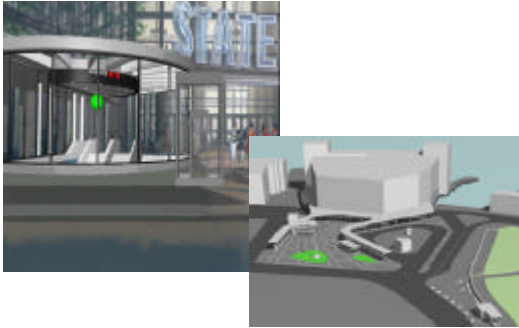


South Ferry Terminal Project Environmental Assessment



Meeting Agenda

- Environmental Assessment Process
- Presentation on South Ferry Terminal Project
 - Purpose and Need
 - Project Features
 - Impacts and Mitigations
- Public Comments
 - Registration for those wishing to speak closes at 7:00 PM



South Ferry Terminal Project

Environmental Assessment

- Environmental review in compliance with the National Environmental Policy Act (NEPA), sponsored by the Federal Transit Administration.
- Preparation of Environmental Assessment (DEA)
 - Evaluation of multiple alternatives
 - Analysis of potential beneficial and adverse environmental impacts
 - Discussion of measures that could be taken to avoid and mitigate adverse effects
- Extensive public outreach effort
- Environmental Assessment now available for public review and comment – comments due by June 3rd
- FTA Issues "Finding of No Significant Impact" (FONSI)



South Ferry Terminal Project

Project Goals

- Improve Reliability, On-time Performance and Operational Flexibility
 - **Today** - Rear five cars cannot load or unload
 - **Today** - Sharp curvature slows train operation and generates excessive noise
 - **Today** - Delays impact service through WTC site



South Ferry Terminal Project



South Ferry Terminal Project

Project Goals

- Provide safer and simpler access, egress and movement within the terminal
 - **Today** - Station has only one stair to/from street
 - **Today** - Frequent passenger entry/exit conflicts during peak hours



South Ferry Terminal Project

Project Goals

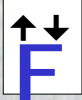
- Achieve more seamless intermodal connectivity to the Staten Island Ferry and other nearby bus/subway lines
 - **Today** - No weather-protected transfer to/from Ferry Terminal
 - **Today** - No free transfer to adjacent Whitehall St subway station (R /W lines)



South Ferry Terminal Project

Project Goals

- Comply with disabled access requirements for terminal features and entry/exits, consistent with ADA
 - **Today** - No elevator or escalator access to station



South Ferry Terminal Project

Project Goals

- Minimize temporary and permanent impacts, including construction duration and impacts to Parkland
 - Battery Park is largest park in Lower Manhattan





Alternatives Analysis

- Multiple alternatives evaluated
- Evaluations based on:
 - Engineering Feasibility and Constructibility
 - Operational Feasibility and Capacity
 - Construction duration
 - Temporary/permanent impacts to parkland
 - Proximity to Staten Island Ferry terminal and R /W subway line



Recommended Alternative

- New two-track station underneath State St near Staten Island Ferry Terminal
- Full-length (10-car) platform



Recommended Alternative

- New two-track station underneath State St near Staten Island Ferry Terminal
- Full-length (10-car) platform
- Two-track connection to existing 1 /9 line underneath Battery Park
- Construction in Battery Park minimized



Recommended Alternative

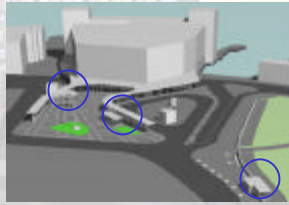
- New two-track station underneath State St near Staten Island Ferry Terminal
- Full-length (10-car) platform
- Two-track connection to existing 1 /9 line underneath Battery Park
- Construction in Battery Park minimized
- Existing loop track retained for additional train storage





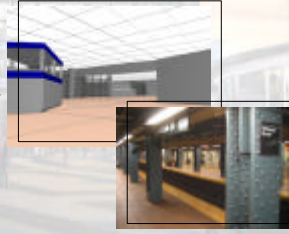
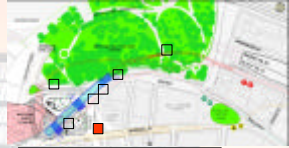
Recommended Alternative

- New two-track station underneath State St near Staten Island Ferry Terminal
- Full-length (10-car) platform
- Two-track connection to existing 1 / 9 line underneath Battery Park
- Construction in Battery Park minimized
- Existing loop track retained for additional train storage
- New exits provide better access to Ferry, Downtown offices and Battery Park



Recommended Alternative

- New two-track station underneath State St near Staten Island Ferry Terminal
- Full-length (10-car) platform
- Two-track connection to existing 1 / 9 line underneath Battery Park
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- Existing loop track retained for additional train storage
- New exits provide better access to Ferry, Downtown offices and Battery Park
- Free transfer to R / W Whitehall St Station



Project Benefits

Project Goals	Benefits of Recommended Alternative
Improve Reliability, On-time Performance and Operational Flexibility	<ul style="list-style-type: none"> • New station can accommodate all cars of two full-length trains • Straight tracks (with overrun provision) allow trains to move at faster speeds • Existing loop track available for supplemental train storage • Travel time savings of 3.5 – 6 minutes • Improves service to/from WTC site
Provide safer and simpler access, egress and movement within the terminal	<ul style="list-style-type: none"> • Straight platforms eliminate need for mechanical gap-fillers • Multiple entrances provide faster access/egress and eliminate platform crowding • Better accessibility to destinations in Lower Manhattan
Achieve more seamless intermodal connectivity to the Staten Island Ferry and other nearby bus/subway lines	<ul style="list-style-type: none"> • Free transfer to R / W subway lines at Whitehall St • Covered access to Staten Island Ferry Terminal



Project Benefits

Project Goals	Benefits of Recommended Alternative
Comply with disabled access requirements for terminal features and entry/exits, consistent with ADA	<ul style="list-style-type: none"> • Elevator and escalator access between street, mezzanine and platforms
Minimize temporary and permanent impacts, including construction duration and impacts to Parkland	<ul style="list-style-type: none"> • Proposed station design limits size of required construction area in park • Allows park construction to be limited to non-summer months • Other park improvements to be provided as impact mitigations



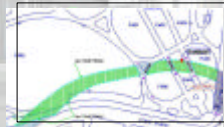
Environmental Analysis Framework

- Agreement with LMDC, NYSDOT and the Port Authority on a common "framework" for Lower Manhattan projects
 - Shared data, assumptions, project schedules
- Analysis of cumulative impacts from all Lower Manhattan projects
 - Air quality
 - Pedestrian and vehicular access and circulation;
 - Historic and cultural resources;
 - Noise and vibration; and
 - Business and economic interests
- Environmental Performance Commitments (EPCs) to mitigate construction impacts



Battery Park Temporary Impacts

- Cut-and-cover construction required through Battery Park (Battery Place to State St) -- approximately 800 feet long by 50 feet wide
 - Project goal to schedule park construction during non-summer months (2004-2005 or 2005-2006)
 - Park access will be retained at all times
 - Park pathways through construction zone will be kept open as much as possible during construction period
 - MTA evaluating strategies to maintain the Sphere in place during the construction period



Battery Park Permanent Impacts

- After construction, NYCT will retain approximately 0.07 net new acres of mapped parkland (Peter Minuit Plaza and sidewalk areas adjacent to Battery Park) for station entrances and a vent structure
 - Approximately 0.02 acres of existing land used for subway structures will be returned to parkland
- A permanent subsurface easement under Peter Minuit Plaza and Battery Park will be required for the new subway tunnel and station
 - After construction, MTA will provide permanent enhancements to the park (subject to MOU with City). Examples include:
 - Construction of bike lane along State Street
 - Removal of existing vents within park
 - Construction of playground at south end of park



Traffic Impacts

- Construction requires excavation under Battery Place
 - Excavation areas will be covered over and vehicular access on Battery Place and State Street will be maintained at all times





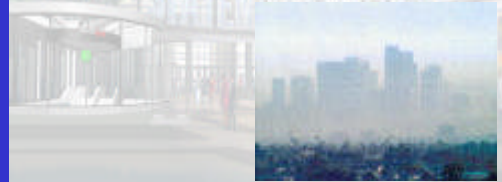
Pedestrians Impacts

- Construction Staging in Peter Minuit Plaza, adjacent to Staten Island Ferry Building
 - Pedestrian access to Staten Island Ferry terminal will be maintained at all times



Air Quality

- Implementation of Air Quality Environmental Performance Commitments (EPC's) during construction will reduce air quality impacts
 - Using ultra-low sulfur diesel fuel in certain off-road construction equipment
 - Limitations on unnecessary vehicle idling
 - Use of methods to control dust at construction sites



Noise & Vibration

- Ongoing measurement of sound levels during construction
- Incorporation of noise-related EPCs into project design and construction will reduce or eliminate adverse noise impacts due to construction



Archaeological & Historic Resources

- Construction zone is part of original Manhattan waterfront – potential for archaeological discoveries during construction
 - Draft Agreement with NYS Office of Historic Preservation and NYC Landmarks Preservation Commission on identification, study and curation of potential artifacts
- Existing South Ferry station (built in 1908) eligible for National Register of Historic Places
 - Existing station will be preserved – options for public access to be evaluated





Natural Resources

- Approximately 50 trees will need to be removed in Battery Park
 - MTA/NYCT is evaluating construction methods and techniques related to saving trees in construction area (either in place or through relocation)
 - Trees that cannot be saved will be replaced after construction
- No permanent adverse impacts to terrestrial vegetation and wildlife, or endangered, threatened, and special concern species
- No adverse impacts to coastal zone or waterways



Community & Business Impacts

- Formation of South Ferry Terminal Project Task Force following completion of Environmental Analysis
 - Facilitates communication between Project Team and community during construction period (2004-2007).



Green Design

- MTA New York City Transit will apply the highest Best Practices for environmental policy and management
- "Green" Design & Construction principles may include:
 - Energy Efficiency/Renewable Energy
 - Enhanced Indoor Environmental Quality
 - Conservation of Materials and Resources
- Waste Management and Recycling Construction plans coordinated with NYCDOT to minimize pedestrian and traffic disruptions
- New York City Transit working with other agencies to coordinate Lower Manhattan projects and minimize impacts



Comments on the Environmental Assessment

- The Environmental Assessment is available for review on MTA's website (www.mta.info) and at public reading sites in Manhattan and Staten Island (list available on MTA website)
- Comment period ends on June 3rd
- Comments may be given tonight, or by mail or e-mail
 - Registration for Public Speaking closes at 7 PM
 - Written comments should be sent to:
 - MTA New York City Transit
 - 2 Broadway — 4th Floor
 - New York, NY 10004
 - Attn: South Ferry Terminal Project
 - E-mail can be sent through MTA website (select "Contact Us")