

MTA Long Island Rail Road

East Side Access and

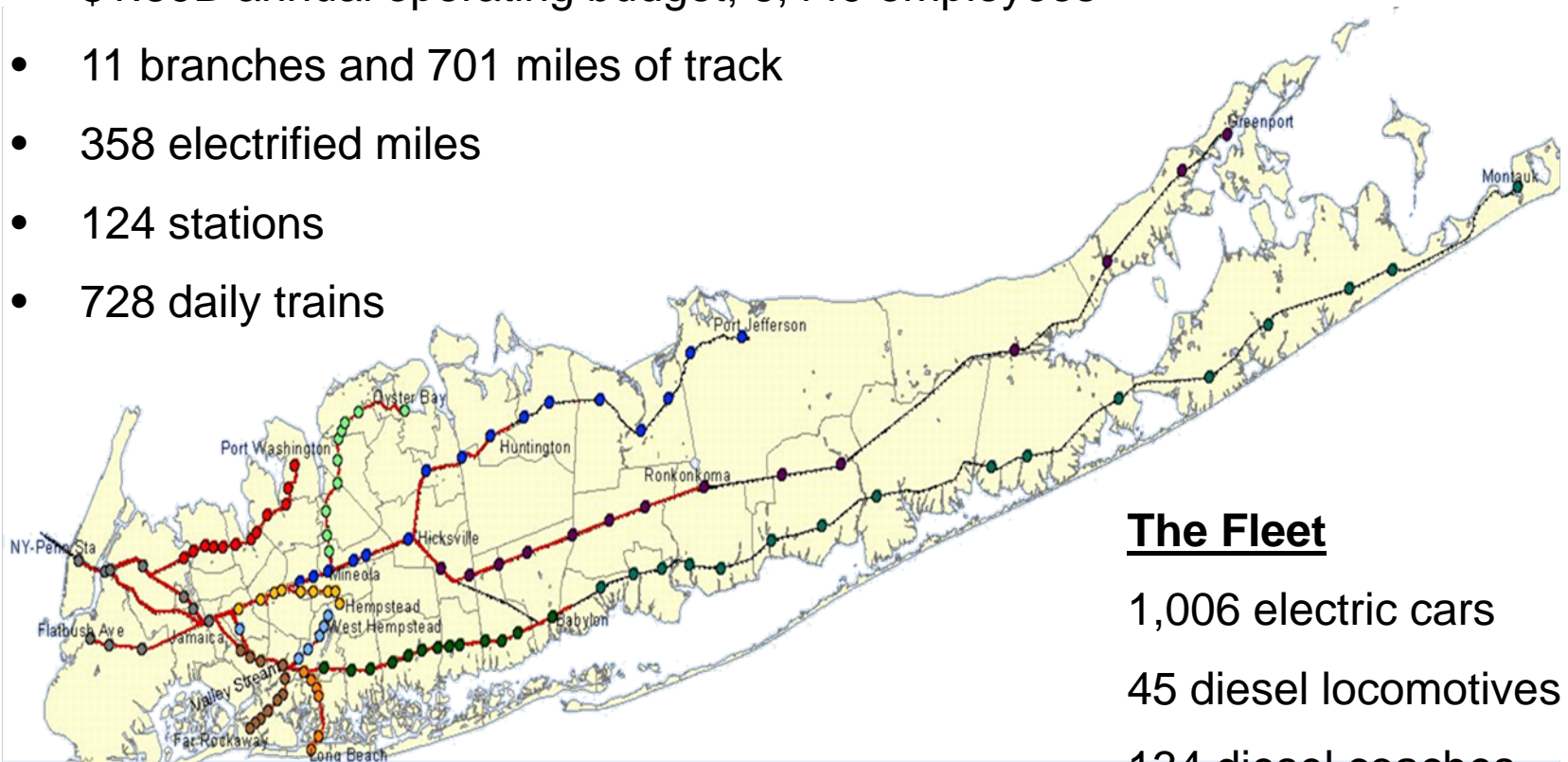


Third Track – Main Line Corridor Improvements

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

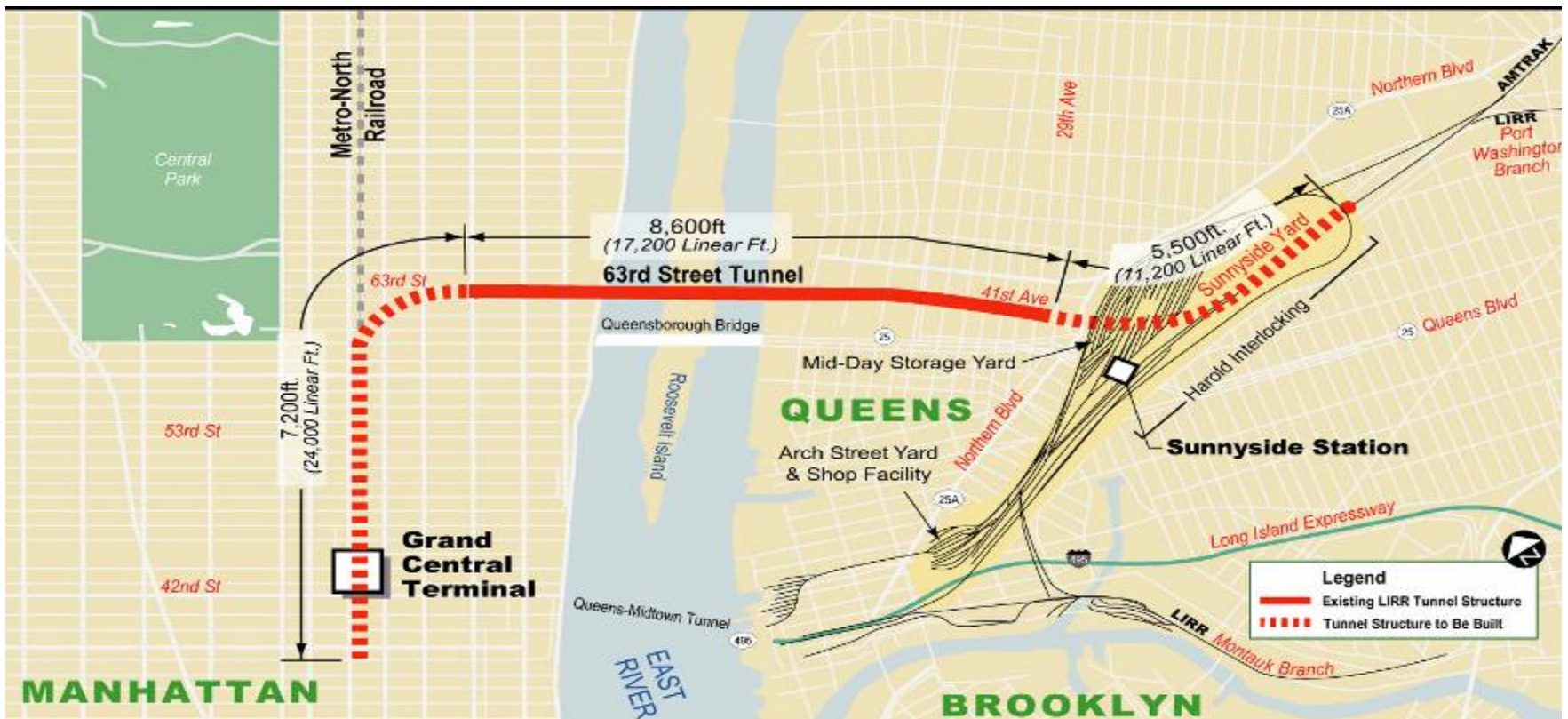


The Fleet

- 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

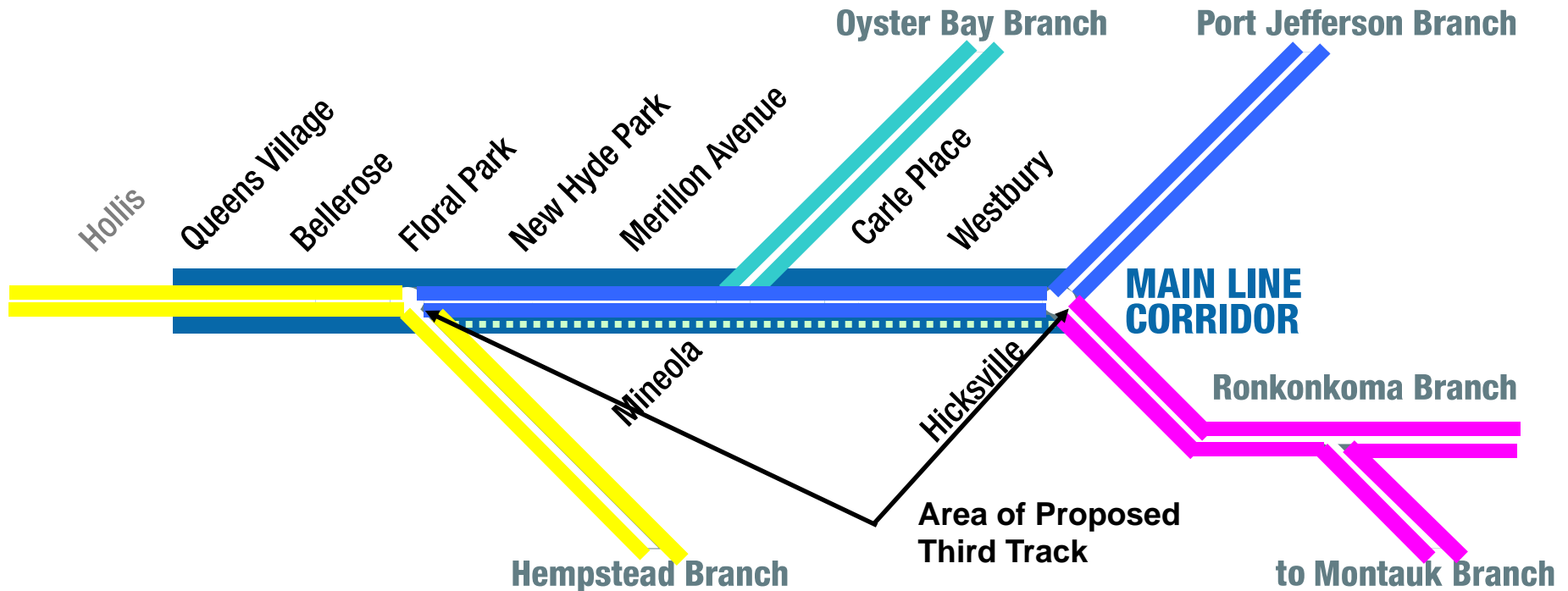


**Main Line
Corridor
Improvements**

Main Line Corridor Infrastructure Improvements Equal Service Reliability



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**

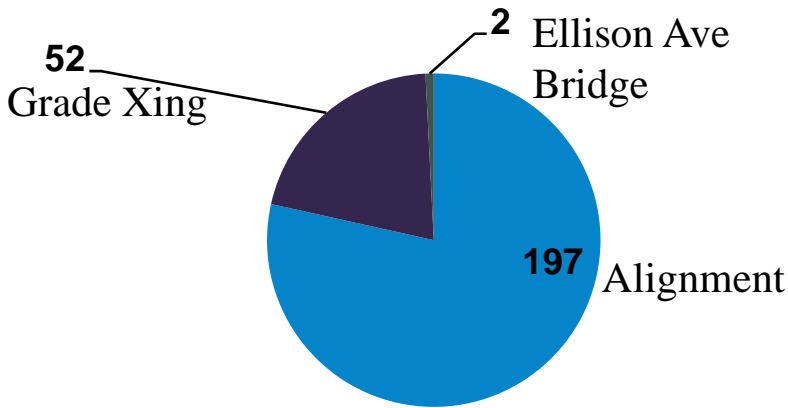
Bridges Impacts

RESULTED IN REFINEMENT AND REDUCTION OF IMPACTS

Property Impacts Reduced

Outreach has resulted in project refinement and reduction of impacts.

Property Impacts – Early Proposal

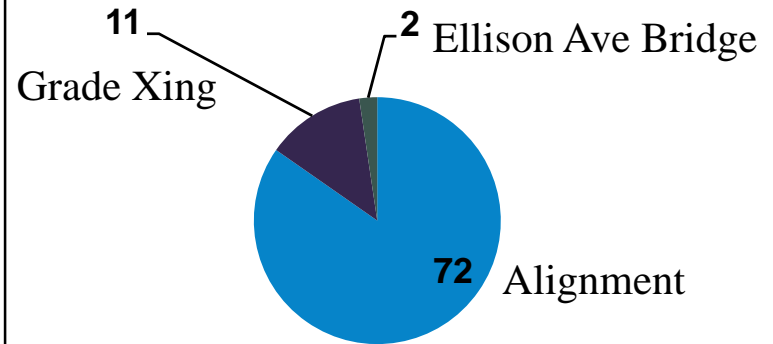


Total Property Impacts: 251

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



Westbury Condominiums

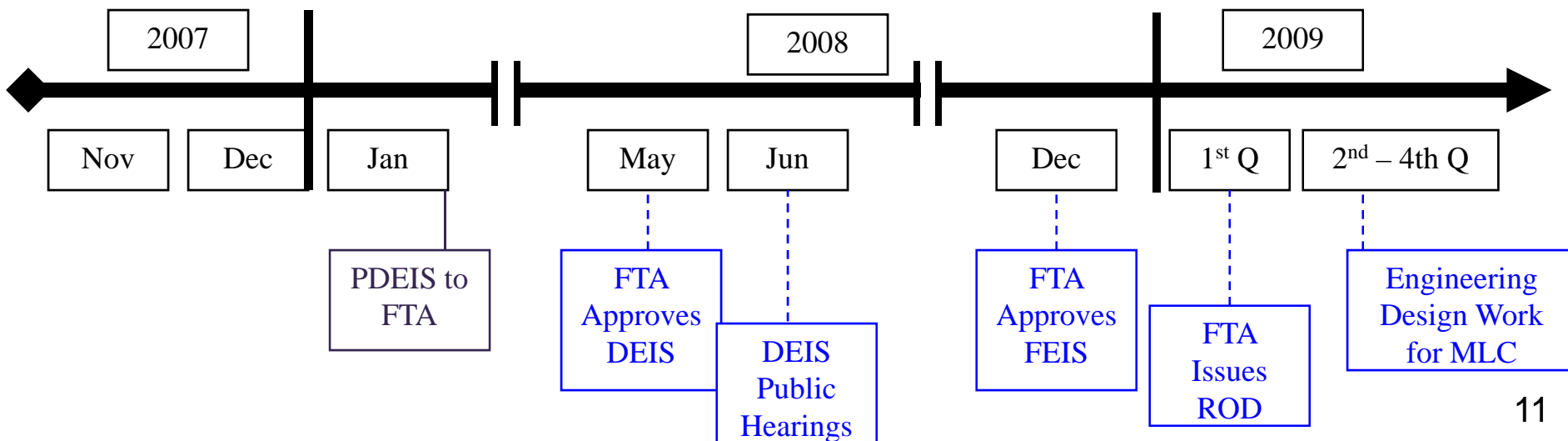
- Anticipated to create up to 25,000 construction-related jobs
- New investment in local communities
- Support town and village tax base
- Accommodate increased ridership

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*



LIRR To GCT In 2014 (Estimate)

Next Stop...



...Grand Central!