: Trudy Mason, Chris Greif, Burton Strauss. LIRRCC member Ira Greenberg and NYCT's Deborah Hall-Moore thank Bill Henderson.

41:40 E. Shannon: Presents PCAC's resolution commending Bill for his service.

46:13 W. Henderson: Addresses the PCAC with closing remarks.

48:00 E. Prentiss: Regarding the LIRRCC report - There are no announcements on the Port Jeff line beyond Huntington and the LCD screens don't work most times. Conductors are not walking through cars to provide information.

MNRCC Board Report

50:26

- MNR was recognized by APTA for safety/tracks program.
- White Plains construction was confusing for passengers, correspondence was given to MNR regarding this issue.
- MNR President Cathy Rinaldi wrote to NJ Transit that MNR would withhold payments due to cancelled trains.

NYCTRC Board Report

52:42

- Everyone is trying to get ready for the April 2019 L Train shutdown discussion.

54:14 C. Greif: The Avenue R station opened yesterday. The B44 SBS is now stopping at the station. President Byford's Brooklyn town hall is Sept. 25.

54:58 E. Prentiss: Elevators are being taken out of service that don't need repairs. The elevator wasn't out when I checked in the morning. The MyMTA app doesn't give option of walking/wheeling for more than half a mile. Every elevator coming to/from Brooklyn was out of service this morning.

57:00 A. Albert: What we need is real-time elevator indicators, which is not in existence right now.

1:00:11 T. Mason: Train announcements on F train say to get off on 2nd Avenue at Houston St., without explaining that there are two exits: one at Houston and

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on at Allen St. – the direction announcements need to be made more clear to indicate this.

- 1:02:00 **Introduction of Speaker: Eve Michelle, Program Exec for the Penn Access Project, and Mike Schiffer, VP Planning at MNR on Penn Station Access and the 4 new Bronx stations for Metro North**
- 1:25:25 E. Prentiss: Going uptown, there is no way to get into Amtrak short of going to Penn Station. The accessible stop is Yonkers and it's a disaster. Is there discussion to fix this?
M. Schiffer: We need to look at the specific issues at Yonkers. All the new Bronx stations will be accessible. I can't speak for Amtrak.
- 1:27:00 K. Cafiero: Amtrak wants to enhance the number of trains it runs on the tracks by 30% because it's underutilized. Penn Station Access will expand that.
- 1:30:11 C. Greif: Are you going to be adding a transfer to Amtrak at any of the new Bronx stations?
M. Schiffer: It's up to Amtrak where they want to stop their trains. Right now we have transfers at New Rochelle and Stamford. Amtrak has not yet expressed the desire to stop their trains at the new stations.
C. Grief: Would you propose it at perhaps at Hunts Point.
M. Schiffer: We are still in discussion with Amtrak about the nuts and bolts.
- 1:32:17 O. Getz: Has through service been discussed?
M. Schiffer: Yes- More recently with the football trains from New Haven through Penn that we were running against some of the constraints NJ transit has been facing. Yes we are very interested in this but it depends on what the volumes will be and the trip generators. The most notable is the Newark airport.
- 1:33:41 T. Mason: How do you define Amtrak as a premium service? Sometimes it runs and sometimes it doesn't.
M. Schiffer: It's based on the pricing – it's their standard service.
- 1:40:44 E. Shannon: With increased reverse commuting and high ridership to stations like New Rochelle and Stamford, is it possible to do operations ahead of time to run the service at the new Bronx stations – not going all the way into Penn Station.
M. Schiffer: Some of that is governed by the ability to turn trains. Anything is possible if you start phasing it. We have to look at the demand. There is a lot of work to take place for the New Haven line to be able to handle it at New Rochelle.
- 1:42:03 E. Shannon: Have you looked at station houses for any of the Bronx stations or talked to the City about that? Station as a destination?

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M. Schiffer: The initial concept was the new Metro-North stations tend to stay away from that due to maintenance. We, as a MTA family, always look for opportunities for partnerships and we are talking with stakeholders, including the NYC City Department of Planning. We are participating in community workshops and there may be an opportunity within the station area plan. Typically the approach that's taken is we start with the basics and private entities can decide to add to that.

E. Michelle: This type of major infrastructure improvement is going to radically upgrade the adjacent neighborhoods. That being said, we really have to stick to our core mission. We have done an economic analysis of the tangential benefits to the adjacent neighborhood. We have been meeting with the City and there has been talk of value capture.

1:44:28

S. Goldstein: Did you consider the abandoned Port Morris line for trains across the Bronx to relieve the pressure from the nearby subway?

M. Schiffer: There are some geometrical constraints with the curvature. The standard car lengths are too long. Much of it has been built over now.

1:45:44

C. Greif: Co op City new station will relieve the pressure from nearby buses. This station needs to be accessible due to disability and senior residents.

Adjourned at 2:00pm

[PCAC Video Part 1 of 1](#)

The meeting was adjourned at 2:00 PM.

Respectfully submitted,

Ellyn Shannon
Associate Director

Penn Station Access Overview and Status Update

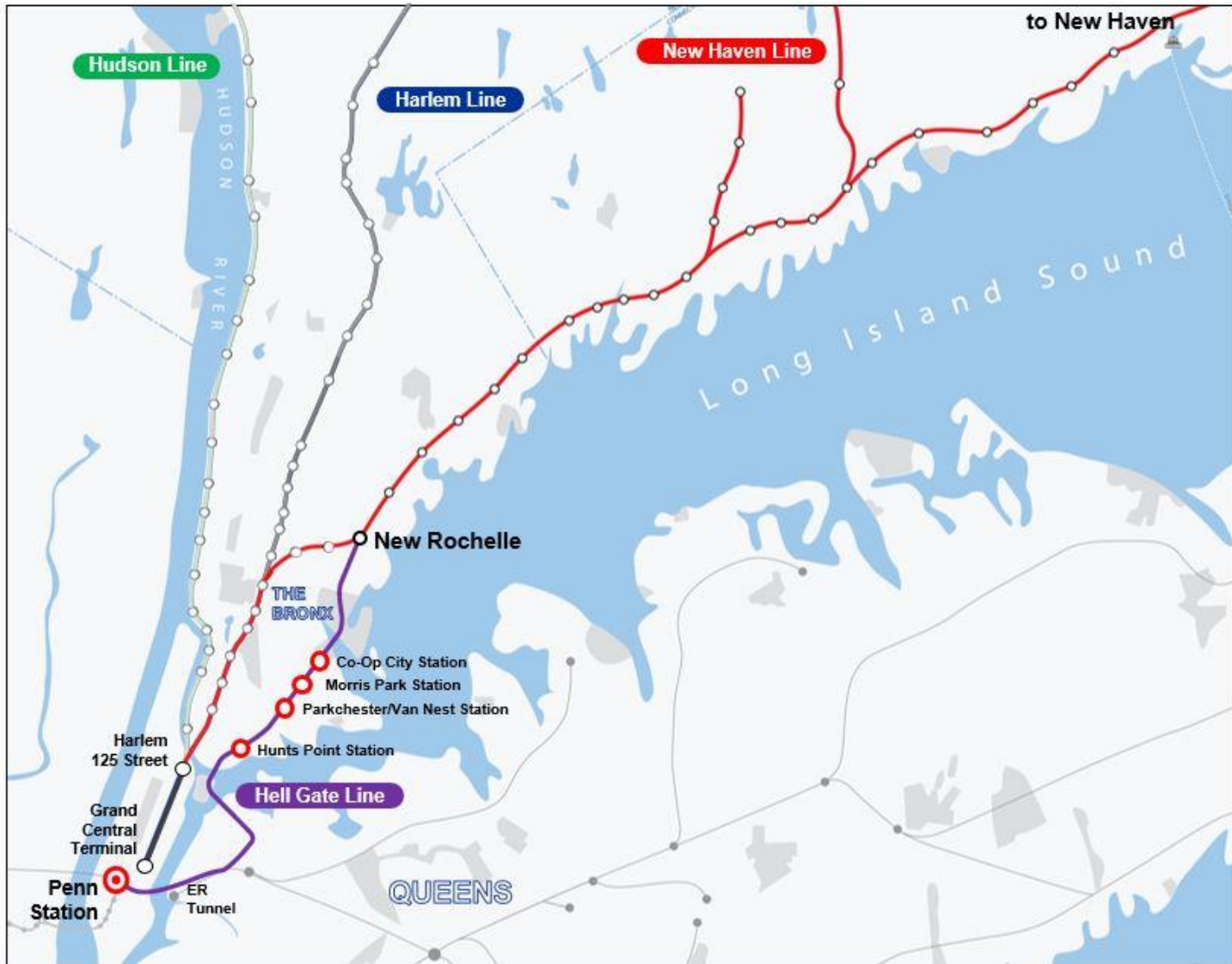
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Project Study Map



Regional Benefits

- Improves network resiliency in the event of future service disruptions, severe weather events and other emergency situations
- Makes new parts of region accessible to the East Bronx
- Provides a new, faster train ride -without transfers- from New Haven Line communities to jobs, shopping and entertainment on Manhattan's West Side
- Enhances capacity by leveraging use of existing rail network in a cost-effective manner
- Helps the region attain the full benefits of the Long Island Rail Road East Side Access project
- The shifting of some NHL trains with PSA could add capacity at Grand Central for more Harlem & Hudson service



Communities Served in the Bronx



- Co-op City: Services a major residential community of 50,000 people



- Morris Park: Major hospital center with over 13,000 employees and adjacent to the proposed reuse of the former Bronx Psychiatric Center site



- Parkchester/ Van Nest: Situated between two distinctive adjacent residential communities of over 40,000 people



- Hunts Point: Vibrant mixed-use residential community of 36,000 people and adjacent to the NYCT #6 subway train.

PSA Infrastructure Map



Conceptual Operating Characteristics*

- Subject to results from ridership demand forecasts and further operating studies
- Possible use of NHL stations such as Stamford and New Rochelle as transfer points between GCT and Penn Station NHL trains
- Metro-North NHL service operates on the same tracks and concourse space in Penn Station as LIRR

* Subject to Change



Brief Project History

- **1999-2015** Conducted Federal Alternatives Analysis
Performed preliminary environmental analysis

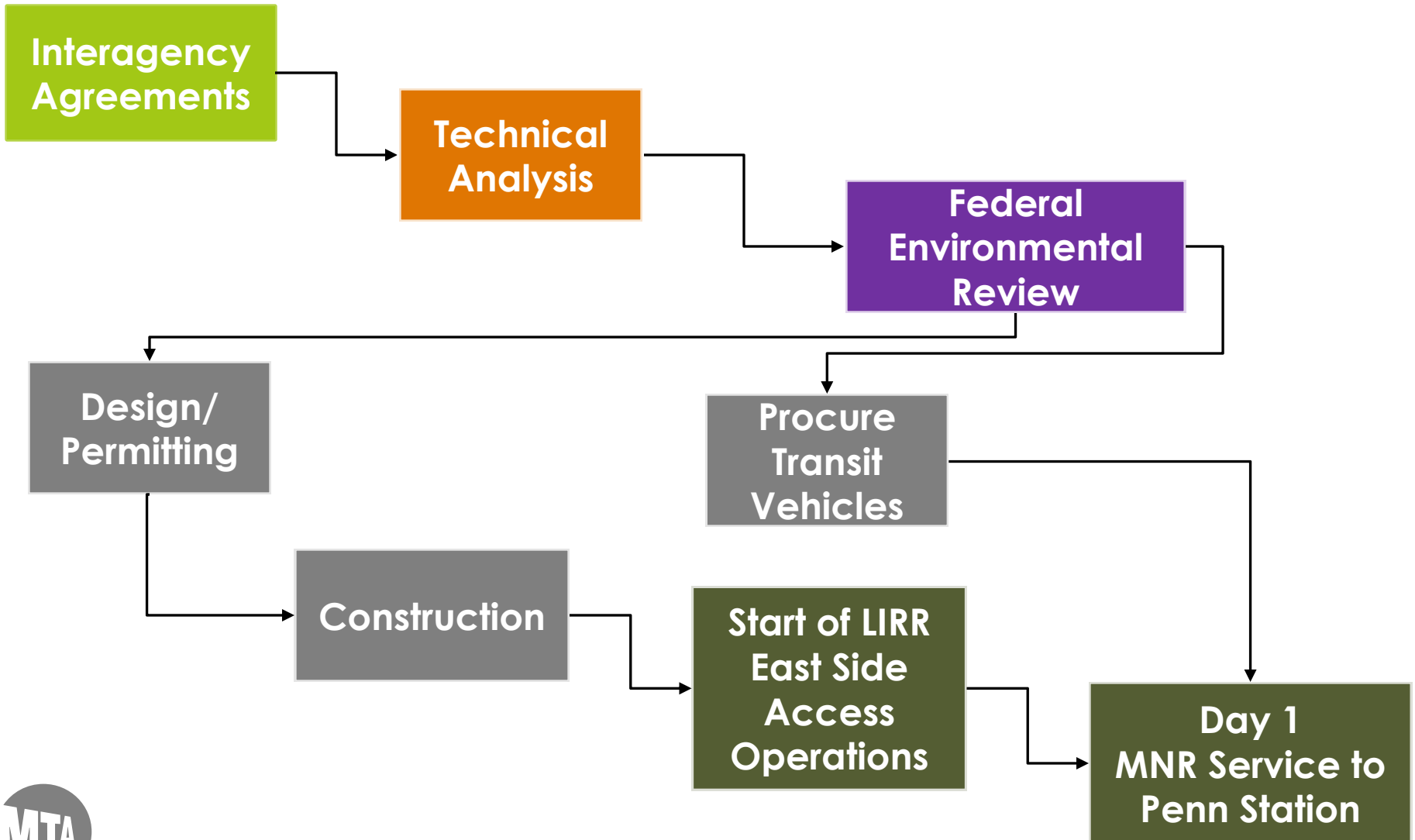
Penn Station Operations Study (led by MTA) to determine sufficiency of space for PSA and other operations
- **2015** \$250M provided for 4 Bronx Stations

MTA/MNR/LIRR/Amtrak Letter Agreement to work together to refine project scope was executed
- **2016** \$695 approved in Capital Program
- **2016-2018** Technical Activities to refine project operations and scope

Refresh Environmental Review



Penn Station Access: Path to Success



Technical Analysis



Purpose of Key Technical Activities

- Provides information for decision-making for project scope and operations
- Refines and confirms project scope and operations
- Informs the PSA Environmental Assessment (EA)
- Provides foundation for the General Engineering Consultant (GEC) scope
- Provides basis for agency agreements



Key Shareholders for Technical Activities



MTA
MNR
MTACC
LIRR
MTA HQ



Amtrak



CSX



CTDOT

Conceptual Engineering / Operations Simulations



Operations Simulations / Conceptual Engineering

Phase 1

- ▣ Refining HGL Alignment

Phase 2

- ▣ Refining Service Plan: New Haven - PSNY



Potential HGL Alignment Options

Key Considerations for Analysis

- Four new passenger stations
- MNR ability to run service
- Maintaining Amtrak operational reliability
 - Number of express intercity passenger tracks
- CSX Operations
- Physical constraints
- Constructability



Conceptual Engineering/ Operations Simulations

- Conceptual engineering being conducted to determine feasibility of operating commuter, intercity rail and freight services on Hell Gate Line
- Necessary infrastructure elements have been identified, including track and interlockings, station locations and platforms, traction power, signal and associated site / civil work
- Operations simulations being conducted on selected alignment options



Conceptual Engineering / Pre-Design

- MTACC is procuring General Engineering Consultant (GEC) to design and prepare engineering documents
- Stakeholder Coordination
 - Memorandum of Understanding and Design Phase Agreements with Amtrak being prepared
 - Work with stakeholders on alignment selection continues



Travel Demand Forecasting



Travel Demand Forecasting Refinements

- Undertaken to provide a better understanding of origin-destination (O-D) patterns between CT NHL Stations and Manhattan
- Refined estimates based upon expected induced demand
 - From NHL to Bronx Stations
 - Reverse Commute from Bronx to NHL Suburban Employment Centers
 - Between Bronx Stations and Manhattan
- **Status:**
 - Summary Technical Report being developed



PSA Travel Demand Forecasts 2025

Preliminary

- 45k – 50k Total One-Way Daily PSA Trips
- Adds 19k – 21k Weekday Daily NHL trips
 - Removes 9k – 10k regional auto person trips per weekday
- 28k – 30k weekday trips to/from Penn Station
 - 9k – 10k NHL AM Peak Period Trips (expected to arrive/depart PSNY during AM Peak Period (6:00 AM – 10:00 AM))
- 18k – 20k average weekday trips to/from new Bronx Stations
- Shift of 6k-7k GCT Inbound AM Peak Period riders to PSNY allows for increase in peak capacity to GCT



Rolling Stock



Rolling Stock (M-8 Testing)

□ Status:

- M-8 successfully tested in LIRR territory
- Plan for testing in Harold to PSNY service area to be developed and discussed with LIRR & Amtrak



Next Steps



Summary of Next Steps

- Operations Simulations
 - Perform New Haven Line simulations
- Power Simulations
- Travel Demand Forecasting
 - Complete summary report for 2025 study year
 - Performing analysis for year 2040 horizon



Summary of Next Steps continued

- Rolling Stock
 - Develop plan for testing in Harold to PSNY
- Environmental Review
 - Prepare Draft EA for FTA review



Thank you

