



## APPENDIX D

# Scoping Report

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October 2019

LaGuardia Airport Access Improvement Project  
Environmental Impact Statement

# Scoping Report

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Federal Aviation Administration

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- Attachment 1 Scoping Materials
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- Attachment 3 PC00148 Attachments

# 1. SCOPING

On May 3, 2019, the Federal Aviation Administration (FAA) published in the *Federal Register* its Notice of Intent to prepare an Environmental Impact Statement (EIS) and Request for Scoping Comments for the Port Authority of New York and New Jersey's (Port Authority) proposed LaGuardia Airport (LGA) Access Improvement Project ("the Proposed Project"). Scoping is an early and open process for determining the scope of issues to be addressed in an EIS and identifying the significant issues related to a proposed action. As part of the scoping process, the FAA elected to hold one agency scoping meeting and two public scoping meetings for the Proposed Project. Though public meetings are not required as part of the scoping process, the FAA chose to convene two meetings to promote public participation throughout the scoping process.<sup>1</sup>

Scoping comments were solicited over a 46-day period, commencing on May 3, 2019, with the publication of the Notice of Intent, followed by distribution of a scoping letter, and the publication of a public notice in local newspapers including the *New York Daily News (Queens edition)*, *Newsday (Queens)*, *El Especialito*, and *Queens Time Ledger* on May 3, 2019; the *National Herald* on May 4, 2019; the *Sing Tao Daily*, and *Queens Gazette* on May 8, 2019; and the *Queens Ledger*, *Queens Chronicle*, *Queens Courier*, and the *Queens Tribune* on May 9, 2019. The scoping comment period concluded at 5:00 p.m. on June 17, 2019. During this time, interested parties and responsible agencies, and the public were encouraged to provide input on the purpose and need for the project, alternatives to be considered, and to identify any specific concerns that should be examined in the EIS.

## 1.1 SCOPING MEETINGS SUMMARY

### 1.1.1 PUBLIC SCOPING MEETING SUMMARY

Two public scoping meetings were held for the Proposed Project. The first on June 5, 2019 and the second on June 6, 2019, both from 6:30 p.m. to approximately 8:30 p.m. at the LaGuardia Airport Marriott Hotel, located at 102-05 Ditmars Boulevard, in East Elmhurst, NY. The format of the public meetings used an open-house approach, with project information depicted on display boards around the room while representatives from the FAA, Ricondo & Associates, Inc. (the FAA's EIS consultant) and its sub-consultants, and the Port Authority were available to answer the public's questions. The display boards were also presented on a video screen. At these meetings, the FAA had stations for accepting (i) handwritten or pre-prepared comments, (ii) comments typed on one of two computers made available to the public, and (iii) oral comments spoken to one of two stenographers. In an effort to support all members of the community, the FAA had available Cantonese and Spanish translators, and offered to provide translators in additional languages if requested. Additionally, factsheets were made available to all public scoping meeting participants.

A total of 176 individuals signed in at the June 5, 2019 meeting, 5 of whom represented local media and 2 represented elected officials. A total of 118 individuals signed in at the June 6, 2019 meeting, 3 of whom represented elected officials. A copy of the presentation and display materials, factsheet, newspaper proofs and affidavits, and public scoping meeting sign-in sheets are included in **Attachment 1**.

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<sup>1</sup> The FAA also voluntarily convened informal pre-scoping briefings in February and April 2019, with elected officials and community leaders, respectively.

### 1.1.2 AGENCY SCOPING MEETING SUMMARY

An agency scoping meeting was held on June 5, 2019, at 10:00 a.m., at the Port Authority's Offices, located at 4 World Trade Center, 23rd Floor, 150 Greenwich Street, in New York, NY. Letters describing the project and inviting federal, state, and local agencies to the agency meeting were sent to 36 individuals. The format of the agency scoping was a brief presentation given by FAA and the EIS consultant staff followed by a period of questions and answers. Copies of the scoping letter, mailing list, presentation, and sign-in sheets are included in Attachment 1. The agency scoping meeting was attended by approximately 28 individuals representing 17 agencies. The following agencies were represented:

- Federal
  - National Oceanic and Atmospheric Administration/National Marine Fisheries Service
  - US Advisory Council on Historic Preservation<sup>2</sup>
  - US Army Corps of Engineers
  - US Department of Transportation, Federal Aviation Administration
  - US Department of Transportation, Office of the Secretary<sup>2</sup>
- State
  - Metropolitan Transportation Authority
  - New York State Department of Environmental Conservation<sup>2</sup>
  - New York State Department of Transportation
  - New York State Historic Preservation Office
  - New York State Office of the Governor<sup>2</sup>
- Regional/Local
  - New York City Department of Parks and Recreation
  - New York City Department of Transportation
  - New York City Emergency Management Department
  - New York City Landmarks Preservation Commission
  - New York City Office of the Mayor

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<sup>2</sup> Joined Agency Scoping Meeting via teleconference.

- New York City Police Department
- Port Authority of New York and New Jersey

## 1.2 SCOPING COMMENT SUBMISSIONS RECEIVED

A comment submission is defined as an instance of an individual expressing thoughts on the proposed project via written or oral media. A single comment submission may include statements on many topics. A total of 409 written comment submissions, including letters, emails, or forms were received during the scoping period; of these, there were 323 unique comment submittals.<sup>3</sup> Identical comment submittals via different mediums (i.e., website form, email, letter, hardcopy form) were tallied as one comment submission. Similarly, 77 commenters submitted an identical form letter, which was counted as one comment letter. In addition to written comments, oral comments were also received during scoping. One individual recorded a scoping comment submission on the project hotline phone service. Stenographers were present at the two public scoping meetings to transcribe oral comment submissions and transcribed comments from 74 individual visits by attendees.<sup>4</sup> Additionally, oral comment submissions from 16 individuals were transcribed by a stenographer from the recording of the People’s Hearing submitted as part of scoping comments.

An alphanumeric index system using prefix codes was used to identify each comment submission received based on commenter category. The prefix codes used for categorizing the written comment submissions include federal agencies (“AF”), local agencies (“AL”), elected officials (“EO”), local organizations<sup>5</sup> (“LO”), and public commenters (“PC”). Prefix codes for oral comments include those from the public meetings (“PM”) or the People’s Hearing (“PH”). For example, the only written comment submittal from a federal agency during the scoping period is from the US Environmental Protection Agency. The subject letter was assigned the alphanumeric label “AF00001,” representing “Agency-Federal-Comment No. 1.” The same basic format and approach was used for the all commenter categories. If a commenter submitted duplicate identical comments, only one comment ID was assigned, but the multiple submissions were noted. **Table 1** identifies the number of unique comment submittals within each commenter category.

### 1.2.1 PEOPLE’S HEARING

Although not sponsored or sanctioned by the FAA, and without FAA participation, several local organizations hosted a People’s Hearing at the World’s Fair Marina at 1 Marina Drive, in Flushing, NY on June 13, 2019. A recording of the meeting was submitted as part of scoping comments. FAA had a stenographer transcribe the comments, which are included in **Attachment 2**.

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<sup>3</sup> Note that some individuals submitted more than one letter, email, or form.

<sup>4</sup> Note that some individuals provided comments to the stenographers in more than one visit.

<sup>5</sup> Comment submissions were categorized as LO for commenters identifying as commenting on behalf of an organization, with an official organization title, and/or commenting on official organization letterhead.

TABLE 1 COMMENTER CATEGORIES

LETTER ID PREFIX	DESCRIPTION	NUMBER OF UNIQUE COMMENT SUBMITTALS
<b>WRITTEN COMMENTS</b>		
AF	Federal Agency	1
AL	Local Agency	2
EO	Elected Official	2
LO	Local Organization	19
PC	Public Commenter	299
<b>ORAL COMMENTS</b>		
HL	Hotline	1
PM	Public Meetings	74
PH	People's Hearing	16

To assist the reader's review, an index of written agency, elected official, and local organization comment submissions is provided in **Table 2**. This index provides the alphanumeric label number, commenter name, affiliation (i.e., name of agency or organization that the author represents), and date when the comment submission was received. An index of written public commenter submissions has been included in **Table 3**. An index of oral comments/commenters is provided in **Table 4**. This index provides the alphanumeric label number, commenter name, and date of when comments were received. Lastly, Attachment 2 provides a list of all written and oral comments in alphabetical order by the last name of the commenter.



TABLE 2 INDEX OF AGENCY, ELECTED OFFICIAL, AND LOCAL ORGANIZATION WRITTEN COMMENTS BY COMMENT SUBMISSION IDENTIFICATION (ID) NUMBER

COMMENT ID	COMMENTS	AFFILIATION/AGENCY	COMMENT MEDIUM AND DATE RECEIVED			
			LETTER	EMAIL	WEBSITE FORM	HARDCOPY FORM
AF00001	Knutson, Lingard	US Environmental Protection Agency	5/23/2019	---	---	---
AL00001	Walker, Judith	Metropolitan Transportation Authority	5/31/2019	5/31/2019	---	---
AL00002	Gallagher, Tim	Mayor's Office of Environmental Coordination	---	6/17/2019	---	---
EO00001	Alarcon, Tony	Senator Jessica Ramos	---	6/6/2019	---	---
EO00002	Silver, Jessica	Office of New York City Comptroller	---	6/17/2019	---	---
LO00001	Scissura, Carlo A.	New York Building Congress	---	6/3/2019	---	---
LO00002	Carriero, James	Ditmars Boulevard Block Association	6/4/2019	---	---	---
LO00003	DeVivo, Sharon B.	Vaughn College	---	6/5/2019	---	---
LO00004	Carriero, James	Ditmars Boulevard Block Association (attorney)	6/4/2019	---	---	6/5/2019
LO00005	Negret, Marcel	Regional Plan Association	---	6/6/2019	---	---
LO00006	Lewis, Roland	Waterfront Alliance	---	6/6/2019	---	---
LO00007	Rodriguez, Santos	Building & Construction Trades Council of Greater New York	---	6/6/2019	---	---
LO00008	Boylan, Christopher	General Contractors Association of NY	---	6/11/2019	---	---
LO00009	Jamieson, Calena	LaGuardia Gateway Partners	---	6/12/2019	---	---
LO00010	Lewis, Roland	Waterfront Alliance	---	6/13/2019	---	---
LO00011	Haikalis, George	Institute for Rational Urban Mobility, Inc	6/13/2019	6/14/2019	---	---
LO00012	Yu, Charles	Long Island City Partnership	---	6/14/2019	---	---
LO00013	Cox, Sheila	Empire Dragons NYC	6/14/2019	6/14/2019	---	---
LO00014	Pryor, Rebecca	Guardians of Flushing Bay	6/17/2019	6/14/2019 6/17/2019	---	---
LO00015	O'Leary, Brent	Hunters Point Civic Association	---	6/16/2019	---	---
LO00016	Maniace, Len	Jackson Heights Beautification Group	---	---	6/17/2019	---
LO00017	Ditmars Blvd. Block Association, Inc.	Ditmars Blvd. Block Association, Inc.	---	6/17/2019	---	---
LO00018	Tangtrakul, Korin	Stormwater Infrastructure Matters Coalition (SWIM)	---	6/17/2019	---	---
LO00019	Dulong, Michael	Riverkeeper (attorney)	---	6/17/2019	---	---

TABLE 3 (1 OF 12) INDEX OF PUBLIC COMMENTER WRITTEN COMMENTS BY COMMENT SUBMISSION IDENTIFICATION (ID) NUMBER

COMMENT SUBMISSION ID	COMMENTER	COMMENT MEDIUM AND DATE RECEIVED			
		LETTER	EMAIL	WEBSITE FORM	HARDCOPY FORM
PC00001	Crockett, Denise	---	5/9/2019	---	---
PC00002	Sokolowski, Derek	---	5/20/2019	---	---
PC00003	Coppock, Wayne	---	---	5/22/2019	---
PC00004	McCook, George	---	5/23/2019	---	---
PC00005	Gerson, David	---	---	5/23/2019	---
PC00006	Rosique, Julio	---	---	5/23/2019	---
PC00007	Jenkins, Mark	---	---	5/23/2019	---
PC00008	Smith, Junetta	---	---	5/23/2019	---
PC00009	Bendia, Elba	---	---	5/23/2019	---
PC00010	Campbell, Gregory	---	---	5/23/2019	---
PC00011	Foster, Steven	---	---	5/23/2019	---
PC00012	Pegus, Claudette	---	---	5/23/2019	---
PC00013	Archer, Maxine	---	---	5/23/2019	---
PC00014	Taylor, Frank	---	---	5/24/2019	---
PC00015	Boyer, Charles	---	---	5/22/2019	---
PC00016	Zrinzo, John	---	5/25/2019	6/5/2019	---
PC00017	Talbert , Chris	---	5/29/2019	---	---
PC00018	Mathew	---	5/30/2019	---	---
PC00019	Goldthorpe, Kelly	---	5/30/2019	---	---
PC00020	Newell, Robert	---	5/30/2019	---	---
PC00021	Meneses , Jonathan	---	5/30/2019	---	---
PC00022	Lindstrom, Erik	---	---	5/30/2019	---
PC00023	Lebreton, Marta	---	6/1/2019	---	---
PC00024	Gayle, Marie	---	---	6/1/2019	---
PC00025	Batchelder, Eleanor	---	6/2/2019	---	---
PC00026	Keryc, Frank	---	6/2/2019	---	---
PC00027	Dalmasy, Peter	---	---	6/2/2019	---
PC00028	Stuart, Allan	---	---	6/2/2019	---
PC00029	Geberer, Raanan	---	---	6/2/2019	---
PC00030	Alberts, A.	---	6/3/2019	---	---
PC00031	DiSpaltro, Edward	---	6/3/2019	---	---
PC00032	Stubben , Pete	---	6/3/2019	---	---
PC00033	Buettner, Kenneth	---	6/3/2019	---	---
PC00034	Abrams, Eddie	---	6/3/2019	---	---

TABLE 3 (2 OF 12) INDEX OF PUBLIC COMMENTER WRITTEN COMMENTS BY COMMENT SUBMISSION IDENTIFICATION (ID) NUMBER

COMMENT SUBMISSION ID	COMMENTER	COMMENT MEDIUM AND DATE RECEIVED			
		LETTER	EMAIL	WEBSITE FORM	HARDCOPY FORM
PC00035	Pryor, Rebecca	---	6/3/2019	---	---
PC00036	Blatt, Joel	---	---	6/3/2019	---
PC00037	Sullivan, Patricia	---	---	6/3/2019	---
PC00038	Garcia, Andres	---	---	6/3/2019	---
PC00039	Bates, Barrington	---	---	6/3/2019	---
PC00040	Turner, Donald	---	---	6/3/2019	---
PC00041	McConnell, Adam	---	---	6/3/2019	---
PC00042	MacKrell, Benjamin	---	---	6/3/2019	---
PC00043	Miyamoto, Shinya	---	---	6/3/2019	---
PC00044	Lucas, Roosevelt	---	---	6/3/2019	---
PC00045	Kline, Brandon	---	---	6/3/2019	---
PC00046	Avena, Mike	---	---	6/3/2019	---
PC00047	Vivian, Nick	---	6/4/2019	---	---
PC00047	Provost, Clifford	---	6/4/2019	---	---
PC00047	Remein, Chrissy	---	6/4/2019	---	---
PC00047	Schwarz, Emma	---	6/4/2019	---	---
PC00047	Sobel, Alla	---	6/4/2019	---	---
PC00047	Gaines, Nora	---	6/4/2019	---	---
PC00047	Stern, Richard	---	6/4/2019	---	---
PC00047	Bennett, Dale	---	6/4/2019	---	---
PC00047	Pronto Breslin, Isabel	---	6/4/2019	---	---
PC00047	Butler, Edward	---	6/4/2019	---	---
PC00047	Malloy, Timon	---	6/4/2019	---	---
PC00047	Cooperstock, Adam	---	6/4/2019	---	---
PC00047	Spears, Harvey	---	6/4/2019	---	---
PC00047	Jena, Alice	---	6/4/2019	---	---
PC00047	Guier, Richard	---	6/4/2019	---	---
PC00047	Miller, Melanie	---	6/4/2019	---	---
PC00047	Binder, Gene	---	6/4/2019	---	---
PC00047	Piercey, Liz	---	6/4/2019	---	---
PC00047	Lawson, Joseph	---	6/4/2019	---	---
PC00047	Farber, Joan	---	6/4/2019	---	---
PC00047	Murray, Dara	---	6/4/2019	---	---
PC00047	Ward, Marc	---	6/4/2019	---	---

TABLE 3 (3 OF 12) INDEX OF PUBLIC COMMENTER WRITTEN COMMENTS BY COMMENT SUBMISSION IDENTIFICATION (ID) NUMBER

COMMENT SUBMISSION ID	COMMENTS	COMMENT MEDIUM AND DATE RECEIVED			
		LETTER	EMAIL	WEBSITE FORM	HARDCOPY FORM
PC00047	Huzenis, Audrey	---	6/4/2019	---	---
PC00047	Dinhofer, Jacalyn	---	6/4/2019	---	---
PC00047	O'Keefe, Tom	---	6/4/2019	---	---
PC00047	Faltin, Meredith	---	6/4/2019	---	---
PC00047	Cash, Mallory	---	6/4/2019	---	---
PC00047	Connolly, J.Patricia	---	6/4/2019	---	---
PC00047	Temple, Michele	---	6/4/2019	---	---
PC00047	Salkind, James	---	6/4/2019	---	---
PC00047	Rugoff, Stephanie	---	6/4/2019	---	---
PC00047	Kirch, Eve	---	6/4/2019	---	---
PC00047	Dalcais, Sandy	---	6/4/2019	---	---
PC00047	Asteinza, Maria	---	6/4/2019	---	---
PC00047	Herrmann, Cheryl	---	6/4/2019	---	---
PC00047	Carroll, Deborah	---	6/4/2019	---	---
PC00047	Flowers, Bobbie	---	6/4/2019	---	---
PC00047	Levine, Rhoda	---	6/4/2019	---	---
PC00047	Thomas, Rochelle	---	6/4/2019	---	---
PC00047	Wald, Susan	---	6/4/2019	---	---
PC00047	Rosenkrantz, Bruce	---	6/4/2019	---	---
PC00047	Banks, Janice	---	6/4/2019	---	---
PC00047	Keast, Alix	---	6/4/2019	---	---
PC00047	Kozlik, James M.	---	6/4/2019	---	---
PC00047	Babiak, Katherine	---	6/5/2019	---	---
PC00047	Rochkind, Iris	---	6/5/2019	---	---
PC00047	Young, Jane	---	6/5/2019	---	---
PC00047	Brown, Denise	---	6/5/2019	---	---
PC00047	Fernandez, Yvette	---	6/5/2019	---	---
PC00047	David Marcus, Jack	---	6/5/2019	---	---
PC00047	Stein, Jane	---	6/5/2019	---	---
PC00047	Bunde, Janet	---	6/5/2019	---	---
PC00047	Blyth, Chris	---	6/5/2019	---	---
PC00047	Henrie, Liam	---	6/5/2019	---	---
PC00047	Harris, Tom	---	6/5/2019	---	---
PC00047	Dean, M.	---	6/5/2019	---	---

TABLE 3 (4 OF 12) INDEX OF PUBLIC COMMENTER WRITTEN COMMENTS BY COMMENT SUBMISSION IDENTIFICATION (ID) NUMBER

COMMENT SUBMISSION ID	COMMENTER	COMMENT MEDIUM AND DATE RECEIVED			
		LETTER	EMAIL	WEBSITE FORM	HARDCOPY FORM
PC00047	Burby, Leslie	---	6/5/2019	---	---
PC00047	Morgan, Sally	---	6/5/2019	---	---
PC00047	Mleccko, Lily	---	6/5/2019	---	---
PC00047	Calabro, Louise	---	6/5/2019	---	---
PC00047	Ackerman, Celia	---	6/5/2019	---	---
PC00047	Washington, Chris	---	6/5/2019	---	---
PC00047	Heffron, Josh	---	6/5/2019	---	---
PC00047	Mac Low, Clarinda	---	6/5/2019	---	---
PC00047	Saint Gerard, Gina	---	6/6/2019	---	---
PC00047	Forman, Janet	---	6/7/2019	---	---
PC00047	DiMunno, James	---	6/8/2019	---	---
PC00047	Davis, Jane	---	6/8/2019	---	---
PC00047	Quirk, Joseph	---	6/9/2019	---	---
PC00047	Santiesteban, Rosemarie	---	6/10/2019	---	---
PC00047	Zaks, Abigail	---	6/11/2019	---	---
PC00047	Leitner, Joel	---	6/12/2019	---	---
PC00047	Sullivan, Gail	---	6/13/2019	---	---
PC00047	Oltarsh, Victoria	---	6/13/2019	---	---
PC00047	Herzan, Alexandra	---	6/14/2019	---	---
PC00047	O'Sullivan, Joseph	---	6/17/2019	---	---
PC00047	Seely, Margaret	---	6/18/2019	---	---
PC00048	Urich, Suzanne	---	6/4/2019	---	---
PC00049	McCallister, Bruce	---	---	6/4/2019	---
PC00050	Spor, Stephen	---	---	6/4/2019	---
PC00051	Lucas, Roosevelt	---	---	6/4/2019	---
PC00052	Leiz, George	---	---	6/4/2019	---
PC00053	Hu, John	---	---	6/4/2019	---
PC00054	Pultinas, Raymond	---	---	6/4/2019	---
PC00055	Kosty, Gina	---	---	6/4/2019	---
PC00056	Rowe, Glenn	---	---	6/4/2019	---
PC00057	Daniels, Emma	---	---	6/4/2019	---
PC00058	Williams, Alicia	---	6/4/2019	---	---
PC00059	Maclise, Lauren	---	6/4/2019	---	---
PC00060	Sugai, Les	---	6/5/2019	---	---

TABLE 3 (5 OF 12) INDEX OF PUBLIC COMMENTER WRITTEN COMMENTS BY COMMENT SUBMISSION IDENTIFICATION (ID) NUMBER

COMMENT SUBMISSION ID	COMMENTER	COMMENT MEDIUM AND DATE RECEIVED			
		LETTER	EMAIL	WEBSITE FORM	HARDCOPY FORM
PC00061	Tibett, Max	---	6/5/2019	---	---
PC00062	Ramos, Nicholas	---	6/5/2019	---	---
PC00063	O'Leary , Christopher	---	6/5/2019	---	---
PC00064	M. Sanderson, Joseph	---	6/5/2019	---	---
PC00065	Cabrera, Tomas	---	6/5/2019	---	---
PC00066	Herzan, Paul	---	6/5/2019	---	---
PC00067	Herzan, Paul	---	6/5/2019	---	---
PC00068	Chute, Frederick	---	---	6/5/2019	---
PC00069	Demirovic, Amela	---	---	6/5/2019	---
PC00070	Cosme Sokolof, Jacqueline	---	---	6/5/2019	---
PC00071	Frometa, Alberto	---	---	6/5/2019	---
PC00072	Tumolo, Samantha	---	---	6/5/2019	---
PC00073	Tibett, Max	---	---	6/5/2019	---
PC00074	Rasko, George	---	---	6/5/2019	---
PC00075	Londono, Clara	---	---	6/5/2019	---
PC00076	Gomez, Ingrid	---	---	6/5/2019	---
PC00077	Mullings, Richard	---	---	6/5/2019	---
PC00078	Goldman, Michael	---	---	6/6/2019	---
PC00079	Bruinooge, Michael	---	---	6/6/2019	---
PC00080	Matherson, Noris	---	---	6/6/2019	---
PC00081	Kamper, Matt	---	---	6/6/2019	---
PC00082	Tam, Kelvin	---	---	6/6/2019	---
PC00083	Olivo, David	---	---	6/6/2019	---
PC00084	Lian, Vicki	---	---	6/6/2019	---
PC00085	Cuddy, Maximillian	---	---	6/6/2019	---
PC00086	Yang, Chengzhe	---	---	6/6/2019	---
PC00087	Zhao, Brian	---	---	6/6/2019	---
PC00088	Hong, Cecilia	---	---	6/6/2019	---
PC00089	Yu, Eric	---	---	6/6/2019	---
PC00090	Xian, Sandy	---	---	6/6/2019	---
PC00091	Mosher, Honor	---	---	6/6/2019	---
PC00092	Yeung, Johnny	---	---	6/6/2019	---
PC00093	G, Mike	---	6/6/2019	---	---
PC00094	Sparberg, Andrew J.	6/6/2019	6/6/2019	---	---

TABLE 3 (6 OF 12) INDEX OF PUBLIC COMMENTER WRITTEN COMMENTS BY COMMENT SUBMISSION IDENTIFICATION (ID) NUMBER

COMMENT SUBMISSION ID	COMMENTER	COMMENT MEDIUM AND DATE RECEIVED			
		LETTER	EMAIL	WEBSITE FORM	HARDCOPY FORM
PC00095	Tan, Yi-Ling	---	6/6/2019	---	---
PC00096	Wufka, Talea E.	---	6/6/2019	---	---
PC00097	McGuinness, Will	---	6/6/2019	---	---
PC00098	DiVittorio, Maria	---	---	---	6/6/2019
PC00099	Naranjo-O'Doherty, Nuala	---	---	---	6/6/2019
PC00100	Figueredo, Jonathan	---	---	---	6/6/2019
PC00101	Sugai, Les	---	---	---	6/6/2019
PC00102	Morehead, Dorothy	---	---	---	6/6/2019
PC00103	Rossi, Lizbeth	---	---	---	6/6/2019
PC00104	Ng, Nikki	---	---	---	6/6/2019
PC00105	Ong, Jamie	---	---	---	6/6/2019
PC00106	Kelly, Charles	---	---	6/7/2019	---
PC00107	Siegel, Lawrence	---	---	6/7/2019	---
PC00108	English, Renetta	---	---	6/7/2019	---
PC00109	Klatsky, Michael	---	---	6/7/2019	---
PC00110	Konigsberg, Phil	---	6/7/2019	---	---
PC00111	Sparberg, Andrew J.	6/7/2019	---	---	---
PC00112	Tsao, Benjamin	---	---	6/8/2019	---
PC00113	Morales, Roberto	---	---	6/8/2019	---
PC00114	V, Philip	---	---	6/9/2019	---
PC00115	Filosa, Henry	---	6/9/2019	---	---
PC00116	Murphy, Jemel	---	---	6/10/2019	---
PC00117	Murphy, Jeneé	---	---	6/10/2019	---
PC00118	Martinez, Gabrielle	---	---	6/10/2019	---
PC00119	Stevens, Grace	---	6/10/2019	---	---
PC00120	Scotfield, Steve	---	---	6/11/2019	---
PC00121	Taube, Aaron	---	---	6/11/2019	---
PC00122	Kanfer, Rebecca	---	---	6/11/2019	---
PC00123	Kanfer, Rebecca	---	---	6/11/2019	---
PC00124	Sholl, Maximillian	---	---	6/11/2019	---
PC00125	Miller, Max	---	---	6/11/2019	---
PC00126	Stephens, Christopher	---	---	6/11/2019	---
PC00127	Hannus, Jessame	---	---	6/11/2019	---
PC00128	Moderacki, Deidre	---	6/11/2019	---	---

TABLE 3 (7 OF 12) INDEX OF PUBLIC COMMENTER WRITTEN COMMENTS BY COMMENT SUBMISSION IDENTIFICATION (ID) NUMBER

COMMENT SUBMISSION ID	COMMENTER	COMMENT MEDIUM AND DATE RECEIVED			
		LETTER	EMAIL	WEBSITE FORM	HARDCOPY FORM
PC00129	Feld, Peter	---	---	6/12/2019	---
PC00130	Horczak, Adrian	---	---	6/12/2019	---
PC00131	Horanzy, Erin	---	---	6/12/2019	---
PC00132	Kelly, Sean	---	---	6/12/2019	---
PC00133	Tettemer, Brian	---	---	6/12/2019	---
PC00134	Rubinstein, Sam	---	---	6/13/2019	---
PC00135	Diamond, David	---	---	6/13/2019	---
PC00136	Cena, Stephen	---	---	6/13/2019	---
PC00137	Aliperti, Joseph	---	---	6/13/2019	---
PC00138	Meehan, Michael	---	---	6/13/2019	---
PC00139	Eberlein, Kevin	---	---	6/13/2019	---
PC00140	Caesar, Andrew	---	---	6/13/2019	---
PC00141	Mcentee, Robert	---	---	6/13/2019	---
PC00142	Barrett, Ian	---	---	6/13/2019	---
PC00143	Guzman, Natalia	---	---	6/13/2019	---
PC00144	Higgins, Tommy	---	---	6/13/2019	---
PC00145	Chevel, Stephen	---	---	6/13/2019	---
PC00146	Mezzasalma, Gaetano	---	---	6/13/2019	---
PC00147	Horn, Mayer	---	6/13/2019	---	---
PC00148	LoScalzo, Robert	6/13/2019	---	---	---
PC00149	Young, Ronald	6/13/2019	6/14/2019	---	---
PC00150	McCann, Thomas	---	---	6/14/2019	---
PC00151	Smith, Robin	---	---	6/14/2019	---
PC00152	Magel, Joe	---	---	6/14/2019	---
PC00153	Platt, Ben	---	---	6/14/2019	---
PC00154	Lane, Roberta	---	---	6/14/2019	---
PC00155	Haran, Tom	---	---	6/14/2019	---
PC00156	[Redacted]	---	6/14/2019	6/14/2019	---
PC00157	Y, Venkat	---	---	6/14/2019	---
PC00158	Soderlund, Hank	---	---	6/14/2019	---
PC00159	Machalek, Steve	---	---	6/14/2019	---
PC00160	Lee, Rebecca	---	---	6/14/2019	---
PC00161	Young, Ronald	---	---	6/14/2019	---
PC00162	Seifman, Matt	---	---	6/14/2019	---



TABLE 3 (8 OF 12) INDEX OF PUBLIC COMMENTER WRITTEN COMMENTS BY COMMENT SUBMISSION IDENTIFICATION (ID) NUMBER

COMMENT SUBMISSION ID	COMMENTER	COMMENT MEDIUM AND DATE RECEIVED			
		LETTER	EMAIL	WEBSITE FORM	HARDCOPY FORM
PC00163	Treamer, Bill	---	---	6/14/2019	---
PC00164	Joyce, Charles	---	---	6/14/2019	---
PC00165	Greve, Mike	---	---	6/14/2019	---
PC00166	Schenone, John	---	---	6/14/2019	---
PC00167	Teran, Eric	---	---	6/14/2019	---
PC00168	Weeks, Nathalie	---	6/14/2019	---	---
PC00169	Helfet, Molly	---	6/14/2019	---	---
PC00170	Nightingale, Joseph	---	6/14/2019	---	---
PC00171	Whe Tan, Hom	---	---	6/15/2019	---
PC00172	Wasserman, Ronald	---	---	6/15/2019	---
PC00173	Garace, Joseph	---	---	6/15/2019	---
PC00174	Vatuk, Sunita	---	---	6/15/2019	---
PC00175	Katsaras, Penelope	---	---	6/15/2019	---
PC00176	Chaldaris, Irene	---	---	6/15/2019	---
PC00177	Caldecutt, Matthew	---	---	6/15/2019	---
PC00178	Pietrantonio, Javier	---	---	6/15/2019	---
PC00179	S., David	---	---	6/15/2019	---
PC00180	McElroy, Matt	---	---	6/15/2019	---
PC00181	Thomas, Patricia	---	---	6/15/2019	---
PC00182	Untermeyer, Adrian	---	---	6/15/2019	---
PC00183	Vasquez, Eddy	---	---	6/15/2019	---
PC00184	Julius, Adam	---	---	6/15/2019	---
PC00185	Lomax, Austin	---	---	6/15/2019	---
PC00186	Wan, Amy	---	---	6/15/2019	---
PC00187	Jones, Morgan	---	---	6/15/2019	---
PC00188	Haufe, Mike	---	6/15/2019	---	---
PC00189	Gonzales, T	---	6/15/2019	---	---
PC00190	Santos, Ismael	---	---	6/16/2019	---
PC00191	Vickers, Gary	---	---	6/16/2019	---
PC00192	Weber, Davida	---	---	6/16/2019	---
PC00193	Mayrin, Julie	---	---	6/16/2019	---
PC00194	Renko, Stephen	---	---	6/16/2019	---
PC00195	Gordon, Ingrid	---	---	6/16/2019	---
PC00196	Gayle, Marie	---	---	6/16/2019	---

TABLE 3 (9 OF 12) INDEX OF PUBLIC COMMENTER WRITTEN COMMENTS BY COMMENT SUBMISSION IDENTIFICATION (ID) NUMBER

COMMENT SUBMISSION ID	COMMENTER	COMMENT MEDIUM AND DATE RECEIVED			
		LETTER	EMAIL	WEBSITE FORM	HARDCOPY FORM
PC00197	Luo, Thomas	---	---	6/16/2019	---
PC00198	Mongeluzo, Rachel	---	---	6/16/2019	---
PC00199	Colman, Fatima	---	---	6/16/2019	---
PC00200	Eckerson, Clarence	---	---	6/16/2019	---
PC00201	Martinez, Carlos	---	---	6/16/2019	---
PC00202	Kaufman, Peter	---	---	6/16/2019	---
PC00203	Rajwani, Courtney	---	---	6/16/2019	---
PC00204	Lory, Doug	---	---	6/16/2019	---
PC00205	Padilla, Migdalia	---	---	6/16/2019	---
PC00206	Rhoads, C	---	---	6/16/2019	---
PC00207	Hall, Ashley	---	---	6/16/2019	---
PC00208	Terry, Gene	---	---	6/16/2019	---
PC00209	Jacob, Joby	---	---	6/16/2019	---
PC00210	Ansorge, Thomas	---	---	6/16/2019	---
PC00211	Desai, Vasant	---	6/16/2019	---	---
PC00212	Greenspun, Kim	---	6/16/2019	---	---
PC00213	Falik, Eugene	---	6/16/2019	---	---
PC00214	[Redacted]	---	6/16/2019	---	---
PC00215	De La Roach, Lorraine	---	6/16/2019	---	---
PC00216	Lei, Yuxiao	---	6/16/2019	---	---
PC00217	Sandra	---	6/16/2019	---	---
PC00218	Holtz, Richard	---	---	6/17/2019	---
PC00219	Rajwani, Amar	---	---	6/17/2019	---
PC00220	Baxley, Stephen	---	---	6/17/2019	---
PC00221	Bruno, Bill	---	---	6/17/2019	---
PC00222	David, Sharone	---	---	6/17/2019	---
PC00223	Adams, Kathleen	---	---	6/17/2019	---
PC00224	Whitton, Brian	---	---	6/17/2019	---
PC00225	Rouse, Zachary	---	---	6/17/2019	---
PC00226	Brussat, Melanie	---	---	6/17/2019	---
PC00227	Brown, Phillip	---	---	6/17/2019	---
PC00228	Onyeador, Ivuoma	---	---	6/17/2019	---
PC00229	Esner, Melissa	---	---	6/17/2019	---
PC00230	Tangtrakul, Korin	---	---	6/17/2019	---

TABLE 3 (10 OF 12) INDEX OF PUBLIC COMMENTER WRITTEN COMMENTS BY COMMENT SUBMISSION IDENTIFICATION (ID) NUMBER

COMMENT SUBMISSION ID	COMMENTER	COMMENT MEDIUM AND DATE RECEIVED			
		LETTER	EMAIL	WEBSITE FORM	HARDCOPY FORM
PC00231	Doff, Jodi	---	---	6/17/2019	---
PC00232	Pearce, Nicole	---	---	6/17/2019	---
PC00233	Filomena, Douglas	---	---	6/17/2019	---
PC00234	Jaquez, Natalie	---	---	6/17/2019	---
PC00235	Beasley, Darrell	---	---	6/17/2019	---
PC00236	Manning, Dathan	---	---	6/17/2019	---
PC00237	Mongeluzo, James	---	---	6/17/2019	---
PC00238	Fenton, Laura	---	---	6/17/2019	---
PC00239	Carroll, Beverly	---	---	6/17/2019	---
PC00240	McK, Alison	---	---	6/17/2019	---
PC00241	[Redacted]	---	---	6/17/2019	---
PC00242	Rausch, Robert	---	---	6/17/2019	---
PC00243	Dubnau, Jenny	---	---	6/17/2019	---
PC00244	Lu, Yi-Mei	---	---	6/17/2019	---
PC00245	Crowley, Joe	---	---	6/17/2019	---
PC00246	Brukier, Helene	---	---	6/17/2019	---
PC00247	Jankowski, Elizabeth	---	---	6/17/2019	---
PC00248	Lair, Rowena	---	---	6/17/2019	---
PC00249	Kuo, Naomi	---	---	6/17/2019	---
PC00250	Sharma, Vishal	---	---	6/17/2019	---
PC00251	Mongeluzo, Vincent	---	---	6/17/2019	---
PC00252	Shepard, Laura	---	---	6/17/2019	---
PC00253	Sloan, Jennifer	---	---	6/17/2019	---
PC00254	Kaczorowski, Florence	---	---	6/17/2019	---
PC00255	Montoya-Sloan, Colette	---	---	6/17/2019	---
PC00256	Moore, Lansing	---	---	6/17/2019	---
PC00257	Kelly, John	---	---	6/17/2019	---
PC00258	Lee, Silvia	---	---	6/17/2019	---
PC00259	Burke, Jim	---	---	6/17/2019	---
PC00260	Bodzin, Steven	---	---	6/17/2019	---
PC00261	Candell, John	---	---	6/17/2019	---
PC00262	Cohen, Larry	---	---	6/17/2019	---
PC00263	Zavala, Melissa	---	---	6/17/2019	---
PC00264	Sachsenmaier, Katie	---	---	6/17/2019	---

TABLE 3 (11 OF 12) INDEX OF PUBLIC COMMENTER WRITTEN COMMENTS BY COMMENT SUBMISSION IDENTIFICATION (ID) NUMBER

COMMENT SUBMISSION ID	COMMENTER	COMMENT MEDIUM AND DATE RECEIVED			
		LETTER	EMAIL	WEBSITE FORM	HARDCOPY FORM
PC00265	St. Jean, Patrick	---	---	6/17/2019	---
PC00266	Brown, Marlon	---	---	6/17/2019	---
PC00267	Herrmann, Cody	---	6/17/2019	6/17/2019	---
PC00268	Pioche, Lilli	---	---	6/17/2019	---
PC00269	Felix, Jean	---	---	6/17/2019	---
PC00270	Hillaire, Joe	---	---	6/17/2019	---
PC00271	Celestin, Junior	---	---	6/17/2019	---
PC00272	Rolin, Sammy	---	---	6/17/2019	---
PC00273	Montalvo, Kevin	---	---	6/17/2019	---
PC00274	Matthews, Skylar	---	---	6/17/2019	---
PC00275	Richard, Kyle	---	---	6/17/2019	---
PC00276	Hard, John	---	---	6/17/2019	---
PC00277	Shaw, Shell	---	---	6/17/2019	---
PC00278	Shotta, Kyle	---	---	6/17/2019	---
PC00279	Laurent, Barnabas	---	---	6/17/2019	---
PC00280	Brown, Culture	---	---	6/17/2019	---
PC00281	Harsh, Al	---	---	6/17/2019	---
PC00282	Gou, Papa	---	---	6/17/2019	---
PC00283	Malina, Matt	---	6/17/2019	---	---
PC00284	Roach Mongeluzo, Michele	---	6/17/2019	---	---
PC00285	Exter, Hillary	---	6/17/2019	---	---
PC00286	Mongeluzo, James	---	6/17/2019	---	---
PC00287	Mongeluzo, James	---	6/17/2019	---	---
PC00288	Carriero, James	---	6/17/2019	---	---
PC00289	Eichenbaum, Jack	---	6/17/2019	---	---
PC00290	LoScalzo, Robert	---	6/17/2019	---	---
PC00291	Meehan, Bill	---	6/17/2019	---	---
PC00292	Meehan, Bill	---	6/17/2019	---	---
PC00293	Planck, Charles	---	6/17/2019	---	---
PC00294	Flanagan, Margaret	---	6/17/2019	---	---
PC00295	Lair, Rowena	---	6/17/2019	---	---
PC00296	Wells, Lawrence	---	6/17/2019	---	---
PC00297	Fromson, Carmel	---	6/17/2019	---	---
PC00298	Gershenhorn, Ira	---	6/17/2019	---	---

TABLE 3 (12 OF 12) INDEX OF PUBLIC COMMENTER WRITTEN COMMENTS BY COMMENT SUBMISSION IDENTIFICATION (ID) NUMBER

COMMENT SUBMISSION ID	COMMENTER	COMMENT MEDIUM AND DATE RECEIVED			
		LETTER	EMAIL	WEBSITE FORM	HARDCOPY FORM
PC00299	Batchelder, Eleanor	---	6/17/2019	---	---

TABLE 4 (1 OF 2) INDEX OF ORAL COMMENTS BY COMMENT SUBMISSION IDENTIFICATION (ID)

COMMENT ID	COMMENTER	DATE	ID	COMMENTER	DATE
PM00001	Flanagan, Margaret	6/5/2019	PM00029	Archer, Maxine	6/5/2019
PM00002	Laroche, Anthony	6/5/2019	PM00030	Brown, Milton	6/5/2019
PM00003	Plummer, Yvonne	6/5/2019	PM00031	Figueredo, Jonathan	6/5/2019
PM00004	Archer, Maxine	6/5/2019	PM00032	Sugai, Les	6/5/2019
PM00005	Monserate, Hon. Hiram	6/5/2019	PM00033	Gilgary, Ricky	6/5/2019
PM00006	Meikle, Sheri	6/5/2019	PM00034	Beckles, Pat	6/5/2019
PM00007	Gayle, Marie	6/5/2019	PM00035	Sugai, Les	6/5/2019
PM00008	Gomez, Luis	6/5/2019	PM00036	Major, Beryil	6/5/2019
PM00009	Raine, Ileana	6/5/2019	PM00037	Phillips, Marva	6/5/2019
PM00010	Melo, Liliana	6/5/2019	PM00038	Divittorio, Maria	6/5/2019
PM00011	Jarvis, Venetta	6/5/2019	PM00039	Wilkins, Irene	6/5/2019
PM00012	Corbett, Ana	6/5/2019	PM00040	Perez, Steven	6/6/2019
PM00013	Aiken, Jr., David	6/5/2019	PM00041	Laroche, Anthony	6/6/2019
PM00014	Barclay, Keith	6/5/2019	PM00042	Lightbourn, Sharon	6/6/2019
PM00015	Harvey, Sonya	6/5/2019	PM00043	Tam, Kelvin	6/6/2019
PM00016	Teller, Arthur	6/5/2019	PM00044	Unidentified Speaker	6/6/2019
PM00017	Hooks, Larinda	6/5/2019	PM00045	Gonzalez, Kristen	6/6/2019
PM00018	Buendia, Marvin	6/5/2019	PM00046	Brian, R.	6/6/2019
PM00019	Mongeluzo, James	6/5/2019	PM00047	Westely, Ed	6/6/2019
PM00020	Werber, David	6/5/2019	PM00048	Hamilton Browne, Robin	6/6/2019
PM00021	Francis	6/5/2019	PM00049	Foster, Steven	6/6/2019
PM00022	Private Speaker	6/5/2019	PM00050	Phillips, Marva	6/6/2019
PM00023	Dinacale, Anthony	6/5/2019	PM00051	Gail, Mary	6/6/2019
PM00024	Beckles, Pat	6/5/2019	PM00052	St. Jean, Patrick	6/6/2019
PM00025	Carriero, James	6/5/2019	PM00053	Mercado, Victor	6/6/2019
PM00026	Sharma, Vishal	6/5/2019	PM00054	Lin, Rachel	6/6/2019
PM00027	Bhakara, Pankaj	6/5/2019	PM00055	Costales, Christina	6/6/2019
PM00028	Aiken Jr., David	6/5/2019	PM00056	Chandler, Joey	6/6/2019

TABLE 4 (2 OF 2) INDEX OF ORAL COMMENTS BY COMMENT SUBMISSION IDENTIFICATION (ID)

COMMENT ID	COMMENTER	DATE	ID	COMMENTER	DATE
PM00057	Chan, Chris	6/6/2019	HL00001	Unidentified Caller	6/17/2019
PM00058	Liu, Gary	6/6/2019			
PM00059	Brown, Milton	6/6/2019			
PM00060	Gsouza, Charlton	6/6/2019			
PM00061	Nozilo, Jerry	6/6/2019			
PM00062	Parson-Jones, Theresa	6/6/2019			
PM00063	Hart, Brian	6/6/2019			
PM00064	Martincic, Johnny	6/6/2019			
PM00065	Healy, Sean	6/6/2019			
PM00066	Dulong, Michael	6/6/2019			
PM00067	Herron, Peter	6/6/2019			
PM00068	Fox-Herron, Doreen	6/6/2019			
PM00069	Khuzami, Dhuzami	6/6/2019			
PM00070	Pryor, Rebecca	6/6/2019			
PM00071	Huynh, Doa	6/6/2019			
PM00072	Lian, Vicki	6/6/2019			
PM00073	Lee, Sharon	6/6/2019			
PM00074	Chique, Jasmine	6/6/2019			
PM00075	Mongeluzo, James	6/6/2019			
PH00001	Dulong, Michael	6/13/2019			
PH00002	O'Doherty, Nuala	6/13/2019			
PH00003	Unidentified Speaker	6/13/2019			
PH00004	Beckles, Pat	6/13/2019			
PH00005	Maria	6/13/2019			
PH00006	Alexis	6/13/2019			
PH00007	Matherson, Noris	6/13/2019			
PH00008	Cameron, Denise	6/13/2019			
PH00009	Brian	6/13/2019			
PH00010	Mongeluzo, James	6/13/2019			
PH00011	Betar, Pankaj	6/13/2019			
PH00012	Pryor, Rebecca	6/13/2019			
PH00013	Unidentified Speaker	6/13/2019			
PH00014	Unidentified Speaker	6/13/2019			
PH00015	Unidentified Speaker	6/13/2019			
PH00016	Unidentified Speaker	6/13/2019			

## 2. COMMENT TOPICS

Individual comments within comment submissions received were categorized based on the general topics listed in **Table 5**. Comment submission letters, forms, or oral statements were not limited to one category; for example, if a comment letter included comments on multiple topics, it was included in the count for each topic addressed. Similarly, individual comments were further categorized by subtopic, as shown in **Table 6**. Key issues and specific concerns for each topic and subtopic are further discussed below.

Comment submission letters, forms, or statements that included either support for or opposition of the Proposed Project are shown in **Table 7**. Comment submission letters, forms, or statements that did not specifically include an opinion were not counted.

TABLE 5 GENERAL COMMENT TOPICS

TOPIC	APPROXIMATE NUMBER OF COMMENTS
EIS Process	120
Purpose and Need	190
Alternatives	265
Environmental Resources	250
Project Support	55

TABLE 6 COMMENT SUB-TOPICS

SUB-TOPIC	APPROXIMATE NUMBER OF COMMENTS
<i>Purpose and Need</i>	
Ridership/Ridership Data	45
Transfers/Connectivity	75
Direction/Location	40
Travel Time	45
Funding/Cost	60
New York City Transit 7 Line Capacity/Infrastructure	185
Long Island Rail Road Operations/Schedule	40
Operations, Maintenance, and Storage Facility/Parking Locations	10
<i>Alternatives</i>	
New York City Transit N,W Subway Line Extension	105
Bus Service	60
Ferry Service	45
Grand Central Parkway/Right-of-Way	30
Jamaica Station	20
Woodside Station	15
Roosevelt Avenue-Jackson Heights Station	10
No Action	20
Other/New	30
Bicycle/Pedestrian Access	5
<i>Environmental Resources</i>	
Air Quality	35
Biological Resources	25
Climate	110
Section 4(f) Resources	175
Hazardous Materials/Pollution	15
Historic Resources	5
Land Use	5
Noise and Vibration	55
Public Health	15
Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks	180
Traffic	115
Visual Resources	25
Water Resources	145



TABLE 7 PROJECT SUPPORT/OPPOSITION

	APPROXIMATE NUMBER OF COMMENT LETTERS OR STATEMENTS
Opposition	255
Support	55

## 2.1 EIS PROCESS

Approximately 120 of the comment submissions received expressed concerns related to the EIS process, including submissions from a local agency, local organizations, and public commenters. Comments focus on issues with the public meeting format, community engagement, and issues related to analysis of the EIS.

Specific comments include:

- General Process
  - Request that scoping process include presentations before civic organizations
  - Requests for public comment period extensions
  - Concern that FAA is not an impartial party and will follow Port Authority recommendations
  - Concern that the EIS schedule is being expedited/rushed compared to the multi-year planning process for the project
  - Concern that project funding already in place results in a biased EIS process
  - Concerns over eminent domain legislation passed in 2018 and that proposed AirTrain is already a “done deal”
  - Concern that current LGA improvements already include AirTrain infrastructure
- Public Meetings
  - Given the magnitude of the project, a public meeting or hearing is warranted
  - Public Scoping Meeting should be an open public hearing with opportunities for the interested public to speak and hear from one another
  - Scoping meeting open house format was confusing, inhibiting, and incompatible with the intent and purpose of NEPA, not enough notice was provided for all parties to participate in the public meetings
  - Scoping meeting was crowded, hard to hear, difficult to read the boards
  - Outside groups (non-Port Authority) should have been invited to present at the scoping meeting
  - All scoping meeting attendees should be wearing name tags
  - Long lines to provide comments to stenographer
- Community Engagement
  - EIS process has included limited community engagement
  - Local community is diverse and scoping materials need to be presented in more languages

- Notice of the hearing stated that translated versions of scoping materials would be made available upon request, however this was only stated in English and therefore not helpful
- Not enough public scoping notification for local community

## 2.2 PURPOSE AND NEED

Approximately 190 of the comment submissions received expressed concerns related to the Purpose and Need of the Proposed Action, including: projected ridership of the AirTrain; the number of connections and transfers on the local and regional rail system; the location of the proposed AirTrain in relation to Manhattan; travel times to and from the Airport; funding mechanisms and overall cost of the AirTrain; capacity and infrastructure of the New York City Transit (NYCT) 7 Line; and operations and schedule of the Metropolitan Transportation Authority (MTA) Long Island Rail Road (LIRR) at Mets-Willets Point Station. Comments related to each subtopic are discussed below.

### 2.2.1 RIDERSHIP/RIDERSHIP DATA

Approximately 45 comment submissions were received from local organizations and public commenters regarding projected ridership for the AirTrain and the underlying data. Stated concerns included the need for unbiased ridership data, requests to review JFK AirTrain ridership, and concerns with data collection methodology.

Specific comments include:

- Concern as to who will ride the proposed AirTrain alignment
- Employee access and employee routes to/from LGA should be examined
- The EIS needs to rely on unbiased ridership and traffic studies
- AirTrain will serve visitors, business travelers, and Manhattan, but not the local community
- Ridership data should be reviewed and unbiased (non-Port Authority) studies should be used
- Ridership projections should be based on more than self-reporting (people do not necessarily act how they state they will)
- Questions as to how the JFK AirTrain ridership has performed and how actual ridership compares to the projected ridership
- JFK AirTrain ridership trends should be reviewed
- LIRR to AirTrain projected ridership, ridership study methodology, and the context of ridership study questions/answers should be reviewed, including questioning whether travelers would pay the higher fee to use this option instead of using car/taxi/car services

### 2.2.2 TRANSFERS/CONNECTIVITY

Approximately 75 comment submissions from local organizations and public commenters provided feedback related to transfers and connectivity. Comments pertained to connections to other transit options and/or transit hubs, connection to the JFK AirTrain, and a single-seat alternative from Manhattan.

Specific comments include:

- Travelers desire a one-seat ride, not one with transfers

- AirTrain or any preferred alternative should connect to a more central transit hub such as Jamaica Station or Woodside Station
- The project should connect to more transit options
- The project should provide a connection to JFK/JFK AirTrain
- The LGA connection should be part of MTA system, not a separate system/fare
- A more central transit hub connection would provide benefits to the entire city, not just LGA travelers
- LGA connection should be a single-seat ride to/from Manhattan, such as the NYCT N, W Line extension
- Other major cities provide a single-seat ride to/from central business districts to their airports
- Astoria Heights is a “transit desert”, a connection in this area to the MTA system would benefit the local community

### 2.2.3 DIRECTION/LOCATION

Approximately 40 comment submissions by public commenters provided feedback regarding the direction of the AirTrain route and location of the proposed AirTrain station. Concerns include the AirTrain Station at Willets Point being east of LGA and preference for a station located between LGA and Manhattan.

Specific comments include:

- Concern that the preferred LGA connection is located east of LGA
- Expressed support for alternatives that provide an LGA connection between Manhattan and LGA
- The proposed AirTrain location is inefficient and would add to travel times

### 2.2.4 TRAVEL TIME

Approximately 45 comment submissions from an elected official, local organizations, and public commenters provided feedback pertaining to travel time. Concerns include the perception that traveling east of LGA to the AirTrain station would increase travel time to Manhattan, the LIRR schedule, and the level of variance in projected travel times.

Specific comments include:

- Traveling east of LGA would result in higher travel times than other alternatives
- Travelers want a direct, one-seat ride from Manhattan that will provide a shorter travel time
- Projected travel times should be described in ranges and levels of certainty
- Question as to the accuracy of the projected 30-minute travel time for the proposed AirTrain
- NYCT 7 Line currently experiences overcrowding, travelers may have to wait several trains before being able to board
- LIRR train to Willets Point does not run frequently enough for LGA travelers
- Traveling out to Willets Point will increase travel time versus taking the express bus
- Proposed AirTrain has the opportunity to provide timely travel to LGA

- Wait times and transfers add significant variance into total travel times
- Adding a permanent stop to LIRR at Willets Point will add to commuter travel times

### 2.2.5 FUNDING/COST

Approximately 60 comment submissions from an elected official, local organizations, and public commenters provided feedback pertaining to funding and cost. Concerns include the efficient use of funding, using funds to better benefit the local community, and cost/benefit analysis of alternatives.

Specific comments include:

- Proposed AirTrain is an inefficient use of public funds
- Funds should be used to benefit local community
- Proposed AirTrain would create cost-effective commute to LGA
- A subway extension could be funded using PFCs
- FAA should consider allowing PFCs to be used for projects that not only serve airport users, but include those that may also provide benefits to others
- Fixing and expanding bus routes is a more efficient use of funds
- Ferry alternative is a more efficient use of funds
- Need for cost/benefit analysis compared to bus and ferry options
- Money should be spent extending a subway line
- AirTrain should be free of charge
- AirTrain fare should be incorporated with MTA fares
- AirTrain fare should be similar to other major city airport fares
- LIRR fare is high and would cause most travelers to seek other transportation options
- Request that the New York Public Authorities Control Board be asked to approve financing for Port Authority
- PFCs should be considered public funding

### 2.2.6 NEW YORK CITY TRANSIT 7 LINE CAPACITY/INFRASTRUCTURE

Approximately 185 comment submissions from an elected official, local organizations, and public commenters provided feedback regarding the NYCT 7 Line. Most comments pertained to limited capacity, overcrowding, and deteriorating infrastructure. Commenters are concerned that the NYCT 7 Line does not have the capacity to handle additional riders, specifically those with luggage, and that additional riders traveling to and from the Airport may impact regular commuters.

Specific comments include:

- NYCT 7 Line is currently overcrowded and at capacity
- Currently during rush hour several trains pass at capacity before new riders can board
- NYCT 7 Line capacity issues would discourage potential AirTrain users

- Current NYCT 7 Line capacity issues already result in community members seeking alternative transportation modes
- Travelers using NYCT 7 Line to/from AirTrain would impact regular commuters
- Rush hour, Mets games, and the US Open exacerbate NYCT 7 Line capacity issues
- Infrastructure issues with NYCT 7 Line, delays are common
- NYCT 7 Line cars are smaller than other subway lines, and would be more difficult for passengers with luggage
- Concern as to whether travelers would use AirTrain/NYCT 7 Line over alternative transportation

### 2.2.7 LONG ISLAND RAIL ROAD OPERATIONS/SCHEDULE

Approximately 40 comment submissions from an elected official, local organizations, and public commenters provided feedback regarding the LIRR. Most comments pertained to the limited schedule of the LIRR train to Willets Point, overcrowding of this line, and high fares for this train.

Specific comments include:

- LIRR trains to Willets Point operate on a limited schedule
- LIRR trains that do run are overcrowded
- High fares to/from Manhattan would limit ridership
- LIRR to Willets Point is an isolated branch and does not offer connectivity to other transit options
- AirTrain would add strain on LIRR capacity and schedule
- Travelers would disrupt capacity for regular commuters
- Events such as Mets games and US Open would add strain to this route
- LIRR would have a long wait time between trains

### 2.2.8 OPERATIONS, MAINTENANCE, AND STORAGE FACILITY/PARKING

Approximately 10 comment submissions from a local organization and public commenters provided feedback pertaining to the location of the Operations, Maintenance, and Storage Facility (OMSF) and parking facility. Commenters provided alternative locations for parking facilities and expressed concern for the proposed location.

Specific comments include:

- Construction of employee parking does not meet the stated Purpose and Need of the project to reduce traffic congestion
- Employee parking should not be at Willets Point, too crowded during events
- AirTrain should be built at Jamaica so that maintenance facilities do not need to be duplicated
- Employee parking should be on-airport
- Employee parking should be closer to LGA so employees can take a shuttle or walk
- Employee parking should be considered between 45th Street and 49th Street between Berrian Boulevard and 19th Avenue

- Employee parking should be considered at 94th Street and 23rd Avenue
- Employee parking should be considered on Ditmars Boulevard between 90th Street and 92nd Street
- Scoping materials do not provide the location of employee parking, a key component of the proposed project, thereby obstructing public review and comment

## 2.3 ALTERNATIVES

Approximately 265 of the comment submissions received provided feedback on project alternatives to the proposed AirTrain. Commenters provided support for and/or suggestions of project alternatives. Alternatives to the proposed AirTrain mentioned most often include an extension of the existing NYCT N, W subway line and a combination of bus service with ferry service. Commenters also weighed in on the proposed AirTrain alignment alternatives. Comments related to each subtopic are discussed below.

### 2.3.1 NYCT N, W SUBWAY LINE EXTENSION

Approximately 105 comment submissions from local organizations and public commenters provided feedback regarding interest in an alternative that would extend the N, W Subway Line. Comments include that this would provide a single-seat/single ticket ride to LGA from Manhattan, that the NYCT N, W Line has greater capacity than the NYCT 7 Line, and this alternative would provide a greater benefit to the local community.

Specific comments include:

- A single-seat ride from Manhattan is needed; NYCT N, W Line extension would be the simplest way to accomplish this
- Travelers to/from LGA would only need to pay one fare, which would be part of the MTA fare system
- NYCT N, W Line has greater capacity than NYCT 7 Line and was recently renovated
- NYCT N, W Line can handle an increase in trains per hour
- Local residents feel that an extension of the NYCT N, W Line would benefit the local community as well as the whole city (would benefit the “transit desert in Astoria Heights”)
- Use PFCs to fund the subway extension
- Greater long-term benefits than the proposed AirTrain
- NYCT N, W Line extension would meet the 30-minute travel time goal
- NYCT N, W Line extension would provide a more direct route than the proposed AirTrain
- Could serve the Marine air terminal as well
- Extend NYCT N, W Line from Astoria Station
  - Route would be through mostly industrial/commercial areas
  - Could route along existing public right-of-ways (Grand Central Parkway, 19th Avenue, or 20th Avenue)
  - New stations could be constructed along the route to LGA to serve those local communities

### 2.3.2 BUS SERVICE

Approximately 60 comment submissions from local organizations and public commenters provided feedback pertaining to the bus service alternative and expansion of existing bus service. Comments include requests for increased express buses, dedicated bus lanes/routes, and expansion of current bus services. Commenters stated that this would be a more cost-effective alternative with fewer community impacts.

Specific comments include:

- Preference of current bus routes and improvement of current routes
- Preference for a dedicated bus lane/route to/from LGA
- Signal preference for LGA buses
- Increased frequency for express buses
- Estimate that current express bus routes would be as quick to LGA or quicker than the proposed AirTrain alternative
- Prefer a combination of improved bus service along with ferry service
- Offered modifications of current bus routes and the bus alternative
- Bus service/expansion of bus service would be the most cost-effective measure
- The bus alternative can be much more flexible than a fixed rail option
- Limited construction needed and therefore no construction impacts
- Shorter construction time period
- Lower costs
- Reliable ridership data available
- Buses suffer from an image problem, but are a reliable option
- Q72 Bus gets caught in traffic. A dedicated bus lane would improve service
- Support for Rapid Bus Transit systems
- Q70 Bus provides connections to more subway lines than the proposed AirTrain
- Bus service already provides access to both the subway (including NYCT 7 Line) and LIRR
- Currently LaGuardia Link provides 37-minute connection from Midtown Manhattan with one fare
- New bus route: 126th Street to Marina Road to the Grand Central Parkway to LGA
- Current M60 route is overcrowded, more buses needed

### 2.3.3 FERRY SERVICE

Approximately 45 comment submissions from local organizations and public commenters provided feedback pertaining to the ferry service alternative. Comments include that this would be the least impactful alternative on the environment and the local community, this alternative could be implemented immediately with minimal construction, and this alternative would not be cost prohibitive. Many commenters expressed interest in a combination of the ferry service alternative with expansion of bus services.

Specific comments include:

- Ferry service would be the most cost-effective alternative
- This would have the least impact to the environment and community
- Ferry alternative would incentivize Bay cleanup and Marina rehabilitation
- Capitalize on existing ferry network
- Ferry and bus alternatives have a much higher benefit for the cost
- Connect buses to existing ferry terminals
- Utilize existing Marine-Air Terminal
- Ferries could connect all five boroughs, Connecticut, and other surrounding areas
- Ferries could be solar powered
- Would alleviate congestion on other transit and roadway systems
- More immediate improvements
- Take advantage of rising sea levels
- Water taxi service suggested
- Provides scenic views of the city
- Concern that the ferry alternatives do not show the correct routes. Ferry service could be direct from 34<sup>th</sup> street and arrive in 10 minutes.
- Ferry alternative scale is deceiving
- People are already familiar with ferry docking locations
- Ferry service has the flexibility to be expanded
- Travelers would not have to be concerned with traffic
- Would be able to handle travelers with luggage

### 2.3.4 GRAND CENTRAL PARKWAY RIGHT-OF-WAY ROUTE

Approximately 30 comment submissions from a local organization and public comments provided feedback pertaining to the Grand Central Parkway right-of-way route for the AirTrain. Comments included support for this route in order to preserve the Flushing Bay Promenade and utilize the existing public right-of-way.

Specific comments include:

- Local community members and users of Flushing Bay and the Promenade urge consideration of the Grand Central Parkway right-of-way route for the AirTrain
- This community has little green space, the existing public right-of-way should be used instead of park space



### 2.3.5 JAMAICA STATION

Approximately 20 comment submissions from public commenters provided feedback pertaining to the Jamaica Station Alternative. Comments included that this alternative would connect LGA to a major transit hub and that the LGA AirTrain would be connected with the JFK AirTrain under this alternative.

Specific comments include:

- Jamaica Station provides a connection to a major transit hub with many available connections
- Jamaica Station would provide a connection to the JFK AirTrain to connect both airports
- Could utilize Van Wyck Expressway and Grand Central Parkway right-of-ways for most of the route to LGA
- There is a need to provide Flushing neighborhood a connection to Jamaica

### 2.3.6 WOODSIDE STATION

Approximately 15 comment submissions from public commenters provided feedback pertaining to the Woodside Station alternative. Commenters expressed interest in this alternative since the LIRR service is more frequent at the Woodside Station and this station connects to more MTA transit lines.

Specific comments include:

- Woodside Station provides an AirTrain or rail extension route along existing rail, the Brooklyn Queens Expressway, and LGA roadways
- Would provide a closer AirTrain station to Manhattan than Willets Point
- Provides access from both subway lines and LIRR
- Provides greater connectivity: connects with more subway lines than Willets Point
- Current LIRR service is more frequent at Woodside

### 2.3.7 ROOSEVELT AVENUE–JACKSON HEIGHTS STATION

Approximately 10 comment submissions from public commenters provided feedback pertaining to the Roosevelt Avenue-Jackson Heights Station alternative. Comments included preference for this alternative due to the access to MTA lines and LIRR, and that this alternative would provide a connection to LGA closer to Manhattan.

Specific comments include:

- Would provide access to multiple MTA lines and LIRR
- Connection to LGA could be routed along public right-of-way (Brooklyn Queens Expressway and Grand Central Parkway)
- Take advantage of an existing transit hub
- This alternative would be closer to Manhattan
- A connection at Roosevelt Avenue-Jackson Heights hub would provide similar access as the JFK AirTrain at Jamaica Station

### 2.3.8 NO ACTION ALTERNATIVE

Approximately 20 comment submissions from a local organization and public commenters provided feedback pertaining to the No Action Alternative. Comments expressed support for a no action/no build alternative.

Specific comments include:

- Existing access is acceptable
- Prefer a car
- Do not want an alternative east of LGA
- AirTrain is not an efficient use of funding

### 2.3.9 OTHER/NEW ALTERNATIVES

Approximately 30 comment submissions from local organizations and public commenters provided feedback pertaining to other or new alternatives not included in scoping materials, including comments. Comments include interest in a LIRR alternative from Sunnyside Yards and modifications of the proposed project alternatives.

Specific examples include:

- Modifications of the alternatives described in the scoping materials
- Elevated rail using the Q70 bus path
- LIRR extension from Sunnyside Yards
- Train stop in Long Island City (Hunterspoint Avenue) and use Amtrak right-of-way to Grand Central Parkway to LGA or over cemetery and Brooklyn Queens Expressway
- Construct a LIRR spur to LGA to create single-seat ride from Penn Station
- Use LIRR East Side Access/63rd Street Tunnel to create line from Sunnyside Yards
- AirTrain from Sunnyside Yards
- Close LGA and redevelop
- Upcoming Metro North East Bronx to Penn Station Connection
- Potential street corner connections
- Amtrak connection using an elevated track

### 2.3.10 BICYCLE/PEDESTRIAN ACCESS

Approximately five comment submissions from public commenters provided feedback pertaining to bicycle and/or pedestrian access. Comments include the need to restore pedestrian access to LGA and provide bicycle infrastructure.

Specific comments include:

- Pedestrian access to LGA should be restored. This is the most environmentally friendly way to access the airport and it has been taken away from local residents.
- Pedestrian access and drop off access at proposed AirTrain station at Willets Point should be considered
- Bicycle storage facilities should be considered

## 2.4 ENVIRONMENTAL RESOURCES

Approximately 250 of the comment submissions received expressed concern pertaining to environmental resource categories. Commenters expressed concern for Section 4(f) resources and the community's open space, climate impacts, socioeconomic impacts, traffic impacts, and impacts to water resources. Comments centered around concerns related to ongoing construction impacts and the implications of additional construction at and around LGA.

### 2.4.1 AIR QUALITY

Approximately 35 comment submissions from a federal agency, a local agency, an elected official, local organizations, and public commenters provided feedback pertaining to air quality. Concerns include the existing poor air quality in the airport vicinity and the contributions of construction and traffic to air quality issues.

Specific comments include:

- Existing air quality conditions are bad, more construction would exacerbate issues
- AirTrain would reduce local traffic and alleviate some air quality issues
- Local community has a high rate of health issues related to poor air quality
- Concern with additional drilling/excavation into polluted soils in and around airport
- Concern over aircraft emissions and existing air quality levels
- FAA should include General Conformity Applicability analysis in the EIS

### 2.4.2 BIOLOGICAL RESOURCES

Approximately 25 comment submissions from local organizations and public commenters provided feedback pertaining to biological resources. Commenters are concerned with existing poor water quality conditions, potential impacts to Flushing Bay species and habitat, and disruption of ongoing restoration efforts.

Specific comments include:

- Proposed AirTrain route along Flushing Bay has the potential to disturb important habitat
- Construction activities could disturb habitat
- Construction may impact water quality and therefore impact Flushing Bay flora and fauna species
- Ongoing Flushing Bay restoration would be impacted by proposed AirTrain
- New mature trees should be planted to shield local homeowners from construction disturbance
- Flushing Bay is important for migratory birds, construction could lead to impacts

- Flushing Bay marsh is an invaluable resource
- Flushing Bay ecosystem is vulnerable to impacts
- EIS should study impacts on recently restored Bay habitat and species

### 2.4.3 CLIMATE

Approximately 110 comment submissions from an elected official, local organizations, and public commenters provided feedback related to climate. Climate concerns include construction of the proposed AirTrain structures within floodplains and potential impacts related to climate, sea level rise, and storm surges.

Specific comments include:

- Concern that construction close to Flushing Bay would impact areas vulnerable to climate impacts
- Construction and structures around Flushing Bay would have the potential to exacerbate storm impacts from events such as Superstorm Sandy and endanger the community
- Concern over flooding issues related to structures in the floodplain and climate change
- Need to consider a climate-resilient alternative
- Potential impact of sea level rise and storm surges must be analyzed in the EIS

### 2.4.4 SECTION 4(F) RESOURCES

Approximately 175 comment submissions from a local agency, elected officials, local organizations, and public commenters provided feedback pertaining to Section 4(f) Resources. Concerns include the limited park space currently available to surrounding communities, potential impacts to recreational uses of Flushing Bay and the Promenade, and potential for the proposed AirTrain to cut off the community from 4(f) Resources.

Specific comments include:

- Proposed AirTrain route would cut off local community from parks and park features such as:
  - Flushing Bay
  - Flushing Bay Promenade
  - World's Fair Marina
- Concern that AirTrain construction and operation would impact recreational uses of the Promenade and Flushing Bay
- Concern that AirTrain structure and shadows would create safety issues along the Promenade; shadows may also detract from public enjoyment
- Local community is already lacking park space, proposed AirTrain route would impact what little park space the community currently has
- The Promenade path serves as a critical connection for parks/communities
- Removing the path would limit pedestrian access in the area
- Existing park space along Flushing Bay is already vulnerable to environmental impacts (such as: climate change, pollution, existing infrastructure), proposed AirTrain has the potential to contribute to impacts

- Construction has the potential to damage park resources
- Flushing Bay area park space provides many different types of recreation (jogging, bicycling, water sports, etc.)
- AirTrain could be routed over Grand Central Parkway to avoid Flushing Bay Promenade
- The Flushing Bay Promenade is a unique and historic waterfront park
- Flushing Bay Promenade provides the only public waterfront access to the community
- Concern for public health issues related to the loss of park space
- Current park restoration efforts/plans are in place that would be impacted by the proposed AirTrain route
- Flushing Bay area serves as an asset to the entire city/region
- Proposed AirTrain would impact Passerelle bridge

#### **2.4.5 HAZARDOUS MATERIALS/POLLUTION**

Approximately 15 comment submissions from an elected official, local organizations, and public commenters provided feedback pertaining to hazardous materials and pollution. Concerns include the existing pollution of Flushing Bay from sewage outflow, potential contaminated fill in the LGA vicinity, and the potential for construction to expose hazardous materials.

Specific comments include:

- Proposed AirTrain would lead to land pollution
- Flushing Bay is currently polluted by the sewage system
- Construction along the bay would further impact polluted waters
- Proposed AirTrain would impact efforts to clean up Flushing Bay waters
- The combined sewer system leads to pollution from overflows into the bay waters
- LGA and vicinity are built on contaminated landfill materials, construction would release polluted materials

#### **2.4.6 HISTORIC RESOURCES**

Approximately five comment submissions from a local agency, a local organization, and public commenters provided feedback pertaining to historic resources. Concerns include historic resources in the proposed AirTrain vicinity and consideration of the marina facility and promenade as historic.

Specific comments include:

- Consideration of short-term and long-term impacts to potential historic resources such as the Passerelle Bridge
- Consideration of the World's Fair Marina facility as a historic resource
- Consideration of the Flushing Bay Promenade as a historic resource

#### **2.4.7 LAND USE**

Approximately five comment submissions from public commenters provided feedback pertaining to land use. Concerns include eminent domain issues and construction on historical landfill areas.

Specific comments include:

- Proposed construction is on reclaimed land and therefore less stable
- Proposed project should be compatible and coordinated with the Willets Point Redevelopment
- Concerns about eminent domain issues and 2018 eminent domain legislation

#### **2.4.8 NOISE AND VIBRATION**

Approximately 55 comment submissions from a local agency, elected officials, local organizations, and public commenters provided feedback pertaining to noise and vibration. Concerns include the impact of construction vibration, particularly from pile driving on residential properties, constant construction noise, and potential vibration issues from AirTrain operations.

Specific comments include:

- Current construction was supposed to be limited to a specific timeframe, this project would continue noise and vibration impacts
- Concern over construction vibration
  - Local streets damaged from construction vibration
  - Community residents are concerned with existing construction vibration causing damage to homes
  - Home values are being impacted by ongoing construction and vibration issues
  - Concern that pile driving/foundation work for AirTrain structure would exacerbate vibration issues
- Vibration from AirTrain operation will continue to impact homes
- AirTrain would contribute to existing high noise pollution
- Residents are subject to constant construction noise
- Trucks and equipment for construction are constantly running and idling at all hours
- EIS should examine the impacts of sub-surface noise on Flushing Bay habitat and species

#### **2.4.9 PUBLIC HEALTH**

Approximately 15 comment submissions from a local agency, an elected official, local organizations, and public commenters provided feedback pertaining to public health. Concerns include ongoing air quality and noise impacts to public health and potential health impacts related to the loss of public park space.

Specific comments include:

- Concerns over ongoing air quality and noise pollution in the community
- Concern for safety of an elevated AirTrain near the airport
- Elimination of public park access will be detrimental to public health in a community already lacking in park space
- Concern of potential AirTrain emissions
- Concerns over public health issues related to air quality and noise pollution
- Community already has high rates of conditions such as asthma and cancer

#### 2.4.10 SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Approximately 180 comment submissions from a local agency, elected officials, local organizations, and public commenters provided feedback pertaining to socioeconomics, environmental justice, or community benefits. Concerns include ongoing construction impacts to residential properties, public involvement in the EIS process, and community compensation for impacts.

Specific comments include:

- Concerns over property damages due to construction
- Area around LGA has a high minority population and low-income population
- Scoping materials have not been presented in enough languages for the local community
- Community is located in a transit desert, would be better served with a subway connection
- Limited community engagement has occurred
- Proposed AirTrain would serve privileged communities, but not help local residents
- Public land keeps being taken away from the community
- Proposed AirTrain is designed primarily for LGA passengers and would not provide community benefits/enhance transportation for non-airport passengers
- Proposed AirTrain would reduce traffic issues in community
- AirTrain would provide transit link for community
- Community needs benefits/compensation for construction impacts
- How does the local community benefit from this project?
- The number of anticipated jobs associated with the Proposed Project

#### 2.4.11 TRAFFIC

Approximately 115 comment submissions from local organizations and public commenters provided feedback pertaining to traffic. Concerns include existing congestion related to LGA traffic and construction traffic, support for the proposed AirTrain, and employee parking locations.

Specific comments include:

- Construction will add to traffic issues
- Need for unbiased traffic studies to be used
- Not convinced AirTrain would reduce traffic
- AirTrain would reduce traffic
- AirTrain would provide a reliable transit option to LGA
- AirTrains have been proven to work in the New York area and would take cars off the road
- Reduced traffic congestion and alleviated parking would help local businesses

- Employee parking location would shift traffic to local streets

### 2.4.12 VISUAL RESOURCES

Approximately 25 comment submissions from a local agency, local organizations, and public commenters provided feedback pertaining to visual resources. Concerns include impacts to visual resources such as Flushing Bay and the Flushing Bay Promenade.

Specific comments include:

- Community members concerned that the AirTrain structure will block views of Flushing Bay and the Flushing Bay Promenade
- Concern that the structure will create shadows and result in unsafe public spaces
- Visual impacts will deter people from using the waterfront and waterfront parks

### 2.4.13 WATER RESOURCES

Approximately 145 comment submissions from a federal agency, elected officials, local organizations, and public commenters provided feedback pertaining to water resources. Concerns ranged from potential water quality impacts on currently impaired Flushing Bay waters, to wetland impacts, and impacts of the AirTrain structure on floodplains.

Specific comments include:

- Concerns over existing pollution in Flushing Bay and Flushing Creek that could be exacerbated by more construction
- Concern that LGA vicinity is built on contaminated fill that would pollute the bay during construction
- Construction would impact ongoing water quality restoration projects
- Concern by recreational users of the bay over water quality issues
- Construction impacts to water quality would impact bay species and habitat
- Construction would impact the wetlands and marsh in Flushing Bay
- Construction would occur within the floodplain and exacerbate flooding issues, including climate related flooding
- Concerns for flooding issues related to storms such as superstorm Sandy
- Construction within the floodplain seems short-sighted
- OMSF facility has the potential to impact Flushing Creek
- US Army Corps of Engineers are currently studying wetlands along Flushing Creek
- EIS should also study construction impacts of debris on the estuarine area and sediment stability



### 3. FAA APPROACH TO ADDRESSING SCOPING COMMENTS

The EIS team is evaluating all comment submissions received, examining the scope of work, discussing comments with FAA, and adjusting the scope of work as necessary to evaluate relevant issues raised during scoping. The EIS team will be incorporating pertinent and relevant information into the alternatives analysis and environmental impact analysis.

- Comments will be considered to ensure that the EIS adequately addresses public comments related to the purpose and need for the project.
- Alternatives raised by commenters are being considered in the identification of alternatives to be screened in the EIS.
- Concerns related to potential adverse impacts will be considered in revising the scope of work to ensure that those concerns are addressed, as appropriate.



## ATTACHMENT 1

# Scoping Materials

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AGENCY SCOPING MEETING LETTER AND DISTRIBUTION LIST

AGENCY SCOPING MEETING SIGN-IN SHEETS

AGENCY SCOPING MEETING PRESENTATION

PUBLIC SCOPING MEETING NEWSPAPER AFFIDAVITS PUBLIC

SCOPING MEETING SIGN-IN SHEETS

PUBLIC SCOPING MEETING PRESENTATION AND BOARDS

PUBLIC SCOPING MEETING FACTSHEET



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AGENCY SCOPING MEETING LETTER AND DISTRIBUTION LIST



U. S. Department  
of Transportation

New York Airports District Office  
Eastern Region

1 Aviation Plaza  
Jamaica, NY 11434-4809

**Federal Aviation  
Administration**

May 8, 2019

Name, Title  
Division  
Department  
Address  
Address 2

RE: LaGuardia Airport Access Improvement Project Environmental Impact Statement Agency  
Scoping Meeting

Dear \_\_\_\_\_:

This letter is to notify you of the upcoming agency scoping meeting for the Environmental Impact Statement (EIS) on the Port Authority of New York and New Jersey's (Port Authority) proposal for the LaGuardia Airport (LGA) Access Improvement Project (Proposed Action). A governmental agency scoping meeting for all federal, state, and local regulatory agencies that have jurisdiction by law or have special expertise with respect to any potential environmental impacts associated with the proposed action will be held on Wednesday, June 5, 2019. This meeting will take place at 10:00 a.m. Eastern time, at the Port Authority of New York and New Jersey Office at 4 World Trade Center, 23rd Floor, New York, New York.

The Port Authority is proposing to construct and operate a new automated people mover (AirTrain) system to provide a reliable transit alternative for air passenger and employee access to LGA. The Port Authority's preferred alternative would connect two on-Airport stations at LGA with a transfer station at Willets Point (see Attachment), which would provide connections to the Mets-Willets Point stations of the LIRR Port Washington Branch and the NYCT No. 7 subway line. The proposed AirTrain system would also serve as an on-Airport transit system that would facilitate transfers between airline terminals and provide connections to employee parking. The Port Authority has a goal of beginning passenger service in 2023.

It is anticipated that this will be a major infrastructure project, requiring approvals by the FAA and other federal, state and local agencies along with public involvement and input. The FAA will act as lead agency and will prepare an EIS to comply with the provisions of the National Environmental Policy Act and Council on Environmental Quality regulations, other special purpose laws including Section 106 of the National Historic Preservation Act and Section 4(f) of the Department of Transportation Act, and FAA's environmental orders. More information

regarding the EIS process and the Proposed Action are available on the project website: [www.LGAaccessEIS.com](http://www.LGAaccessEIS.com).

The FAA published a Notice of Intent to prepare an EIS and request for scoping comments for the Proposed Action in the *Federal Register* on May 3, 2019. Notices are also being published in local newspapers including *New York Daily News (Queens edition)*, *Newsday (Queens)*, *Queens Chronicle*, *Queens Gazette*, *Queens Time Ledger*, *Queens Ledger*, *El Especialito*, *The National Herald*, *Sing Tao Daily*, *Queens Courier*, and *Queens Tribune*. Release of the NOI began the formal scoping period, which is an early and open process for determining the scope of the alternatives to be considered and the issues to be addressed in the EIS related to the proposed action. It is a collaborative effort that invites participation from federal, state and local agencies, and the general public. Two public scoping meetings will be conducted on Wednesday, June 5 and Thursday, June 6 from 6:30 to 8:30 p.m. at the conducted at the New York LaGuardia Airport Marriott Hotel at 102-05 Ditmars Boulevard, East Elmhurst, New York. In addition to submitting written comments at the agency scoping meeting, written comments can also be submitted by email to [comments@lgaaccesseis.com](mailto:comments@lgaaccesseis.com), or sent to the FAA, at the following address:

Mr. Andrew Brooks  
Environmental Program Manager – Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, New York 11434

Comments must be received no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019.

If you plan on attending the agency scoping meeting, please RSVP to Ms. Maria Bernardez, Ricondo & Associates, Inc., at 312-606-0611, x374 or [mjbernardez@ricondo.com](mailto:mjbernardez@ricondo.com). Your name will be provided to building security, allowing you access to the Port Authority's offices.

We look forward to meeting with you.

Sincerely,

Evelyn Martinez  
Manager, New York Airports District Office

Attachments: Alignment Aerial View

cc: FAA EIS Team/PANYNJ LGA Access Improvements Project Team

**SCOPING DISTRIBUTION LIST**  
**LaGuardia Airport Access Improvement Project Environmental Impact Statement**

**FEDERAL AGENCIES**

Mr. Hans Anker, Senior Area Engineer  
U.S. Department of Transportation  
Federal Highway Administration  
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Albany, NY 12207

Ms. Edith Carson-Supino, M.Sc., Fish Biologist  
National Oceanic and Atmospheric Administration Fisheries  
Greater Atlantic Regional Fisheries Office  
55 Republic Drive  
Gloucester, MA 01930

Mr. John Dawson, UFR Coordinator  
Federal Emergency Management Agency  
Region II  
26 Federal Plaza, 13<sup>th</sup> Floor  
New York, NY 10278-0002

Mr. James A. Goveia, Sr., Community Planner  
U.S. Department of Transportation  
Federal Transit Administration, Region 2  
1 Bowling Green, Room 428  
New York, NY 10004

Ms. Karen Greene, Mid-Atlantic Field Office Supervisor and EFH Coordinator  
National Oceanic and Atmospheric Administration Fisheries  
Greater Atlantic Regional Fisheries Office  
55 Republic Drive  
Gloucester, MA 01930

Ms. Lisa Grudzinski  
U.S. Army Corps of Engineers  
26 Federal Plaza  
Regulatory Branch, Room 1937  
New York, NY 10278, 0090

Dr. Ursula Howson  
National Oceanic and Atmospheric Administration Fisheries  
Habitat Conservation Division  
James J. Howard Marine Sciences Laboratory  
74 Magruder Rd.  
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Ms. Lingard Knutson, Environmental Scientist  
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290 Broadway  
New York, NY 10007

Mr. Andrew Martin, Chief Risk Analysis Branch  
Federal Emergency Management Agency  
Region II  
26 Federal Plaza, 13<sup>th</sup> Floor  
New York, NY 10278-0002

Mr. Andrew Raddant, Regional Environmental Officer  
U.S. Department of Interior  
Office of Environmental Policy and Compliance, Northeast Region  
15 State Street, 8th Floor  
Boston, MA 02109

Ms. Laura Shick, Supervisory Environmental Protection Specialist  
U.S. Department of Transportation  
Federal Railroad Administration  
Office of Railroad Policy and Development  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Mr. David Stilwell, Field Supervisor  
U.S. Fish & Wildlife Service  
New York Field Office  
3817 Luker Road  
Cortland, NY 13045

Ms. Sarah Stokely, Program Analyst  
Advisory Council on Historic Preservation  
401 F Street NW, Suite 308  
Washington, DC 20001

#### **NEW YORK STATE AGENCIES**

Mr. Wahid Albert, Assistant Commissioner and Chief Engineer  
New York State Department of Transportation  
50 Wolf Road  
Albany, NY 12232

Ms. Beth Cumming, Senior Historic Site Restoration Coordinator  
New York State Division for Historic Preservation  
Peebles Island State Park  
P.O. Box 189  
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Kathleen Joy, Esq. Assistant Counsel  
New York State Department of Transportation  
Legal Services  
333 E. Washington Street  
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Mr. Joseph Sikora, Assistant Engineer/Technical Assistant for Mitigation Projects  
New York State Office of Emergency Management  
1220 Washington Avenue  
Suite 101, Building 22  
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Mr. Stephen Watts, Regional Permit Administrator  
Division of Environmental Permits  
New York State Department of Environmental Conservation  
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Long Island, NY 11101

Ms. Marlene White, Supervisor of Hazard and Mitigation Projects  
New York State Office of Emergency Management  
1220 Washington Avenue  
Suite 101, Building 22  
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Dr. Howard A Zucker, Commissioner  
New York State Department of Health  
Commissioner's Office  
Empire State Plaza, Corning Tower  
Room 25-31  
Albany, NY 12237

#### **NEW YORK CITY AGENCIES**

Ms. Colleen Alderson, Chief of Parklands  
NYC Parks and Recreation  
The Arsenal, Central Park  
830 Fifth Avenue  
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Mr. Jainey Bavishy, Director  
Mayor's Office of Resiliency  
253 Broadway, 14<sup>th</sup> Floor  
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Mr. Michael Bradley, Project Administrator  
NYC Parks and Recreation  
The Arsenal, Central Park  
830 Fifth Avenue  
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Mr. Joseph Esposito, Commissioner  
New York City Emergency Management  
165 Cadman Plaza East  
Brooklyn, NY 11201

Mr. Timothy Gallagher, Senior Project Manager  
Mayor's Office of Environmental Coordination  
253 Broadway, 14<sup>th</sup> Floor  
New York, NY 10007



Mr. David Harney, Chief of Staff  
New York City Fire Department  
9 Metrotech center  
Brooklyn NY 11201

Detective Adriane Johnson  
Community Affairs  
NYC Police Department  
115th Precinct  
New York, NY 10007

Mr. Daniel A. Nigro, Fire Commissioner  
New York City Fire Department  
9 Metrotech center  
Brooklyn NY 11201

Inspector Carlos Ortiz, Commanding Officer  
New York City Police Department  
115th Precinct  
New York, NY 10007

Mr. Christian Reo, Deputy Chief  
New York City Law Department  
Environmental Division  
100 Church Street, 6th floor  
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Ms. Heather Roiter, Executive Director of Hazard Mitigation and Recovery  
New York City Emergency Management  
165 Cadman Plaza  
East Brooklyn, NY 11201

Ms. Gina Santucci, Environmental Review Coordinator  
New York City Landmarks Preservation Commission  
1 Centre Street  
9th Floor North  
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Detective Michael Smertiuk  
New York City Police Department  
1 Police plaza  
New York, NY 10038

Mr. Frank Vega, Deputy Chief  
New York City Police Department  
1 Police plaza  
New York, NY 10038

Captain Nicola Ventre, Commanding Officer  
New York City Police Department  
110th Precinct  
94-41 43rd Ave.  
Elmhurst NY 11373

**OTHER**

Mr. Robert Conway, Project and Environmental Officer  
Metropolitan Transportation Authority  
Capital Construction  
2 Broadway  
New York, NY 10004



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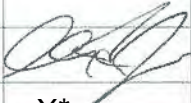
AGENCY SCOPING MEETING SIGN-IN SHEETS

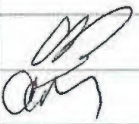
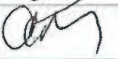

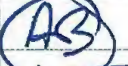

**SIGN-IN SHEET****Meeting Date:** June 5, 2019

LGA Access Improvement Project EIS

**Meeting Time:** 10:00 a.m.

Agency Scoping Meeting

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\* participated by phone

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Kaplan, Andrew	Port Authority	akaplan@panynj.gov	

PATTI CLARK

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Agency Meeting

LGA Access Improvement Project EIS

\* participated by phone

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Olivia Brazzee	NYS SHPO		OB
Nicole Garcia	NYC DOT	ngarcia@DOT.NYC.GOV	NG
Nicole Weymanth	WSP	nicole.weymanth@wsp.com	NW

\* participated by phone

**SIGN-IN SHEET****Meeting Date:** June 05, 2019

LGA Access Improvement Project EIS

**Meeting Time:** 10:00 a.m.

Scoping Meeting –

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Greene, Karen	NMFS- NOAA	karen.greene@noaa.gov	X*
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Zanetti, Justin	Governor's Office	justin.zanetti@exec.ny.gov	X*
Hynes, Kyla	Governor's office/MTA HQ	KYHYNES@MTAHQ.ORG	X*
Stokely, Sarah	Advisory Council on Historic Preservation	sstokely@achp.gov	X*
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Larry	LGA Red		X*
Marleen			X*





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AGENCY SCOPING MEETING PRESENTATION



Federal Aviation  
Administration

# LaGuardia Airport Access Improvement Project Environmental Impact Statement

*Agency Scoping Meeting*

June 5, 2019

## INTRODUCTION

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- Port Authority of New York and New Jersey (Port Authority) is requesting approval to impose and use a passenger facility charge (PFC) to construct and operate an automated people mover (APM) system between LaGuardia Airport and Mets-Willets Point transit stations
- FAA must issue a decision on the PFC application, which triggers NEPA
- FAA has determined that the Port Authority's proposal will be reviewed in an Environmental Impact Statement (EIS)
- FAA released the Notice of Intent (NOI) to prepare the EIS on May 3, 2019, which initiated the EIS scoping process



Federal Aviation  
Administration

# ENVIRONMENTAL IMPACT STATEMENT PROCESS



**Public scoping period is 45 days: May 3 – June 17**



Federal Aviation  
Administration

## COOPERATING AND PARTICIPATING AGENCIES

### Cooperating Agencies

- U.S. Environmental Protection Agency
- U.S. Army Corps of Engineers
- New York State Department of Transportation
- New York State Department of Environmental Conservation
- New York State Historic Preservation Office

### Participating Agencies

- Federal Emergency Management Agency
- Federal Railroad Administration
- Federal Transit Administration
- Federal Highway Administration
- U.S. Department of Interior
- U.S. Fish & Wildlife Service
- National Marine Fisheries Service
- Metropolitan Transportation Authority
- New York City Department of City Planning
- New York City Department of Environmental Protection
- New York City Department of Parks and Recreation
- New York City Department of Transportation



Federal Aviation  
Administration

# ONE FEDERAL DECISION (OFD)

- Executive Order (EO) 13807 (One Federal Decision) covers Major Infrastructure Projects which are defined as:
  - the lead federal agency will prepare an EIS.
  - requires multiple authorizations by federal agencies.
  - having sufficient funding to complete the project.
- LGA Access Improvement Project is a major infrastructure project as defined by EO 13807.
- One Federal Decision requires a permitting timetable that:
  - is established and agreed upon by Cooperating and Participating Agencies.
  - is published on the Federal Permitting Dashboard <https://www.permits.performance.gov/>
  - is completed on average in two years.



## SCHEDULE / MILESTONES

MILESTONE	TARGET DATE*
Concurrence Point 1 – Purpose and Need Statement	Completed (April 5, 2019)
Permitting Timetable Concurrence	Completed (May 1, 2019)
FAA Issues Notice of Intent	Completed (May 3, 2019)
Scoping Comment Period including Public Meetings	May-June 2019
Concurrence Point 2 - Alternatives to be Carried Forward for Analysis	4th Quarter 2019
Public Workshops	4th Quarter 2019
Concurrence Point 3 - Preferred Alternative	2nd Quarter 2020
FAA Publishes Notice of Availability of Draft EIS	3rd Quarter 2020
Public Review Period for Draft EIS (minimum of 45 days)	3rd/4th Quarter 2020
FAA Publishes Notice of Availability of Final EIS	1st Quarter 2021
FAA Issues Record of Decision	2nd Quarter 2021
Other Agency Authorizations/Permit Issuance	3rd Quarter 2021

Milestones are based on One Federal Decision process and are subject to change.



## PERMITTING TIMETABLE

MILESTONE	TARGET DATE*
Concurrence Point 1 - Purpose and Need Statement	April 17, 2019
FAA Issues Notice of Intent	May 3, 2019
Scoping Meetings	June 4-5, 2019
Consultation initiated with SHPO/THPO/DOI; notification that Section 106 notification and public processes will be satisfied through NEPA	June 17, 2019
National Marine Fisheries Service (NMFS) Initially Contacted Regarding Essential Fish Habitat (EFH) Consultation	July 15, 2019
Concurrence Point 2 – Alternatives to be Carried Forward for Analysis	October 7, 2019
Floodplain Assessment	October 14, 2019
Wetland Assessment	October 14, 2019
Pre-construction Notification/Joint Application for Wetlands Permit Received by U.S. Army Corps of Engineers	October 14, 2019
NMFS Receives the Complete EFH Assessment to Initiate EFH Consultation	October 14, 2019
NMFS Issues a Response to the EFH Consultation Request	December 16, 2019

Milestones are based on One Federal Decision process and are subject to change.



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## PERMITTING TIMETABLE

MILESTONE	TARGET DATE*
Complete Pre-Construction Notification/Application to U.S. Army Corps of Engineers	January 3, 2020
Concurrence Point 3 – Preferred Alternative	June 16, 2020
FAA Publishes Notice of Availability of Draft EIS/Publication of Public Notice for U.S. Army Corps of Engineers Permit	August 27, 2020
Section 4(f) Determination	January 19, 2021
Executed Memorandum of Agreement or Programmatic Agreement, if adverse effects to historic properties would occur	January 27, 2021
Coastal Zone Consistency Determination	January 27, 2021
FAA Publishes Notice of Availability of Final EIS	March 18, 2021
FAA Issues Record of Decision	April 19, 2021
Wetland Permit Issued (if needed)	May 19, 2021
Notice of Proposed Construction or Alteration – Form 7460	July 16, 2021

Milestones are based on One Federal Decision process and are subject to change.



Federal Aviation  
Administration

# LAGUARDIA AIRPORT (LGA)



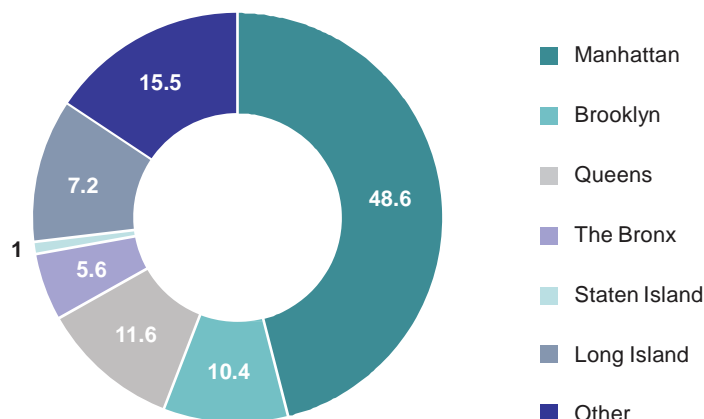
- LGA is the 21<sup>st</sup> busiest airport in the U.S.
- The Airport served approximately 30 million passengers in 2018.
- It is the primary business/short-haul airport for New York City.



Federal Aviation  
Administration

## PROJECT BACKGROUND – PASSENGER CHARACTERISTICS

### Percentage of Passengers by to/from locations



- Approximately **77 percent** of LGA passengers arrive from NYC or leave for destinations within NYC.
- **More than half** of LGA passengers with origins and destinations in Manhattan are traveling to/from Midtown.
- Midtown Manhattan customers represent **26.3 percent** of all LGA passengers.

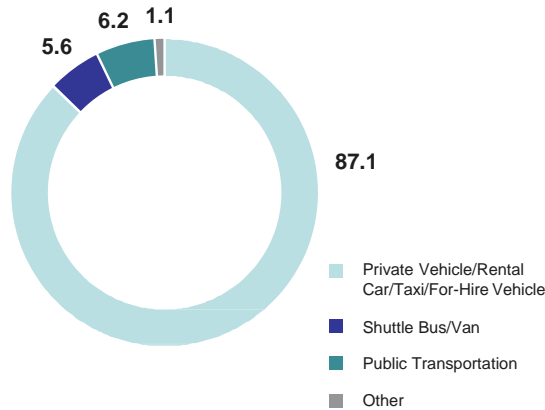


Federal Aviation  
Administration

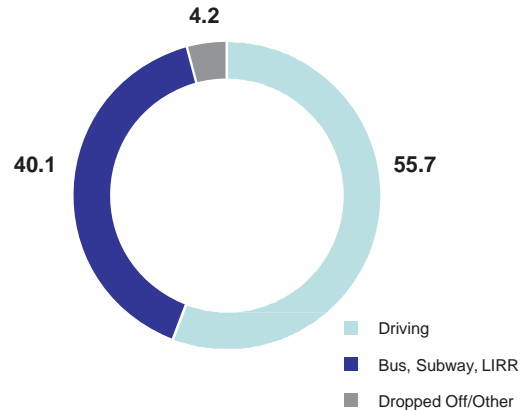
# PROJECT BACKGROUND – PASSENGER CHARACTERISTICS

Today, LGA passengers and employees depend **almost exclusively** on roadway-based vehicles for part of or the entire trip.

Percent of **Passengers** to and from LGA by Mode of Transportation

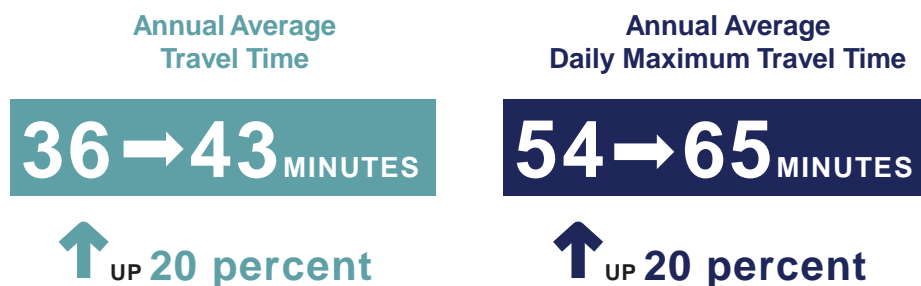


Percent of **Employee** Commutes to and from LGA by Mode of Transportation



# PROJECT BACKGROUND – TRAVEL TIMES

For trips from LGA to Times Square from 2014-2017



Source: The NYC Taxi and Limousine Commission. Taxi GPS Dataset.



# PURPOSE AND NEED

## PURPOSE

- Provide a time-certain transportation option for air passenger and employee access to LGA
- Ensure adequate parking for Airport employees

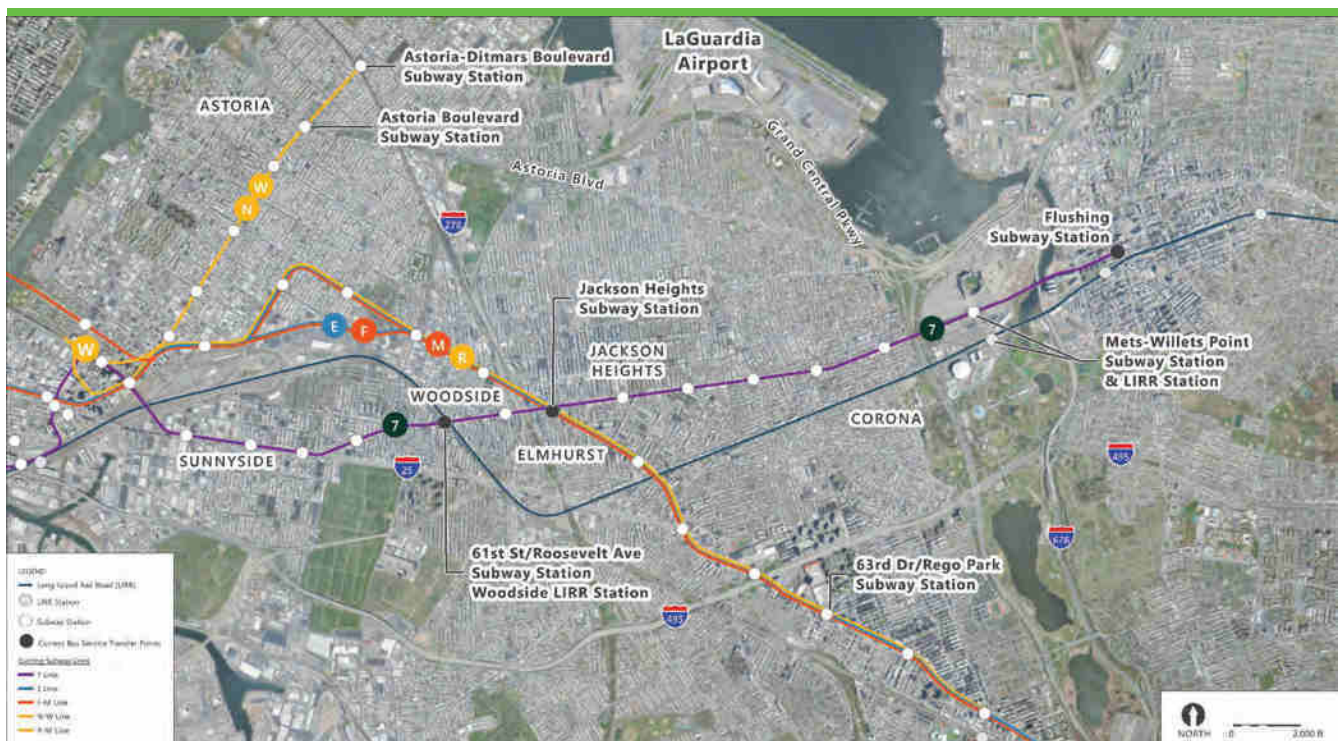
## NEED

- Increasing and unreliable travel times to and from key locations in New York City
- Passenger and employee access to LGA is limited to roadway access
- Traffic congestion on off-Airport roadways contributes to Airport access travel times
- Limited on-Airport options to provide adequate employee parking and maintenance activities



Federal Aviation  
Administration

## EXISTING RAIL/SUBWAY TRANSIT LINES NEAR LAGUARDIA AIRPORT



Federal Aviation  
Administration



# ALTERNATIVES

- Range of Alternatives Considered by the Port Authority:
  - No Action Alternative
  - Transportation Systems Management
  - Transportation Demand Management
  - Use of Other Airports
  - Off-Airport Roadway Expansion
  - Bus (Exclusive Roadway)
  - Ferry Service
  - Rail or Subway Extensions
  - Fixed Guideway
  - Emerging Transportation Technologies
- Scoping will be used to identify other alternatives for consideration
- **FAA will independently evaluate all alternatives brought forward and may identify new alternatives as part of the EIS**
- Alternatives will be screened during the EIS. Those alternatives determined to be reasonable (passing the screening criteria) will be fully evaluated in the EIS.



## ALTERNATIVE: ROADWAY AND BUS SERVICE EXPANSION



# ALTERNATIVE: FERRY SERVICE



Alternatives will be screened during the EIS process. Those alternatives determined to be reasonable (passing the screening criteria) will be fully evaluated in the EIS.

# ALTERNATIVE: SUBWAY EXTENSION FROM ASTORIA BOULEVARD SUBWAY STATION VIA GRAND CENTRAL PARKWAY



Alternatives will be screened during the EIS process. Those alternatives determined to be reasonable (passing the screening criteria) will be fully evaluated in the EIS.



Federal Aviation Administration

# ALTERNATIVE: SUBWAY EXTENSION FROM ASTORIA-DITMARS BOULEVARD SUBWAY STATION VIA 19TH AVENUE



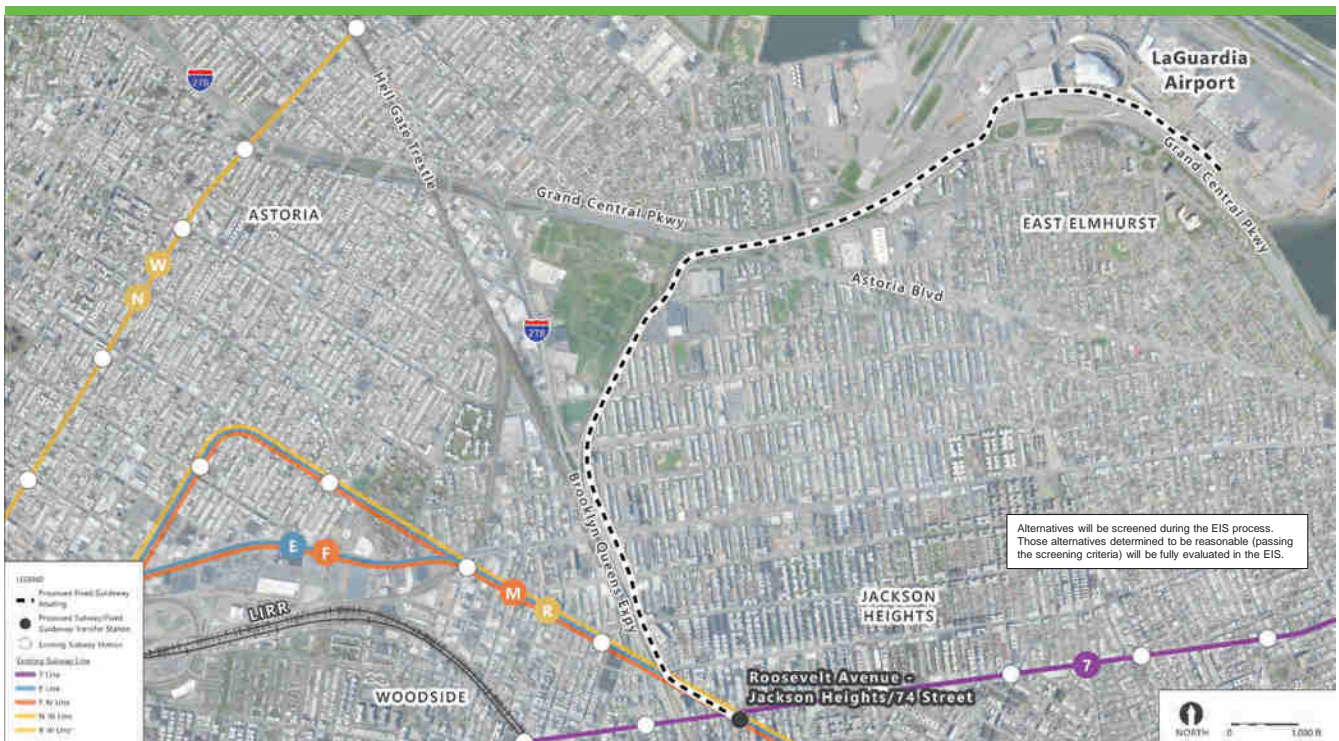
# ALTERNATIVE: FIXED GUIDEWAY FROM ASTORIA BOULEVARD SUBWAY STATION



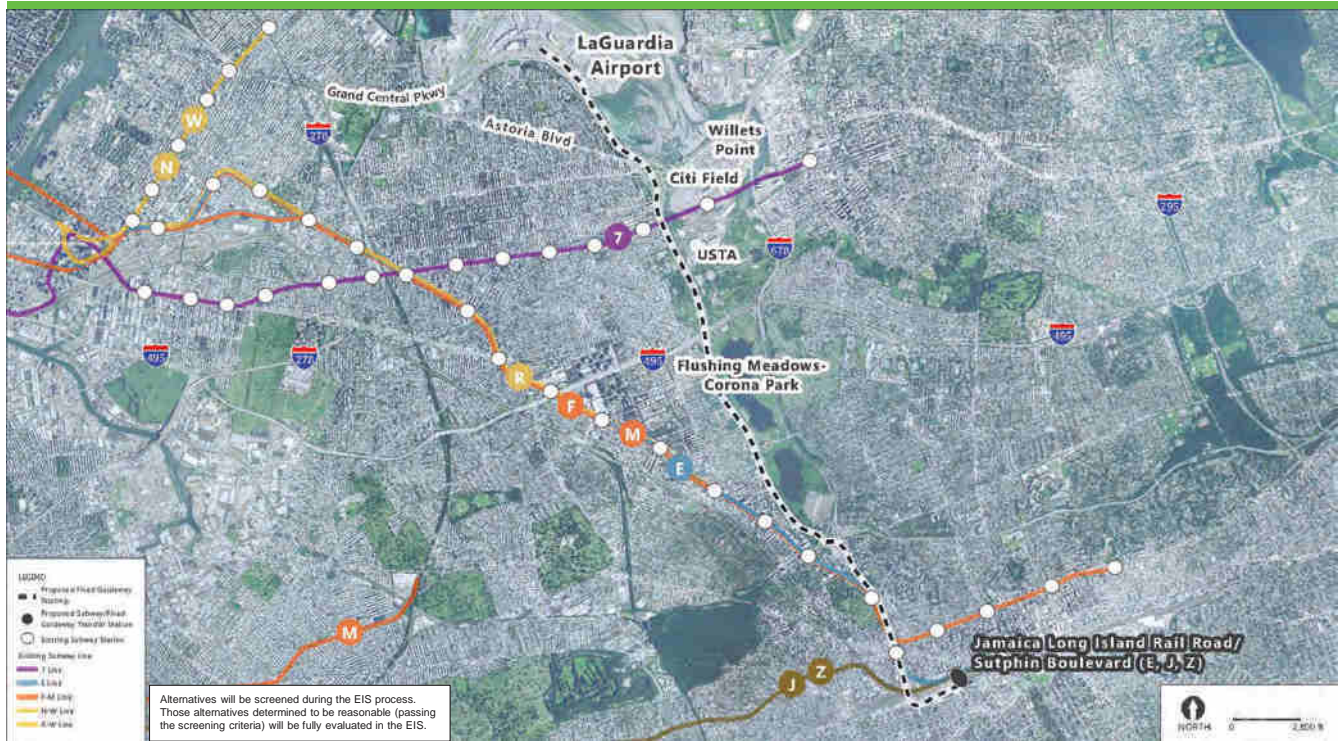
# ALTERNATIVE: FIXED GUIDEWAY FROM WOODSIDE SUBWAY STATION



# ALTERNATIVE: FIXED GUIDEWAY FROM ROOSEVELT AVENUE - JACKSON HEIGHTS SUBWAY STATION



# ALTERNATIVE: FIXED GUIDEWAY FROM JAMAICA STATION TRANSPORTATION HUB



Federal Aviation Administration

# ALTERNATIVE: FIXED GUIDEWAY FROM METS-WILLETTS POINT LIRR AND METS-WILLETTS POINT SUBWAY STATION



Federal Aviation Administration

## OTHER ALTERNATIVES TO BE CONSIDERED

- Transportation Demand Management (measures to reduce single-occupant car use to LGA)
  - Promote use of public transit, walking, bicycling, or carpools/vanpools to LGA
  - Encourage more efficient use of taxis and other on-demand car or shared ride service
- Transportation Systems Management (optimize/improve the existing system)
  - Improvements to select bus service Q70 and M60 routes, including: eliminating or combining stops, and purchasing new, larger buses with luggage racks
- Emerging Transportation Technologies
  - Transportation Network Companies (TNC) such as Uber or Lyft
  - Autonomous vehicles
  - New tunneling technologies
- Use of Other Airports
  - Shift airport passengers to JFK or EWR
- No Action Alternative

Alternatives will be screened during the EIS process. Those alternatives determined to be reasonable (passing the screening criteria) will be fully evaluated in the EIS.



Federal Aviation  
Administration

## PORT AUTHORITY OF NEW YORK AND NEW JERSEY PREFERRED ALIGNMENT



Federal Aviation  
Administration

# CONNECTED ACTIONS OF THE PORT AUTHORITY'S PREFERRED ALIGNMENT



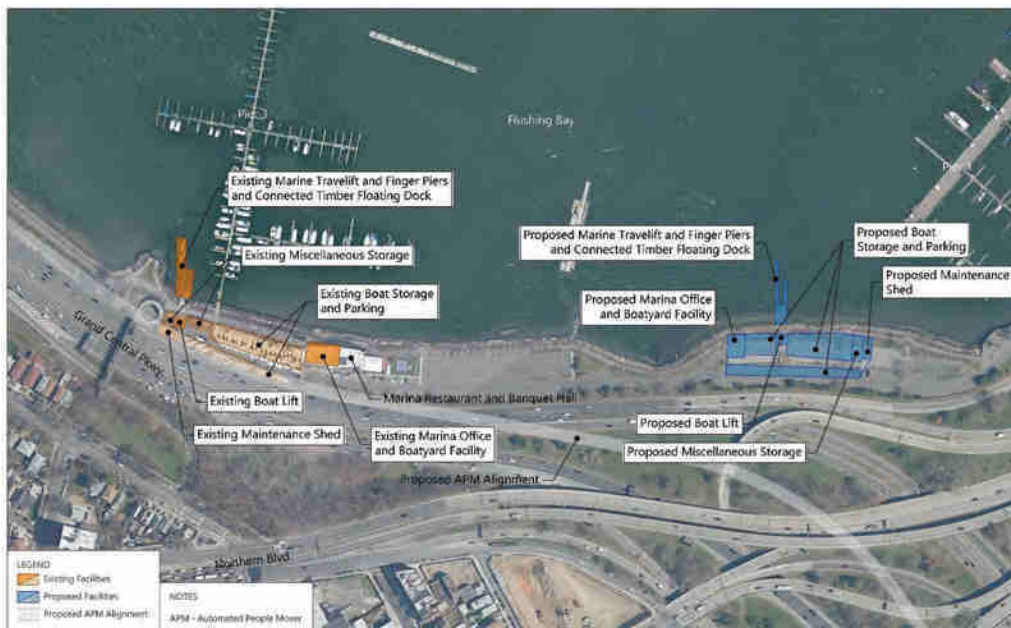
- Relocation of the Passerelle Pedestrian Bridge
- Improvements to the Metropolitan Transportation Authority Long Island Rail Road Mets-Willets Point Station
  - Two new platforms
  - Four new tracks within the station
  - New crossovers and signal system
- Utility relocations and improvements



Federal Aviation Administration

# CONNECTED ACTIONS OF THE PORT AUTHORITY'S PREFERRED ALIGNMENT

- Relocation of World's Fair Marina Facilities



Federal Aviation Administration

## FAA ENVIRONMENTAL IMPACT CATEGORIES

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- Air quality
- Biological resources (including fish, wildlife, and plants)
- Climate\*
- Coastal resources
- DOT Act, Section 4(f)
- Farmlands\*
- Hazardous materials, solid waste, and pollution prevention
- Historical, architectural, archaeological, and cultural resources
- Land use\*
- Natural resources and energy supply\*
- Noise and noise-compatible land use
- Socioeconomics, environmental justice, and children's environmental health and safety risks
- Visual effects (including light emissions)
- Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

*\*No impacts/minor impacts anticipated*



Federal Aviation  
Administration





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PUBLIC SCOPING MEETING NEWSPAPER AFFIDAVITS

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## Affidavit of Publication

Order Number: 6241547  
Purchase Order:

State of NJ  
County of Hudson

The undersigned is an authorized designee of the publisher of the Daily News, a daily newspaper published in New York, New York. The notice, of which the annexed is a true copy, has been published in the said newspaper in the Island zone on the following days:

Publication Dates : May 03, 2019.

---

Daily News, L.P., Publisher

*Lenny Brown*

---

Printed Name: Lenny Brown

Authorized Designee of Daily News, L.P., Publisher of the Daily News

Sworn to before me this \_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

*Lynn Guglielmo*

SWORN TO AND SUBSCRIBED  
BEFORE ME THIS DATE

MAY 03 2019

LYNN GUGLIELMO  
Notary Public of New Jersey  
My Commission Expires 03/08/2024

**Legal Notices**

The Federal Aviation Administration (FAA) is issuing this notice to advise the public that scoping meetings will be held to seek public comment on the scope of an **Environmental Impact Statement (EIS)** to assess the potential impacts of the proposed **LaGuardia Airport Access Improvement Project** and its enabling projects and connected actions (the proposed action). As the project sponsor, the Port Authority of New York and New Jersey (Port Authority) proposes to construct an elevated automated people mover (APM) that would provide direct access between LaGuardia Airport (LGA) and two existing transit stations at Mets-Willets Point. Currently, LGA is accessible only by road and passengers and employees face increasing and unreliable travel times and traffic congestion on off-airport roadways. The project will provide air passengers and employees with a time-certain option for access to LGA and permit the Port Authority to provide adequate employee parking for the geographically constrained Airport. Two (2) public scoping meetings and one (1) governmental agency scoping meeting will be held to identify public and agency concerns related to the proposed action. The FAA is the lead agency on the preparation of the EIS.

The EIS will be prepared in accordance with the procedures described in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions. Additionally, pursuant to Executive Order 13807, Establishing Discipline and Accountability in the Environmental and Permitting Process for Infrastructure, this EIS will be used by all federal approving and permitting agencies. Accordingly, it will comply with any requirements of those cooperating and participating agencies. The FAA and cooperating and participating agencies intend to use the preparation of this EIS to comply with the concurrent statutory review process under Section 106 of the National Historic Preservation Act (NHPA), as amended, and its implementing regulations, Protection of Historic Properties (36 CFR Part 800); Section 7 of the Endangered Species Act; the Magnuson-Stevens Fishery Conservation and Management Act; and Section 404 of the Clean Water Act. This Notice of Scoping Meetings also serves to satisfy the public notice and comment requirements of Section 106 of the NHPA; Section 4(f) of the Department of Transportation (DOT) Act; DOT Order 5610.2(a), Environmental Justice in Minority and Low-Income Populations; Executive Order 11991, Protection of Wetlands; DOT Order 5660.1A, Preservation of the Nation's Wetlands; Executive Order 11988, Floodplain Management; and DOT Order 5650.2, Floodplain Management and Protection.

The Port Authority, the operator of LGA, proposes the following project components of the proposed action:

- construction of an above ground fixed guideway automated people mover (APM) system approximately 2.3 miles in length that extends from the LGA Central Hall Building to the Metropolitan Transit Authority (MTA) Long Island Rail Road (LIRR) Mets-Willets Point Station and the New York City Transit (NYCT) 7 Line Mets-Willets Point Station;
- construction of two on-airport APM stations; construction of one off-airport APM station at Mets-Willets Point that provides connections to the Mets-Willets Point LIRR and NYCT 7 Line stations;
- construction of passenger walkway systems to connect the APM stations to the passenger terminals, parking garages, and ground transportation facilities;
- construction of a multi-level APM operations, maintenance, and storage facility (OMSF) that includes 500 Airport employee parking spaces and replacement parking for Citi Field parking spaces that would be affected by the proposed action;
- construction of three traction power substations: one located at the on-airport East Station, another at the Mets-Willets Point APM Station, and the third at the OMSF to provide power to the APM guideway;
- construction of a 27kV main substation located adjacent to the OMSF structure on MTA property; and
- construction of utilities infrastructure, both new and modified, as needed, to support the proposed action.

The proposed action also includes various enabling projects to allow construction and connected actions, including: utility relocation and demolition of certain existing facilities; reconstruction and/or relocation of the Passerelle Bridge; modifications to the MTA LIRR Mets-Willets Point Station, including service changes to the LIRR Port Washington Line; and the relocation of several Flushing Bay Marina facilities, including a boat lift, Marina office, and boat storage. More information about the project sponsor's proposed action and the scoping meetings can be found at: [www.LGAAccessEIS.com](http://www.LGAAccessEIS.com).

**AGENCY SCOPING:** A governmental agency scoping meeting for all federal, state, and local regulatory agencies that have jurisdiction by law or have special expertise with respect to any potential environmental impacts associated with the proposed action will be held on Wednesday, June 5, 2019, from 6:30 a.m. to 8:30 a.m. Eastern Time, at the Port Authority's offices, 4 World Trade Center, 150 Greenwich Street, New York, New York. A notification letter will be sent in advance of the meeting.

**PUBLIC SCOPING:** Two public scoping meetings for the general public will be held. The public scoping meetings will be held from 6:30 p.m. to 8:30 p.m. Eastern Time on Wednesday, June 5, 2019, and from 6:30 p.m. to 8:30 p.m. Eastern Time on Thursday, June 6, 2019. The public scoping meetings will be conducted at the New York LaGuardia Airport Marriott, 102-05 Ditmars Boulevard, East Elmhurst, New York. The public scoping meetings will be open house format with project information displayed and representatives from the FAA and the Port Authority available to answer questions. Written and oral comments with respect to any potential environmental impacts associated with the proposed action, or comments representing the concerns, issues, and alternatives they believe should be addressed in the EIS will be accepted at each of the meetings. The public meetings will be open and free (including parking) to all persons on a space-available basis.

Sign and oral interpretation can be made available at the meetings, as well as an assistive listening device, if requested 10 calendar days before the meeting. For additional information, please contact: Ms. Maria Bernardez, Ricondo & Associates, Inc., at 312-606-0611, x374 or [msbernardez@ricondo.com](mailto:msbernardez@ricondo.com). Si desea esta informacion en español, llame a (312) 606-0611, x374.

**SCOPING COMMENTS:** Written comments should be submitted by e-mail to [comments@lgaccessEIS.com](mailto:comments@lgaccessEIS.com), or sent to the FAA, at the following address:

Mr. Andrew Brooks  
Environmental Program Manager-Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, New York 11434

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019.

**Legal Notices**

**NOTICE OF SCOPING MEETINGS  
LaGuardia Airport Access Improvement Project  
Environmental Impact Statement**

**Legal Notices**

**Legal Notices**

**LEGAL NOTICE**  
If you have one or two criminal convictions for possessing marijuana in a public place in Manhattan where the marijuana was burning or open to public view (N.Y. P.L. § 221.10(1)), and the convictions are more than ten years ago and you have no other New York criminal convictions (misdemeanors or felonies), you may be a member of a class in a civil proceeding which asks of New York court to seal these convictions so they will no longer show up on most criminal background checks. If you want to find out if you are a class member, want to exclude yourself from the class, want to object to the class action, or have other questions about the proceeding, please visit [www.lac.org/sealingclass](http://www.lac.org/sealingclass) or [www.csnny.org/sealingclass](http://www.csnny.org/sealingclass) or call (646) 753-8044. The deadline to object to the proceeding is June 6, 2019 and the deadline to opt out of the class is June 11, 2019. The court will hold a final hearing on June 20, 2019.

**Legal Notices**

Notice of formation of TRAVEL ADDICTS COLLECTION LLC. Articles of Org. filed with the Secretary of State of New York (SSNY) on 08/23/2018. Office located at: 423/2019, Office: Queens County, SSNY designated as agent of LLC upon whom process for service of process. SSNY shall mail copy of any process served against the LLC to: 69 Westfield Avenue, Staten Island, NY 10309. Purpose: Any lawful activity or purpose.

Notice of Formation of Marisa Circle Realty, LLC. Art. of Org. filed Sec'y of State (SSNY) 4/31/19. Office location: Richmond Co. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail process to: 69 Westfield Avenue, Staten Island, NY 10309. Purpose: any lawful activities.

**Legal Notices**

MK PROPERTY HOLDINGS, LLC filed Articles of Organization with the Department of State of NY on 02/12/2019. Office Location: County of Queens. The Secretary of State of NY ("SSNY") has been designated as agent of the LLC upon whom process against it may be served. SSNY shall mail a copy of any such process served to: 195-10A 67th Avenue, Fresh Meadows, NY 11365. Purpose: Real Estate property purchasing and selling and managing.

Notice of Formation of Quality Bedding LLC. Arts. of Org. filed with Secy. of State of NY (SSNY) on 4/11/19. Office location: Richmond County. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail process to: 260 Port Richmond Ave, Staten Island, NY 10302. Purpose: any lawful activity.

STRATIS POTTER LLC. App. for Auth. filed with the SSNY on 03/14/19. Originally filed with Secretary of State of Connecticut on 10/12/2018. Office: Queens County. SSNY designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to the LLC to: George Caravakis, 6208 Avlon Drive, Shelton, CT 06484. Purpose: Any lawful purpose.

Notice of Formation of Travis Towers I LLC. Arts. of Org. filed with Secy. of State of NY (SSNY) on 2/21/19. Office location: Richmond County. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail process to: The LLC, 23 Hawthorne Ave, Staten Island, NY 10314. Purpose: any lawful purpose.

**Foreclosures**

**SUPREME COURT OF THE STATE OF NEW YORK - COUNTY OF QUEENS**

DEUTSCHE BANK NATIONAL TRUST COMPANY AS TRUSTEE FOR THE CERTIFICATE HOLDERS OF THE GSAA HOME EQUITY TRUST, ASSET-BACKED CERTIFICATES, SERIES 2005-10, V. ROLAND ROMAIN, ET AL.

**NOTICE OF SALE**

NOTICE IS HEREBY GIVEN pursuant to a Final Judgment of Foreclosure dated May 17, 2017, and entered in the Office of the Clerk of the County of Queens, wherein DEUTSCHE BANK NATIONAL TRUST COMPANY AS TRUSTEE FOR THE CERTIFICATEHOLDERS OF THE GSAA HOME EQUITY TRUST, ASSET-BACKED CERTIFICATES, SERIES 2005-10 is the Plaintiff and ROLAND ROMAIN, ET AL are the Defendants. I, the undersigned Referee will sell at public auction of the QUEENS COUNTY COURTHOUSE, 88-11 SUTPHIN BLVD, COURTCOURM #25, JAMAICA, NY 11435, on May 17, 2019 at 10:00 AM, premises known as 134-42 228TH ST A/K/A 13442 228TH STREET, LAURELTON (CITY OF NEW YORK), NY 11413: Block 13008, Lot 51:

**ALL THAT CERTAIN OR PARCEL OF LAND, WITH THE BUILDINGS AND IMPROVEMENTS THEREON ERECTED, SITUATE, LYING AND BEING IN THE FOURTH WARD OF THE BOROUGH AND COUNTY OF QUEENS, CITY AND STATE OF NEW YORK**

Premises will be sold subject to provisions of filed Judgment Index # 24252013. BRIAN MCAFFEY, Esq. Referee. RAS Boriskin, LLC 900 Merchants Concourse, Suite 310, Westbury, New York NY 11590, Attorneys for Plaintiff.

**Legal Notices**

**Notice of Formation of DD WEST 29TH SPONSOR LLC**  
Arts. of Org. filed with Secy. of State of NY (SSNY) on 03/20/19. Office location: Queens County. Print office of LLC: 42-09 235th St., 2nd Fl., Douglaston, NY 11363. SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail process to c/o Douglaston Development, 7 Penn Plaza, NY, NY 10001. Purpose: Any lawful activity.

JAYEM 121 REALTY LLC Art. Of Org. Filed Sec. of State of NY 2/22/2019. Off. Loc. : Queens Co. SSNY designated as agent upon whom process against it may be served. SSNY to mail copy of process to The LLC, c/o Meyer Jeger, Esq., P.O. Box 670637, Flushing, NY 11367. Purpose : Any lawful act or activity.

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To place an ad, go to [PlaceanAd.NYDailyNews.com](http://PlaceanAd.NYDailyNews.com)

**Legal Notices**

**Notice of Formation of J.L. Upole Mental Health Counseling, PLLC.**  
Arts. of Org. filed with Secy. of State of NY (SSNY) on 3/20/19. Office location: Richmond County. SSNY designated as agent of PLLC upon whom process against it may be served. SSNY shall mail process to: 100 Harbor Road, Staten Island, NY 10303. Purpose: practice the profession of Mental Health Counseling.

**RENTING? SELLING?**  
To place an ad, go to [PlaceanAd.NYDailyNews.com](http://PlaceanAd.NYDailyNews.com)

**Legal Notices**

**LEGAL NOTICE**  
Notification is hereby given that JP Morgan Chase Bank, N.A., 1111 Polaris Parkway, Columbus, Ohio 43240 has filed an application with the Office of the Comptroller of the Currency (the "OCC") on or about May 3, 2019, as specified in 12 CFR Part 5, for permission to establish a domestic branch of the southwest corner of the intersection of 16th Street and Union Square West, New York, Borough of Manhattan, New York County, NY 10003. Any person wishing to comment on this application may file comments in writing with the Licensing Manager, Large Banks Licensing Operations, 400 7th Street, SW, Washington, D.C. 20219 within 30 days of the date of this publication. The public portion of the filing is available upon request from the OCC. The public may find information about the filing (including the closing date of the comment period) in the OCC Weekly Bulletin available at [www.occ.gov](http://www.occ.gov).

**Health Care**  
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Declaration of Performance Affidavit

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IO/Job #: ROP ad Full Page  
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Quantity Received: N/A

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Newspaper Gross Run: 25,000

Quantity Inserted: N/A

Newspaper Net Paid Circ.: N/A

Method of Destruction: N/A

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Declaration Completed:

Date: May 21st, 2019

I declare under penalty of perjury that the information set forth in the Declaration of Performance is accurate in all aspects.

Signature: Jesie Mielan

Assistant to GM  
Title

Print Name: Elsie Mielan

Notary Public Seal

State of New Jersey  
County of: Hudson

Lexy Gomez Barros  
Notary Public Signature

Sworn to and Subscribed Before Me  
Date: 5.21.2019

LEXY GOMEZ BARROS  
NOTARY PUBLIC OF NEW JERSEY  
My Commission Expires 6/8/2020

## NOTIFICACIÓN DE REUNIONES DE DETERMINACIÓN DE ALCANCE

### Proyecto de Mejoras de Acceso al Aeropuerto LaGuardia Declaración de Impacto Ambiental

La Administración Federal de Aviación (FAA, por sus siglas en inglés) está emitiendo esta notificación para hacer saber al público que se realizarán reuniones de determinación de alcance para obtener comentarios del público acerca del alcance de una Declaración de Impacto Ambiental (EIS, por sus siglas en inglés) para evaluar los impactos potenciales del proyecto propuesto de Mejoras de Acceso al Aeropuerto LaGuardia junto con los proyectos que lo facilitan y acciones conectadas (la acción propuesta). Como patrocinador del proyecto, La Autoridad del Puerto de Nueva York y Nueva Jersey (PAANYNJ, por sus siglas en inglés) propone construir un Movilizador de Personas Automatizado (APM, por sus siglas en inglés) que proveería acceso directo entre el Aeropuerto LaGuardia (LGA, por sus siglas en inglés) y dos estaciones de tránsito existentes en Mets-Willets Point. LGA es accesible actualmente solo por las calles, y los pasajeros y empleados enfrentan tiempos de viaje impredecibles y que van en aumento, así como congestión de tráfico en las calles de salida del Aeropuerto. El proyecto proveerá a los pasajeros y empleados con una opción de traslado de duración predecible para tener acceso a LGA y le permitirá a la Autoridad del Puerto proveer estacionamiento adecuado para empleados del aeropuerto, el cual está limitado geográficamente. Se realizarán dos (2) reuniones públicas de determinación de alcance y una (1) reunión de agencias gubernamentales de determinación de alcance para identificar inquietudes del público y de las agencias en relación con la acción propuesta. La FAA es la agencia líder en la preparación del EIS.

El EIS será preparado de acuerdo a los procedimientos descritos en la Orden 1050.1F de la FAA, *Impactos Ambientales: Políticas y Procedimientos*, y la orden 5050.4B, *Acta Nacional de Política Ambiental (NEPA, por sus siglas en inglés) Implementando Instrucciones para las Acciones de Aeropuertos*. Adicionalmente, conforme a la Orden Ejecutiva 13807, *Estableciendo Disciplina y Responsabilidades en el Proceso Ambiental y de Permisos para Infraestructura*, este EIS será usado por todas las agencias que otorgan autorizaciones y permisos. La FAA así como las agencias cooperativas y participativas tienen la intención de usar la preparación de este EIS para cumplir con el proceso estatutario simultáneo de revisión bajo la Sección 106 del Acta Nacional de Preservación Histórica (NHPA, por sus siglas en inglés), según su enmienda y sus regulaciones para implementación, *Protección de Propiedades Históricas* (36 CFR Parte 800); Sección 7 del Acta de Especies en Peligro; El Acta Magnuson-Stevens para la Conservación y Gerencia de Pesca; y la Sección 404 del Acta de Agua Limpia. Esta notificación de reuniones de determinación de alcance también cumple con los requerimientos de notificación pública y comentarios de la Sección 106 de la NHPA; Sección 4(f) del Acta del Departamento de Transporte (DOT); Orden del DOT 5610.2(a), *Justicia Ambiental en Poblaciones de Minorías y Bajos Ingresos*; *Orden Ejecutiva 11990, Protección de Pantanos*; Orden del DOT 5660.1A, *Preservación de los Pantanos de la Nación*; *Orden Ejecutiva 11988, Gerencia de Terrenos Inundables*; y orden del DOT 5650.2, *Gerencia y Protección de Terrenos Inundables*.

La Autoridad del Puerto, quien es el operador de LGA, propone los siguientes componentes del proyecto para la acción propuesta:

- construcción de un movilizador de personas automatizado (APM) fijo en un riel sobre tierra de aproximadamente 2.3 millas de largo, extendido desde el edificio Central Hall en LGA hasta la estación Mets-Willets Point del Tren de Long Island (LIRR, por sus siglas en inglés) de la Autoridad Metropolitana de Tránsito (MTA, por sus siglas en inglés); y la estación Mets-Willets Point de la Línea 7 de Tránsito de la Ciudad de Nueva York;
- construcción de dos estaciones de APM en el Aeropuerto; construcción de una estación de APM fuera del aeropuerto en Willets-Point que provea conexión con las estaciones Mets-Willets Point de LIRR y de la Línea 7;
- construcción de sistemas de caminerías para pasajeros para conectar las estaciones de APM a los terminales de pasajeros, estacionamientos e instalaciones de transporte terrestre;
- construcción de infraestructura multinivel para operaciones de APM, mantenimiento y almacenamiento (OMSF, por sus siglas en inglés) que incluya 500 puestos de estacionamiento de empleados y puestos de reemplazo para los puestos de estacionamiento de Citi Field que serían afectados por la acción propuesta;
- construcción de 3 sub-estaciones de energía de tracción: una localizada en la estación Este dentro del aeropuerto, otra en la estación de APM Mets-Willets Point y la tercera en el OMSF para proveer energía al riel;
- construcción de una sub-estación principal de 27kV adyacente al OMSF dentro de la propiedad de MTA; y
- construcción de infraestructura de servicios, tanto nueva como modificada, para apoyar la acción propuesta.

La acción propuesta también incluye varios proyectos facilitadores para permitir la construcción y las acciones conectadas, incluyendo: relocalización de servicios y demolición de cierta infraestructura existente; reconstrucción y/o relocalización del puente Pasarela; modificaciones a la estación Mets-Willets Point, incluyendo varios cambios a la línea Port Washington de LIRR; y la relocalización de varias estructuras de la Marina de la Bahía Flushing, incluyendo un elevador de botes, la oficina de la Marina, y almacenamiento de botes. Más información sobre la acción propuesta por el patrocinador del proyecto y las reuniones para determinar alcance puede encontrarse en [www.LgaAccessEIS.com](http://www.LgaAccessEIS.com)

#### DETERMINACION DE ALCANCE –

**AGENCIAS:** Una reunión gubernamental para determinar alcance, para todas las agencias federales, estatales, locales y regulatorias que tienen jurisdicción por ley o son autoridades en materia de algún impacto ambiental asociado con la acción propuesta, se llevará a cabo el miércoles 5 de junio de 2019. La reunión será a las 10:00 am hora del Este, en las oficinas de la Autoridad del Puerto en 4 World Trade Center, 150 Greenwich Street, New York, New York. Una carta de notificación será enviada con anticipación.

#### DETERMINACION DE ALCANCE –

**PÚBLICO GENERAL:** Dos reuniones para determinar alcance serán efectuadas con el público en general. Las reuniones públicas de alcance se llevarán a cabo de 6:30 p.m. a 8:30 p.m. hora del Este el miércoles 5 de junio de 2019 y de 6:30 p.m. a 8:30 p.m. hora del Este el jueves 6 de junio de 2019. Las reuniones públicas de determinación de alcance serán conducidas en el Marriott del Aeropuerto LaGuardia en Nueva York, 102-05 Boulevard Ditmars, Elmhurst del Este, Nueva York. Las reuniones públicas de alcance tendrán formato abierto, con presentación de información del proyecto y representantes de la FAA y la Autoridad del Puerto disponibles para contestar preguntas. Durante la reunión se aceptarán comentarios escritos y verbales en relación a cualquier potencial impacto ambiental asociado con la acción propuesta, o comentarios representando las inquietudes, asuntos y alternativas que el público crea que deben ser considerados en el EIS. Las reuniones públicas serán abiertas y gratuitas (incluyendo estacionamiento) para todas las personas, sobre la base de disponibilidad de espacio.

Interpretación oral y en señas puede hacerse disponible en estas reuniones, así como un dispositivo de asistencia auditiva, de ser solicitado con 10 días de anticipación a la reunión. Para información adicional, favor contactar: Ms. Maria Bernardez, Ricondo & Associates, Inc., at 312-606-0611, x374 or [mgbernardez@ricondo.com](mailto:mgbernardez@ricondo.com).

**COMENTARIOS DE DETERMINACIÓN DE ALCANCE:** Comentarios escritos deberán ser enviados por correo electrónico a [comments@lgaaccessels.com](mailto:comments@lgaaccessels.com), o enviados a la FAA, a la siguiente dirección:

Mr. Andrew Brooks  
Environmental Program Manager – Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, New York 11434

Los comentarios deberán ser recibidos por la FAA no más tarde de las 5:00 p.m. hora del este, lunes, Junio 17, 2019.

NEWSDAY  
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ENVISION CONSULTANTS  
3 WHEATLEY BLVD  
MULLICA HILL, NJ 08062

STATE OF NEW YORK)

Legal Notice No. 0021486779

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COUNTY OF SUFFOLK)

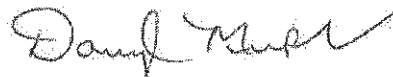
Darryl Murphy of Newsday Media Group., Suffolk County, N.Y., being duly sworn, says that such person is, and at the time of publication of the annexed Notice was a duly authorized custodian of records of Newsday Media Group, the publisher of NEWSDAY, a newspaper published in the County of Suffolk, County of Nassau, County of Queens, and elsewhere in the State of New York and other places, and that the Notice of which the annexed is a true copy, was published in the following editions/counties of said newspaper on the following dates:

Friday

May 03, 2019

Queens

**SWORN** to before me this  
22 Day of May, 2019.



---

CHRISTOPHER LAWSON  
Notary Public – State of New York  
No. 01LA6348406  
Qualified in Suffolk County  
My Commission Expires September 26, 2020





## Proof of Publication

State Of New York  
County of Queens

Mark Weidler of The Queens Chronicle being duly sworn, says that he is the publisher of The Queens Chronicle, a weekly newspaper printed every Thursday in the City of New York, County of Queens, and that the notice which the annexed is a true copy, has been published in said newspaper.

### NOTICE OF SCOPING MEETINGS LaGuardia Airport Access Improvement Project Environmental Impact Statement

The Federal Aviation Administration (FAA) is issuing this notice to advise the public that scoping meetings will be held to seek public comment on the scope of an Environmental Impact Statement (EIS) to assess the potential impacts of the proposed LaGuardia Airport Access Improvement Project and its enabling projects and connected actions (the proposed action).

INSERT DATES: Thursday, May 9<sup>th</sup>, 2019

(signed) ..... 

Sworn before me this 9 day of May 2019.

(Notary Public) ..... 

Joanne M. DiGiuseppe Certified  
Notary Public State of New York  
No. 01D16292757  
Qualified in Queens County  
Expires 11-4-20 21



**NOTICE OF SCOPING MEETINGS  
LaGuardia Airport Access Improvement Project  
Environmental Impact Statement**

The Federal Aviation Administration (FAA) is issuing this notice to advise the public that scoping meetings will be held to seek public comment on the scope of an Environmental Impact Statement (EIS) to assess the potential impacts of the proposed LaGuardia Airport Access Improvement Project and its enabling projects and connected actions (the proposed action). As the project sponsor, the Port Authority of New York and New Jersey (Port Authority) proposes to construct an elevated automated people mover (APM) that would provide direct access between LaGuardia Airport (LGA) and two existing transit stations at Mets-Willets Point. Currently, LGA is accessible only by road and passengers and employees face increasing and unreliable travel times and traffic congestion on off-Airport roadways. The project will provide air passengers and employees with a time-certain option for access to LGA and permit the Port Authority to provide adequate employee parking for the geographically constrained Airport. Two (2) public scoping meetings and one (1) governmental agency scoping meeting will be held to identify public and agency concerns related to the proposed action. The FAA is the lead agency on the preparation of the EIS.

The EIS will be prepared in accordance with the procedures described in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions. Additionally, pursuant to Executive Order 13807, Establishing Discipline and Accountability in the Environmental and Permitting Process for Infrastructure, this EIS will be used by all federal approving and permitting agencies. Accordingly, it will comply with any requirements of those cooperating and participating agencies. The FAA and cooperating and participating agencies intend to use the preparation of this EIS to comply with the concurrent statutory review process under Section 106 of the National Historic Preservation Act (NHPA), as amended, and its implementing regulations, Protection of Historic Properties (36 CFR Part 800); Section 7 of the Endangered Species Act; the Magnuson-Stevens Fishery Conservation and Management Act; and Section 404 of the Clean Water Act. This Notice of Scoping Meetings also serves to satisfy the public notice and comment requirements of Section 106 of the NHPA; Section 4(f) of the Department of Transportation (DOT) Act; DOT Order 5610.2(a), Environmental Justice in Minority and Low-Income Populations; Executive Order 11990, Protection of Wetlands; DOT Order 5660.1A, Preservation of the Nation's Wetlands; Executive Order 11988, Floodplain Management; and DOT Order 5650.2, Floodplain Management and Protection.

The Port Authority, the operator of LGA, proposes the following project components of the proposed action:

- construction of an above ground fixed guideway automated people mover (APM) system approximately 2.3 miles in length that extends from the LGA Central Hall Building to the Metropolitan Transit Authority (MTA) Long Island Rail Road (LIRR) Mets-Willets Point Station and the New York City Transit (NYCT) 7 Line Mets-Willets Point Station;
- construction of two on-Airport APM stations; construction of one off-Airport APM station at Mets-Willets Point that provides connections to the Mets-Willets Point LIRR and NYCT 7 Line stations;
- construction of passenger walkway systems to connect the APM stations to the passenger terminals, parking garages, and ground transportation facilities;
- construction of a multi-level APM operations, maintenance, and storage facility (OMSF) that includes 500 Airport employee parking spaces and replacement parking for Citi Field parking spaces that would be affected by the proposed action;
- construction of three traction power substations: one located at the on-Airport East Station, another at the Mets-Willets Point APM Station, and the third at the OMSF to provide power to the APM guideway;
- construction of a 27kV main substation located adjacent to the OMSF structure on MTA property; and
- construction of utilities infrastructure, both new and modified, as needed, to support the proposed action.

The proposed action also includes various enabling projects to allow construction and connected actions, including: utility relocation and demolition of certain existing facilities; reconstruction and/or relocation of the Passerelle Bridge; modifications to the MTA LIRR Mets-Willets Point Station, including service changes to the LIRR Port Washington Line; and the relocation of several Flushing Bay Marina facilities, including a boat lift, Marina office, and boat storage. More information about the project sponsor's proposed action and the scoping meetings can be found at: [www.LgaAccessEIS.com](http://www.LgaAccessEIS.com).

**AGENCY SCOPING:** A governmental agency scoping meeting for all federal, state, and local regulatory agencies that have jurisdiction by law or have special expertise with respect to any potential environmental impacts associated with the proposed action will be held on Wednesday, June 5, 2019. This meeting will take place at 10:00 a.m. Eastern Time, at the Port Authority's offices, 4 World Trade Center, 150 Greenwich Street, New York, New York. A notification letter will be sent in advance of the meeting.

**PUBLIC SCOPING:** Two public scoping meetings for the general public will be held. The public scoping meetings will be held from 6:30 p.m. to 8:30 p.m. Eastern Time on Wednesday, June 5, 2019 and from 6:30 p.m. to 8:30 p.m. Eastern Time on Thursday, June 6, 2019. The public scoping meetings will be conducted at the New York LaGuardia Airport Marriott, 102-05 Ditmars Boulevard, East Elmhurst, New York. The public scoping meetings will be open house format with project information displayed and representatives from the FAA and the Port Authority available to answer questions. Written and oral comments with respect to any potential environmental impacts associated with the proposed action, or comments representing the concerns, issues, and alternatives they believe should be addressed in the EIS will be accepted at each of the meetings. The public meetings will be open and free (including parking) to all persons on a space-available basis.

Sign and oral interpretation can be made available at the meetings, as well as an assistive listening device, if requested 10 calendar days before the meeting. For additional information, please contact: Ms. Maria Bernardez, Ricondo & Associates, Inc., at 312-606-0611, x374 or [mgbernardez@ricondo.com](mailto:mgbernardez@ricondo.com). Si desea esta información en español, llame a (312) 606-0611, x374.

**SCOPING COMMENTS:** Written comments should be submitted by e-mail to [comments@lgaaccessseis.com](mailto:comments@lgaaccessseis.com), or sent to the FAA, at the following address:

Mr. Andrew Brooks  
Environmental Program Manager-Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, New York 11434

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019.

The Queens Courier  
38-15 Bell Boulevard  
Bayside, NY, 11361  
Phone: 7182245863 Fax: 7182245441

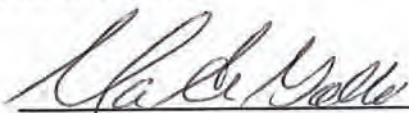
Affidavit of Publication

To: Envision Consultants, Ltd.  
PO Box 536, 3 Wheatley Blvd.  
Mullica Hill, NJ 08062

Re: Classified Ad IO# 201458

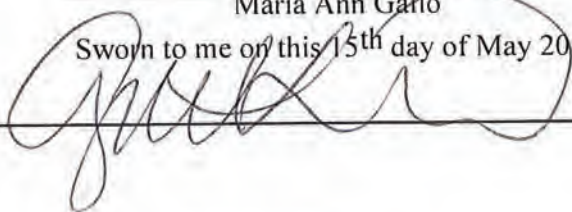
State of NY            }  
                                  } SS:  
County of Queens    }

I, Maria Ann Gallo, being duly sworn, depose and say: that I am the Authorized Designee of The Queens Courier, a Weekly newspaper of general circulation in Bayside, County of Queens, State of NY; that a notice, of which the annexed is a printed copy, has been duly and regularly published in the The Queens Courier once each week for 1 consecutive weeks; and that the date of the publication were as follows: 05/09/2019.

By:  \_\_\_\_\_

Maria Ann Gallo

Sworn to me on this 15<sup>th</sup> day of May 2019

 \_\_\_\_\_

CYNTHIA PERRY  
Notary Public, State of New York  
No. 01PE6201563  
Qualified in New York County  
Commission Expires March 2, 2021

## PUBLIC NOTICE

# NOTICE OF SCOPING MEETINGS

## LaGuardia Airport Access Improvement Project

### Environmental Impact Statement

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**SCOPING COMMENTS:** Written comments should be submitted by e-mail to [comments@lgaaccesseis.com](mailto:comments@lgaaccesseis.com), or sent to the FAA, at the following address:

Mr. Andrew Brooks  
Environmental Program Manager - Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-810  
1 Aviation Plaza  
Jamaica, New York 11434

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019.

# Proof of Publication

STATE OF NEW YORK

COUNTY OF QUEENS

SS

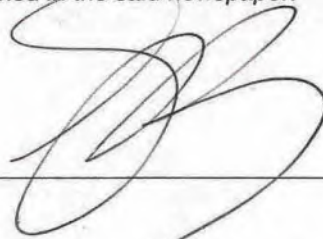
TONY BARSAMIAN, being duly sworn, deposes and says: that he is and at the time of publication of the annexed printed notice

Notice of  
Scoping Meetings  
LaGuardia Airport Access  
Improvement Project

PUBLISHED:

5/8/19

was the Principal Clerk of The Western Queens Gazette, Queens Gazette and Eastern Queens Gazette, the weekly newspapers, published in the County of Queens, State of New York, and that the notice of which the annexed is true and printed copy, was published in the said newspaper.



**Tony Barsamian**

(Signed)

Sworn to before me this 8th day of May, 2019.



DOMENICO PINTO  
NOTARY PUBLIC-STATE OF NEW YORK  
No. 01PI4659328  
Qualified in Queens County  
My Commission Expires March 30, 2023



New York, 11374. Any lawful purpose. 6X 6/5/19 QG

**LEGAL NOTICE**

Notice of Formation of Broadway D.B. Performing Arts Group LLC, Arts. Of Org. filed with SSNY on 04/2/19. Office location: Queens SSNY desg. As agent of LLC upon whom process against it may be served. SSNY mail process to 39-15 Main Street Flushing, New York, 11354. Any lawful purpose. 6X 6/5/19 QG

**LEGAL NOTICE**

Notice of Formation of ANAW LLC Arts. Of Org. filed with SSNY on 04/17/19. Office location: Queens SSNY desg. As agent of LLC upon whom process against it may be served. SSNY mail process to 17-06 Parsons Blvd Whitestone, New York, 11357. Any lawful purpose. 6X 6/5/19 QG

**LEGAL NOTICE**

Notice of Formation of 1581 Kings Property LLC, Arts. Of Org. filed with SSNY on 03/19/19. Office location: Queens SSNY desg. As agent of LLC upon whom process against it may be served. SSNY mail process to 150-41 59th Ave Flushing, New York, 11355. Any lawful purpose. 6X 6/5/19 QG

**LEGAL NOTICE**

Notice of Formation of 1347 COMMONWEALTH LLC, Arts. Of Org. filed with SSNY on 04/18/19. Office location: Queens SSNY desg. As agent of LLC upon whom process against it may be served. SSNY mail process to 31-07 Farrington Street Flushing, New York, 11354. Any lawful purpose. 6X 6/5/19 QG

**LEGAL NOTICE**

Notice of Formation of 1317 Malba Dr Realty LLC, Arts. Of Org. filed with SSNY on 04/05/19. Office location: Queens SSNY desg. As agent of LLC upon whom process against it may be served. SSNY mail process to 1316 Malba Drive, Whitestone, New York, 11357. Any lawful purpose. 6X 6/5/19 QG

**LEGAL NOTICE**

Notice of Formation of 505 International LLC, Arts. Of Org. filed with SSNY on 03/28/19. Office location: Queens SSNY desg. As agent of LLC upon whom process against it may be served. SSNY mail process to 626 RXR Plaza Suite 624 Uniondale, New York, 11556. Any lawful purpose. 6X 6/5/19 QG

**LEGAL NOTICE**

Notice of Formation of 123 Chester IGB LLC, Arts. Of Org. filed with SSNY on 02/07/19. Office location: Queens SSNY desg. As agent of LLC upon whom process against it may be served. SSNY mail process to 143-24 84 Drive Queens, New York, 11435. Any lawful purpose. 6X 6/5/19 QG

**LEGAL NOTICE**

161 BEECH STREET LLC, Arts. Of Org. filed with the SSNY on 04/02/19. Office: Queens County, SSNY designated as agent of the LLC upon whom process against it may be served. SSNY shall mail copy of process to the LLC, 15-31 146th Place, Whitestone, NY

11357. Purpose: Any lawful purpose. 6X 6/5/19 QG

**LEGAL NOTICE**

Notice of formation of THE JACOBS AGENCY LLC Arts. Of Org. filed with Secy. of State of NY (SSNY) on 04/06/2017 Office location: Queens County, SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail process to: The Jacobs Agency LLC 134-19 166th Place 5G, Jamaica, NY 11747 Purpose: any lawful activities. 6X 6/5/19 QG

**LEGAL NOTICE**

Notice of formation of PRAY OVER PLAY LLC Arts. Of Org. filed with Secy. of State of NY (SSNY) on 03/27/2019 Office location: Queens County, SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail process to: PRAY OVER PLAY LLC 18017 120TH AVE., JAMAICA, NY 11434 Purpose: any lawful activities. 6X 6/5/19 QG

**LEGAL NOTICE**

Notice of formation of CLAUThER COUNSELING CONSULTANTS, LLC Arts. Of Org. filed with Secy. of State of NY (SSNY) on 04/12/2019 Office location: Queens County, SSNY designated as agent of LLC upon whom process against it may be served. SSNY shall mail process to: THE LLC 12155 GRAYSON STREET, SPRINGFIELD GARDENS, NY 11413 Purpose: any lawful activities. 6X 6/5/19 QG

**LEGAL NOTICE**

NOTICE OF FORMATION of M. Duncan Management LLC, Arts. Of Org. filed with SSNY on 12/20/2019. Queens County, SSNY designated agent of LLC upon whom process may be served and shall mail copy to M. Duncan Management LLC, 130-05 235th St Rosedale, NY, 11422. Purpose: Any lawful act. 6X 6/5/19 QG

**LEGAL NOTICE**

ADMINISTRATION CITATION File No. 2018-2846/A SURROGATE'S COURT - QUEENS COUNTY CITATION THE PEOPLE OF THE STATE OF NEW YORK, By the Grace of God Free and Independent. To Jose Antonio Bonilla, Julio Cesar Montalvo, Public Administrator of Queens County, the unknown heirs at law, next of kin, and distributees of PAULA MALLIARAKIS A/K/A PAULA ROLDAN deceased, if living, and if any of them be dead to their heirs at law, next of kin, distributees, legatees, executors, administrators, assignees and successors interest, whose names, are unknown and cannot be ascertained after due diligence: A petition having been duly filed by Cathay Bank, which is domiciled at 777 North Broadway, Los Angeles, California 90012 YOU ARE HEREBY CITED TO SHOW CAUSE before the Surrogate's Court, Queens County, at Jamaica, New York, on June 20, 2019 at 9:30 o'clock in the forenoon of that day, why a decree should not be made in the estate of Paula Malliarakis a/k/a Paula Roldan lately domiciled at 18-47 26th Road, Astoria,

New York 11102 in the County of Queens, New York, granting Letters of Limited Administration upon the estate of the decedent to Jose Antonio Bonilla or Julio Cesar Montalvo or if they fail to qualify, then the Public Administrator of Queens County and if they are permitted to renounce, then Christopher T. Feeny or to such other person as may be entitled thereto, permitting such person to appear for the estate of the decedent in the case entitled Cathay Bank v. Paula Malliarakis et al., United States District Court, Eastern District of New York, Case No. 17-CV-3551 (NG) (ARL), and; that the authority of the representative under the foregoing Letters be limited as follows: appearing for the estate in the case entitled Cathay Bank v. Paula Malliarakis et al., United States District Court, Eastern District of New York, Case No. 17-CV-3551 (NG) (ARL); and that the requirement of a bond be dispensed with. Dated, Attested and Sealed, APR 25, 2019; HON. PETER J. KELLY, Surrogate; James Lim Becker, Chief Clerk; Name of Attorney for Petitioner Michael Haskei Tel, No. (516) 294-0250 Address of Attorney Haskei & Wright PLLC, 167 Willis Avenue, Mineola, NY 11501-2621 Note: This citation is served upon you as required by law. You are not required to appear. If you fail to appear it will be assumed you do not object to the relief requested. You have a right to have an attorney-at-law appear for you. 4X 5/22/19 QG

**LEGAL NOTICE**

Notice is hereby given that an Order entered by the Civil Court, Queens County on 4/29/19, bearing Index Number NC-000137-19/QU, a copy of which may be examined at the Office of the Clerk, located at 89-17 Sutphin Boulevard, Jamaica, NY 11435, grants me (us) the right to: Assume the name of (First) LEO (Last) WEBER My present name is (First) LEV (Last) BORUKHOV AKA LEV I BORUKHOV The city and state of my present address are Rego Park, NY My place of birth is UZBEKISTAN The month and year of my birth are August 1979 1X 5/8/19 QG

**LEGAL NOTICE**

Notice of Formation of Sabina Mills, R.N., Home Care PLLC, Arts. Of Org. filed with Secy. of State of NY (SSNY) on 4/19/19. Office location: Queens County, SSNY designated as agent of PLLC upon whom process against it may be served. SSNY shall mail process to: THE PLLC, 519 Beach 129th St, Belle Harbor, NY 11694. Purpose: practice the profession of registered professional nursing. 6X 6/12/19 QG

**LEGAL NOTICE**

Equity 401 Holdings, LLC Arts of Org. filed SSNY 4/12/19. Office: Queens Co. SSNY design agent of LLC upon whom process may be served & mail to 186-40 Powells Cove Blvd 9c Whitestone, NY 11357 General Purpose 6X 6/12/19 QG

**LEGAL NOTICE**  
12135 Queens LLC Arts of Org. filed SSNY 4/16/19. Office: Queens Co. SSNY design agent of LLC upon whom process may be served & mail to 31-35 61 St Woodside, NY 11377 General Purpose 6X 6/12/19 QG

**LEGAL NOTICE**

Juniper 137-30 LLC Arts of Org. filed SSNY 11/27/18. Office: Queens Co. SSNY design agent of LLC upon whom process may be served & mail to 5057 186 St Fresh Meadows, NY 11365 General Purpose 6X 6/12/19 QG

**LEGAL NOTICE**

AST27 Realty LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 4/05/2019. Cty: Queens. SSNY desg. as agent upon whom process against may be served & shall mail process to J.D. Levantis & Associates LLC, 2619, Ditmars Blvd., Astoria, NY 11105-3122. General Purpose 6X 6/12/19 QG

**LEGAL NOTICE**

Teado's Realty LLC, Arts of Org. filed with Sec. of State of NY (SSNY) 4/10/2019. Cty: Queens. SSNY desg. as agent upon whom process against may be served & shall mail process to 220-19 134th St., Springfield Gardens, NY 11413. General Purpose. 6X 6/12/19 QG

**LEGAL NOTICE**

The Holy Land Tour LLC Arts of Org. filed SSNY 2/26/19. Office: Queens Co. SSNY design agent for process & shall mail to 194-25b 64 Ave #2c Fresh Meadows, NY 11365 RA: US Corp Agents, Inc. 7014 13 Ave #202 Brooklyn, NY 11228 General Purpose 6X 6/12/19 QG

**LEGAL NOTICE**

Sip Security Training Services LLC Arts of Org. filed SSNY 1/17/19. Office: Queens Co. SSNY design agent for process & shall mail to 319 Beach 98 St #3 Rockaway Park, NY 11694 RA: US Corp Agents, Inc. 7014 13 Ave #202 Brooklyn, NY 11228 General Purpose 6X 6/12/19 QG

**LEGAL NOTICE**

Whale Music LLC Arts of Org. filed SSNY 3/11/19. Office: Queens Co. SSNY design agent for process & shall mail to address 3710 23 Ave #2 Astoria, NY 11105 RA: US Corp Agents, Inc. 7014 13 Ave #202 Brooklyn, NY 11228 General Purpose 6X 6/12/19 QG

**LEGAL NOTICE**

Pracrow LLC Arts of Org. filed SSNY 3/18/19. Office: Queens Co. SSNY design agent for process & shall mail to 30-72 37 St #11 Astoria, NY 11103 General Purpose 6X 6/12/19 QG

**LEGAL NOTICE**

DIANA MOSHER ASSOCIATES LLC Art. Of Org. Filed Sec. of State of NY 3/19/2019. Off. Loc.: Queens Co. United States Corporation Agents, Inc designated as agent upon whom process against it may be served & shall mail proc.: 7014 13th Avenue, Suite 202, Brooklyn, NY 11228. Purpose: Any lawful act or activity. 6X 6/12/19 QG

**LEGAL NOTICE**

Supplemental Summons and Notice of Object of Action Supreme Court Of The State Of New York County Of Queens Action to Foreclose a Mortgage Index #: 700171/2019 Wilmington Savings Fund Society, FSB, D/B/A Christiana Trust, Not Individually But As Trustee For Hilldale Trust, Plaintiff, vs Medgine C. Dussap Aka Medgine C. Dussap Aka Medgine Dussap If Living, And If He/She Be Dead, Any And All Persons Unknown To Plaintiff, Claiming, Or Who May Claim To Have An Interest In, Or General Or Specific Lien Upon The Real Property Described In This Action; Such Unknown Persons Being Herein Generally Described And Intended To Be Included In Wife, Widow, Husband, Widower, Heirs At Law, Next Of Kin, Descendants, Executors, Administrators, Devisees, Legatees, Creditors, Trustees, Committees, Lienors, And Assignees Of Such Deceased, Any And All Persons Deriving Interest In Or Lien Upon, Or Title To Said Real Property By, Through Or Under Them, Or Either Of Them, And Their Respective Wives, Widows, Husbands, Widowers, Heirs At Law, Next Of Kin, Descendants, Executors, Administrators, Devisees, Legatees, Creditors, Trustees, Committees, Lienors, And Assigns, All Of Whom And Whose Names, Except As Stated, Are Unknown To Plaintiff, People Of The State Of New York, United States Of America Acting Through The IRS John Doe (Those unknown tenants, occupants, persons or corporations or their heirs, distributees, executors, administrators, trustees, guardians, assignees, creditors or successors claiming an interest in the mortgaged premises.) Defendant(s). Mortgaged Premises: 1110 Waterview Street Far Rockaway, NY 11691 BL #: 15725 - 48 To the Above named Defendant: You are hereby summoned to answer the Complaint in this action, and to serve a copy of your answer, or, if the Complaint is not served with this Supplemental Summons, to serve a notice of appearance, on the Plaintiff(s) attorney(s) within twenty days after the service of this Supplemental Summons, exclusive of the day of service (or within 30 days after the service is complete if this Supplemental Summons is not personally delivered to you within the State of New York). In case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the Complaint. The Attorney for Plaintiff has an office for business in the County of Erie. Trial to be held in the County of Queens. The basis of the venue designated above is the location of the Mortgaged Premises. TO Medgine C. Dussap AKA Medgine Dussap Defendant In this Action. The foregoing Supplemental Summons is served upon you by publication, pursuant to an order of HON. Kevin J. Kerrigan of the Supreme Court Of The State Of New York, dated the

Nineteenth day of April 2019 and filed with the Complaint in the Office of the Clerk of the County of Queens, in the City of Jamaica. The object of this action is to foreclose a mortgage upon the premises described below, dated October 9, 2009, executed by Medgine C. Dussap AKA Medgine Dussap to secure the sum of \$415,140.00. The Mortgage was recorded at CRFN 2009000360313 in the Office of the City Register of the City of New York, Queens County on November 4, 2009. The property in question is described as follows: 1110 WATerview STREET, FAR ROCKAWAY, NY 11691 NOTICE YOU ARE IN DANGER OF LOSING YOUR HOME IF you do not respond to this summons and complaint by serving a copy of the answer on the attorney for the mortgage company who filed this foreclosure proceeding against you and filing the answer with the court, a default judgment may be entered, and you can lose your home. Speak to an attorney or go to the court where your case is pending for further information on how to answer the summons and protect your property. Sending a payment to your mortgage company will not stop this foreclosure action. YOU MUST RESPOND BY SERVING A COPY OF THE ANSWER ON THE ATTORNEY FOR THE PLAINTIFF (MORTGAGE COMPANY) AND FILING THE ANSWER WITH THE COURT. DATED: April 22, 2019 Gross Polowy, LLC Attorney(s) For Plaintiff(s) 1775 Wehrle Drive, Suite 100 Williamsville, NY 14221 The law firm of Gross Polowy, LLC and the attorneys whom it employs are debt collectors who are attempting to collect a debt. Any information obtained by them will be used for that purpose. 62952 4X 5/29/19 QG

**LEGAL NOTICE**

**NOTICE OF SCOPING MEETINGS**  
LaGuardia Airport Access Improvement Project Environmental Impact Statement  
The Federal Aviation Administration (FAA) is issuing this notice to advise the public that scoping meetings will be held to seek public comment on the scope of an Environmental Impact Statement (EIS) to assess the potential impacts of the proposed LaGuardia Airport Access Improvement Project and its enabling projects and connected actions (the proposed action). As the project sponsor, the Port Authority of New York and New Jersey (Port Authority) proposes to construct an elevated automated people mover (APM) that would provide direct access between LaGuardia Airport (LGA) and two existing transit stations at Mets/Willets Point. Currently, LGA is accessible only by road and passengers and employees face increasing and unreliable travel times and traffic congestion on off-Airport roadways. The project will provide air passengers and employees with a time-certain option for access to LGA



## LEGAL/PROFESSIONAL & MEDICAL GUIDE



and permit the Port Authority to provide adequate employee parking for the geographically constrained Airport. Two (2) public scoping meetings and one (1) governmental agency scoping meeting will be held to identify public and agency concerns related to the proposed action. The FAA is the lead agency on the preparation of the EIS.

The EIS will be prepared in accordance with the procedures described in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions. Additionally, pursuant to Executive Order 13807, Establishing Discipline and Accountability in the Environmental and Permitting Process for Infrastructure, this EIS will be used by all federal approving and permitting agencies. Accordingly, it will comply with any requirements of those cooperating and participating agencies. The FAA and cooperating and participating agencies intend to use the preparation of this EIS to comply with the concurrent statutory review process under Section

106 of the National Historic Preservation Act (NHPA), as amended, and its implementing regulations, Protection of Historic Properties (36 CFR Part 800); Section 7 of the Endangered Species Act; the Magnuson-Stevens Fishery

Conservation and Management Act; and Section 404 of the Clean Water Act. This Notice of Scoping Meetings also serves to satisfy the public notice and comment requirements of Section 106 of the NHPA; Section 4(f) of the Department of Transportation (DOT) Act; DOT Order 5610.2(a), Environmental Justice in Minority and Low-Income Populations; Executive Order 11990, Protection of Wetlands; DOT Order 5660.1A, Preservation of the Nation's Wetlands; Executive Order 11988, Floodplain Management; and DOT Order 5650.2, Floodplain Management and Protection.

The Port Authority, the operator of LGA, proposes the following project components of the proposed action:

- construction of an above ground fixed guideway automated people mover (APM) system approximately 2.3 miles in length that extends from the LGA Central Hall Building to the

Metropolitan Transit Authority (MTA) Long Island Rail Road (LIRR) Mets-Willets Point Station and the New York City Transit (NYCT) 7 Line Mets-Willets Point Station;

- construction of two on-Airport APM stations; construction of one off-Airport APM station at Mets-Willets Point that provides connections to the Mets-Willets Point LIRR and NYCT 7 Line stations;

- construction of passenger walkway systems to connect the APM stations to the passenger terminals, parking garages, and ground transportation facilities;

- construction of a multi-level APM operations, maintenance, and storage facility (OMSF) that includes 500 Airport employee parking spaces and replacement parking for Citi Field parking spaces that would be affected by the proposed action;

- construction of three traction power substations: one located at the on-Airport East Station, another at the Mets-Willets Point APM Station, and the third at the OMSF to provide power to the APM guideway;

- construction of a 27kV main substation located adjacent to

the OMSF structure on MTA property; and

- construction of utilities infrastructure, both new and modified, as needed, to support the proposed action.

The proposed action also includes various enabling projects to allow construction and connected actions, including: utility relocation and demolition of certain existing facilities; reconstruction and/or relocation of the Passerelle Bridge; modifications to the MTA LIRR Mets-Willets Point Station, including service changes to the LIRR Port Washington Line, and the relocation of several Flushing Bay Marina facilities, including a boat lift, Marina office, and boat storage. More information about the project sponsor's proposed action and the scoping meetings can be found at: [www.LgaAccessEIS.com](http://www.LgaAccessEIS.com).

**AGENCY SCOPING:** A governmental agency scoping meeting for all federal, state, and local regulatory agencies that have jurisdiction by law or have special expertise with respect to any potential environmental impacts associated with the proposed action will be held on Wednesday, June 5, 2019. This meeting will take place at

10:00 a.m. Eastern Time, at the Port Authority's offices, 4 World Trade Center, 150 Greenwich Street, New York, New York. A notification letter will be sent in advance of the meeting.

**PUBLIC SCOPING:** Two public scoping meetings for the general public will be held. The public scoping meetings will be held from 6:30 p.m. to 8:30 p.m. Eastern Time on Wednesday, June 5, 2019 and from 6:30 p.m. to 8:30 p.m. Eastern Time on Thursday, June 6, 2019. The public scoping meetings will be conducted at the New York LaGuardia Airport Marriott, 102-05 Ditmars Boulevard, East Elmhurst, New York. The public scoping meetings will be open house format with project information displayed and representatives from the FAA and the Port Authority available to answer questions. Written and oral comments with respect to any potential environmental impacts associated with the proposed action, or comments representing the concerns, issues, and alternatives they believe should be addressed in the EIS will be accepted at each of the meetings. The public meetings will be open and free (including parking) to all

persons on a space-available basis.

Sign and oral interpretation can be made available at the meetings, as well as an assistive listening device, if requested 10 calendar days before the meeting. For additional information, please contact: Ms. Maria Bernardez, Ricondo & Associates, Inc., at 312-606-0611, x374 or [mgbernardez@ricondo.com](mailto:mgbernardez@ricondo.com). Si desea esta información en español, llame a (312) 606-0611, x374.

**SCOPING COMMENTS:** Written comments should be submitted by e-mail to [comments@lgaaccessseis.com](mailto:comments@lgaaccessseis.com), or sent to the FAA, at the following address:

Mr. Andrew Brooks  
Environmental Program Manager – Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610

1 Aviation Plaza  
Jamaica, New York 11434  
Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019.

1X-5/8/19 QG

**STATE OF NEW YORK**  
*County of Queens*

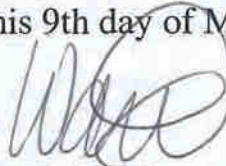
Notice of Scoping Meetings ~ LaGuardia Airport

**Tammy B. Sanchez, being duly sworn in, saith that she is the Principal Clerk of the Publisher of the Queens Ledger, a newspaper published in Queens County, City and State of New York, and that the notice here-to has been regularly published in the Queens Ledger once in each week for one successive week commencing in its issue of May 9, 2019.**

State of New York, County of Queens  
Sworn before me this 9th day of May, 2019.



**QUEENS LEDGER**  
**69-60 Grand Avenue**  
**Maspeth, NY 11378**  
**(718) 639-7000**



Notary Public State of New York  
Walter H. Sanchez  
No. 01SA4857488. Qualified in Queens County  
Commission Expires April 21, 2022

## NOTICE OF SCOPING MEETINGS

### LaGuardia Airport Access Improvement Project

#### Environmental Impact Statement

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Mr. Andrew Brooks  
Environmental Program  
Manager - Airports Division  
Federal Aviation Administration  
Eastern Regional Office,  
AEA-610  
1 Aviation Plaza  
Jamaica, New York 11434

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019.

QL 5/9



AFFIDAVIT OF PUBLICATION

STATE OF NEW YORK  
COUNTY OF QUEENS, ss.:

The undersigned is the authorized designee of the publisher of **TIMES LEDGER** incorporating **Jamaica Times, Astoria Times, Jackson Heights Times, Forest Hills Ledger, Laurelton Times, Queens Village Times, Ridgewood Ledger, Howard Beach Times, Richmond Hill Times** and **Flushing Times** weekly newspapers published in **BAYSIDE, NEW YORK** Borough of Queens, City and State of New York, County of Queens, and that the notice of which the annexed is a true copy, has been published in said newspaper:



To Wit: **May 3, 2019**

*Cliff Luster*

Cliff Luster

Sworn before me this 3rd of May, 2019

*Cynthia Perry*

CYNTHIA PERRY  
Notary Public, State of New York  
No. 01PE6201563  
Qualified in New York County  
Commission Expires March 2, 2021

LEGAL NOTICES

LEGAL

York,  
SEND GREETING:  
Upon the petition of LOIS M. ROSENBLATT, Public Administrator of Queens County, who maintains her office at 88-11 Sutphin Boulevard, Jamaica, Queens County, New York, 11435, as Administrator of the Estate of HERLINDA MANRIQUE MUNOZ A/K/A HERLINDA MANRIQUE, deceased, you and each of you are hereby cited to show cause before the Surrogate at the Surrogate's Court of the County of Queens, to be held at the Queens General Courthouse, 6th Floor, 88-11 Sutphin Boulevard, Jamaica, City and State of New York, on the 23rd day of May, 2019 at 9:30 o'clock in the forenoon, why the Account of Proceedings of the Public Administrator of Queens County, as Administrator of the Estate of said deceased, a copy of which is attached, should not be judicially settled, and why the Surrogate should not fix and allow a reasonable amount of compensation to GERARD J. SWEENEY, ESQ., for legal services rendered to petitioner herein in the amount of \$41,244.99 and that the Court fix the fair and reasonable additional fee for any services to be rendered by GERARD J. SWEENEY, ESQ., hereafter in connection with proceedings on kinship, claims etc., prior to entry of a final Decree on this accounting in the amount of 6% of assets or income collected after the date of the within accounting; and why the Surrogate should not fix and allow an amount equal to one percent on said Schedules of the total assets on Schedules A, A1, and A2 plus any additional monies received subsequent to the date of this account, as the fair and reasonable amount payable to the Office of the Public Administrator for the expenses of said office pursuant to S.C.P.A. §1106(3), and why each of you claiming to be a distributee of the decedent should not establish proof of your kinship; and why the balance of said funds should not be paid to said alleged distributees upon proof of kinship, or deposited with the Commissioner of Finance of the City of New York should said alleged distributees default herein, or fail to establish proof of kinship.  
Dated, Attested and Sealed  
28th day of March, 2019  
HON. PETER J. KELLY  
Surrogate, Queens County  
JAMES LIM BECKER  
Clerk of the Surrogate's Court  
GERARD J. SWEENEY, ESQ.  
(718) 459-9000  
1981 Marcus Avenue,  
Suite 200  
Lake Success, New York 11042  
This citation is served upon you as required by law. You are not obliged to appear in person. If you fail to appear it will be assumed that you do not object to the relief

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requested unless you file formal legal, verified objections. You have a right to have an attorney-at-law appear for you.  
Accounting Citation

PUBLIC NOTICE

T-Mobile Northeast, LLC proposes to collocate antennas on the building at 651 Woodward Avenue,

PUBLIC NOTICE

Ridgewood, Queens County, New York 11385, N40° 42' 21.2, W73° 54' 24.4. FCC ASR file# A1134764. In accordance with the FCC's rule 47 CFR §14.4(c), T-Mobile hereby solicits public comment concerning its proposed site and any impacts it may have upon migratory birds. Requests for Further Environmental Review can be submitted via the internet at

PUBLIC NOTICE

https://wireless2.fcc.gov/USEntry/Pleadings/PleadingsType.jsp or sent to: Martene H. Dortch, Secretary, Federal Communications Commission, Office of the Secretary, 445 12th Street, SW, Washington, DC 20554. Requests should also be sent to: T-Mobile, ATTENTION: FCC Regulatory Compliance Contact, 12920 SE 38th St., Bellevue, WA 98006.

PUBLIC NOTICE

In order for your comments to receive full and timely consideration, they should be received at addresses above within 30 days of the date of this notice and reference FCC ASR file# A1134764.

LEGAL

AMENDED SUMMONS  
STATE OF NEW YORK  
SUPREME COURT  
COUNTY OF QUEENS  
AMENDED SUMMONS  
INDEX NO. 707477/2017  
FEDERAL NATIONAL MORTGAGE ASSOCIATION, PLAINTIFF -VS- AJMAL AKRAM, GOLAM M. RAHMAN, UM CAPITAL, LLC, NEW YORK CITY ENVIRONMENTAL CONTROL BOARD NEW YORK CITY PARKING VIOLATIONS BUREAU AND NEW YORK CITY DEPARTMENT OF BUILDINGS, DEFENDANTS TO THE ABOVE NAMED DEFENDANTS. YOU ARE HEREBY SUMMONED TO ANSWER THE COMPLAINT IN THE ABOVE ENTITLED ACTION AND TO SERVE A COPY OF YOUR ANSWER, OR IF A COPY OF THE COMPLAINT WAS NOT SERVED WITH THIS SUMMONS, TO SERVE A NOTICE OF APPEARANCE ON THE PLAINTIFF'S ATTORNEY WITHIN 30 DAYS AFTER THE SERVICE OF THIS SUMMONS, EXCLUSIVE OF THE DAY OF SERVICE, AND IN THE CASE OF YOUR FAILURE TO APPEAR OR ANSWER, JUDGMENT WILL BE TAKEN AGAINST YOU BY DEFAULT FOR THE RELIEF DEMANDED IN THE COMPLAINT. THIS IS AN ACTION PURSUANT TO ARTICLE 15 OF THE RPAPL SEEKING A JUDGMENT DECLARING THAT DEFENDANT RAHMAN IS THE OWNER OF THE PROPERTY KNOWN AS 110-14 164 TH STREET, BLOCK 10190, LOT 9, JAMAICA, NEW YORK, AND SEEKING A JUDGMENT DIRECTING THE QUEENS COUNTY CLERK'S OFFICE, AFTER THE PAYMENT OF ALL APPLICABLE FEES, TO ACCEPT FOR RECORDING AND THEN RECORDING, WITHOUT TRANSFER DOCUMENTS, THE MORTGAGE ATTACHED TO THE COMPLAINT AS EXHIBIT A, AND IN THE ALTERNATIVE, A JUDGMENT COMPELLING DEFENDANT RAHMAN TO EXECUTE AND DELIVER TO PLAINTIFF FOR RECORDING A DUPLICATE ORIGINAL OF THE RAHMAN MORTGAGE, SO THAT IT MAY BE RECORDED NUNC PRO TUNC AS OF JANUARY 31, 2008, UPON THE PAYMENT OF ALL APPLICABLE FEES, AND A JUDGMENT COMPELLING DEFENDANT AKRAM TO EXECUTE AND DELIVER TO PLAINTIFF FOR

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At an Part of the Supreme Court of the State of New York, held in and for the County of Queens at the Courthouse thereof, at Queens County Supreme Court, 88-11 Sutphin Blvd., Jamaica, NY 11435 on the 5th day of Feb./4/20/2019.  
PRESENT: HON.: Allen Weiss, J.S.C.  
The Bank of New York Mellon Ika The Bank of New York as Successor to JP Morgan Chase Bank, N.A. as Trustee of Sami II 2006-ARS Plaintiff, - against - John P. Amos, America's Wholesale Lender, New York City Environmental Control Board, New York City Parking Violations Bureau, New York City Transit Adjudication Bureau, Dawn Little-Paige,

NOTICE OF SCOPING MEETINGS  
LaGuardia Airport Access Improvement Project  
Environmental Impact Statement

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The proposed action also includes various enabling projects to allow construction and connected actions, including: utility relocation and demolition of certain existing facilities; reconstruction and/or relocation of the Passerelle Bridge; modifications to the MTA LIRR Mets-Willets Point Station, including service changes to the LIRR Port Washington Line; and the relocation of several Flushing Bay Marina facilities, including a boat lift, Marina office, and boat storage. More information about the project sponsor's proposed action and the scoping meetings can be found at: www.LgaAccessEIS.com.

**AGENCY SCOPING:** A governmental agency scoping meeting for all federal, state, and local regulatory agencies that have jurisdiction by law or have special expertise with respect to any potential environmental impacts associated with the proposed action will be held on Wednesday, June 5, 2019. This meeting will take place at 10:00 a.m. Eastern Time, at the Port Authority's offices, 4 World Trade Center, 150 Greenwich Street, New York, New York. A notification letter will be sent in advance of the meeting.

**PUBLIC SCOPING:** Two public scoping meetings for the general public will be held. The public scoping meetings will be held from 6:30 p.m. to 8:30 p.m. Eastern Time on Wednesday, June 5, 2019 and from 6:30 p.m. to 8:30 p.m. Eastern Time on Thursday, June 6, 2019. The public scoping meetings will be conducted at the New York LaGuardia Airport Marriott, 102-05 Ditmars Boulevard, East Elmhurst, New York. The public scoping meetings will be open house format with project information displayed and representatives from the FAA and the Port Authority available to answer questions. Written and oral comments with respect to any potential environmental impacts associated with the proposed action, or comments representing the concerns, issues, and alternatives they believe should be addressed in the EIS will be accepted at each of the meetings. The public meetings will be open and free (including parking) to all persons on a space-available basis.

Sign and oral interpretation can be made available at the meetings, as well as an assistive listening device, if requested 10 calendar days before the meeting. For additional information, please contact: Ms. Maria Bernardez, Ricondo & Associates, Inc., at 312-605-0611, x374 or mbernardez@ricondo.com. Si desea esta información en español, llame a (312) 606-0611, x374.

**SCOPING COMMENTS:** Written comments should be submitted by e-mail to comments@lgaaccessis.com, or sent to the FAA, at the following address:

Mr. Andrew Brooks  
Environmental Program Manager - Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, New York 11434

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019.

Approved by: \_\_\_\_\_ Date: \_\_\_\_\_

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NOTICE OF SCOPING MEETINGS

LaGuardia Airport Access Improvement Project Environmental Impact Statement

The Federal Aviation Administration (FAA) is issuing this notice to advise the public that scoping meetings will be held to seek public comment on the scope of an Environmental Impact Statement (EIS) to assess the potential impacts of the proposed LaGuardia Airport Access Improvement Project and its enabling projects and connected actions (the proposed action). As the project sponsor, the Port Authority of New York and New Jersey (Port Authority) proposes to construct an elevated automated people mover (APM) that would provide direct access between LaGuardia Airport (LGA) and two existing transit stations at Mets-Willets Point. Currently, LGA is accessible only by road and passengers and employees face increasing and unreliable travel times and traffic congestion on off-Airport roadways. The project will provide air passengers and employees with a time-certain option for access to LGA and permit the Port Authority to provide adequate employee parking for the geographically constrained Airport. Two (2) public scoping meetings and one (1) governmental agency scoping meeting will be held to identify public and

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agency concerns related to the proposed action. The FAA is the lead agency on the preparation of the EIS.

The EIS will be prepared in accordance with the procedures described in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions. Additionally, pursuant to Executive Order 13807, Establishing Discipline and Accountability in the Environmental and Permitting Process for Infrastructure, this EIS will be used by all federal approving and permitting agencies. Accordingly, it will comply with any requirements of those cooperating and participating agencies. The FAA and cooperating and participating agencies intend to use the preparation of this EIS to comply with the concurrent statutory review process under Section 106 of the National Historic Preservation Act (NHPA), as amended, and its implementing regulations, Protection of Historic Properties (36 CFR Part 800); Section 7 of the Endangered Species Act; the Magnuson-Stevens Fishery Conservation and Management Act; and Section 404 of the Clean Water Act. This Notice of Scoping Meetings also serves to satisfy the public notice and comment requirements of Section 106 of the NHPA; Section 4(f) of the Department of Transportation (DOT) Act; DOT Order 5610.2(a), Environmental Justice in Minority and Low-Income Populations; Executive Order 11990, Protection of Wetlands; DOT Order 5660.1A, Preservation of the Nation's Wetlands; Executive Order 11988, Floodplain Management; and DOT Order 5650.2, Floodplain Management and Protection.

The Port Authority, the operator of LGA, proposes the following project components of the proposed action:

- construction of an above ground fixed guideway automated people mover (APM) system approximately 2.3 miles in length that extends from the LGA Central

Approved by: \_\_\_\_\_

Date: \_\_\_\_\_

• Hall Building to the Metropolitan Transit Authority (MTA) Long Island Rail Road (LIRR) Mets-Willets Point Station and the New York City Transit (NYCT) 7 Line Mets-Willets Point Station;

- construction of two on-Airport APM stations; construction of one off-Airport APM station at Mets-Willets Point that provides connections to the Mets-Willets Point LIRR and NYCT 7 Line stations;
- construction of passenger walkway systems to connect the APM stations to the passenger terminals, parking garages, and ground transportation facilities;
- construction of a multi-level APM operations, maintenance, and storage facility (OMSF) that includes 500 Airport employee parking spaces and replacement parking for Citi Field parking spaces that would be affected by the proposed action;
- construction of three traction power substations: one located at the on-Airport East Station, another at the Mets-Willets Point APM Station, and the third at the OMSF to provide power to the APM guideway;
- construction of a 27kV main substation located adjacent to the OMSF structure on MTA property; and
- construction of utilities infrastructure, both new and modified, as needed, to support the proposed action.

The proposed action also includes various enabling projects to allow construction and connected actions, including: utility relocation and demolition of certain existing facilities; reconstruction and/or relocation of the Passerelle Bridge; modifications to the MTA LIRR Mets-Willets Point Station, including service changes to the LIRR Port Washington Line; and the relocation of several Flushing Bay Marina facilities, including a boat lift, Marina office, and boat storage. More information about the project sponsor's proposed action and the scoping meetings can be found at:

[www.LgaAccessEIS.com](http://www.LgaAccessEIS.com).

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SCOPING COMMENTS: Written comments should be submitted by e-mail to [comments@lgaaccesseis.com](mailto:comments@lgaaccesseis.com), or sent to the FAA, at the

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**Queens Tribune &  
Southeast Queens Press**



following address:  
Mr. Andrew Brooks  
Environmental Program  
Manager - Airports Division  
Federal Aviation

Administration  
Eastern Regional Office,  
AEA-610  
1 Aviation Plaza  
Jamaica, New York 11434

Comments must be  
received by FAA no later  
than 5:00 p.m. Eastern  
Time, Monday, June 17,  
2019.

Approved by: \_\_\_\_\_

Date: \_\_\_\_\_

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文件顯示 深陷危機 曾經8度 獲免繳稅

紐約再爆特朗普集團材料 1985年到1994年虧損10億

本報訊 正當政壇為總統特朗普的稅務狀況爭論不休之際，傳媒披露特朗普集團在1985至1994年間，累計虧損逾10億元，其中一年的赤字達2.5億元，甚至特朗普本人也蒙受財政打擊，由於這筆巨額損失，特朗普集團得以在10年內8度免繳稅項。

綜合《紐約時報》、CNN和CNBC報道，特朗普至今以成功企業家自居，但《紐約時報》獲得的資料顯示，他曾深陷財務危機，情況其實相當狼狽。一名消息人士向《紐約時報》披露，自己曾接獲特朗普1985至1994年期間的1040報表內容，報表雖然無法獲得稅表，但核對公開資料後仍能確認當中的內容真實。資料顯示，特朗普在1985年報稱虧損4610萬元，原因是旗下賭場、酒店和住宅大樓等核心業務受挫，並且每年持續虧蝕，10年間總共錄得11.7億元損失。《紐約時報》指，特朗普每年的虧損額差不多高於任何納稅人，報社翻查國稅局高收入納稅人的年度數據後發現，特朗普在1990和1991年分別報稱損失逾2.5億元，金額之高在這兩年居首，虧損額更是第二位的兩倍多。正因為虧損嚴重，特朗普在這10年當中8年獲豁免繳稅，但外界未能悉悉國稅局其後審計時，有否改變免稅決定。報社又發現，特朗普的主要收入來源不斷改變，曾經在股票上獲巨額收益，也在特定一年獲6710萬餘元薪酬，甚至離奇地有意外之財，得到5290萬元利息收入。但他儘管賺錢途徑一直轉帳，最終仍全數虧蝕於賭場和其他項目。對於《紐約時報》最新的報道，白宮暫時未作回應。特朗普的律師哈爾德(Charles Harder)4日



特朗普於1995年6月7日在紐約證券交易所的照片。當時特朗普將其旗艦特朗普酒店和賭場上市。

回覆《紐約時報》查詢時則表示，報道中的稅務資料「明顯錯誤」，但他批評相關內容高度不準確的同時，卻沒有明確指出那部分內容失實。到了7日哈爾德補充說，國稅局的紀錄「眾所周知不準確」，電子存檔普及前尤其如此，並不能反映納稅人的合理稅務狀況。特朗普2016年大選時，打破40年來兩黨主



在波士頓任職神父的斯威尼在解除職務後，2013年曾經被捕。

受害女子19年後公開控訴 波士頓神父藉驅魔作猥褻

波士頓一名離任神父被指在19年前，以驅魔的名義猥褻當年只有17歲的少女，使得波士頓天主教會再次因性侵醜聞蒙上陰影。綜合NBC新聞及Mass Live新聞報道，來自印地安那州的37歲女子提夫特(Nadine Tift)在7日召開記者會，公開控訴曾在波士頓任職神父的斯威尼(John Sweeney)性侵。提夫特指，當年還有其他仍未成年的受害者被斯威尼以同樣手法玩弄。提夫特與律師加拉比迪恩(Mitchell Garabedian)出席記者會時形容，事發於2000年，當年17歲的她正參加周末避靜會，過程中斯威尼要求在青少年告解，並指當中有有人「著魔」需接受驅魔。提夫特表示，在場的年輕人均相信斯威尼會為受困的人驅逐惡靈，但後來發現神父對她及其他少女行為猥褻，只是一開始沒有人敢公開事件。事發2年後，提夫特指一名朋友的神父向斯威尼的上級報告事件，但上級並無作出任何行動。到了大約2010年，提夫特曾向波士頓總教區投訴事件，但總教區在解除斯威尼神父職務後，即2013年才採取行動。總教區拒絕回應，為何在提夫特首次控訴性侵事件後並未立即跟進。提夫特指，即使她向總教區投訴後，現任聖座保護兒童委員會主席的奧馬利(Sean O'Malley)樞機主教仍袒護斯威尼。此外，律師加拉比迪恩在記者會中亦披露了另外7名神父的名字，指「可信」證據顯示這7人牽涉性侵，但這批神父的名字，至今未被波士頓總教區網站列入「涉嫌性侵神父名單」。斯威尼早前隸屬麻省一個名為「Franciscans of Primitive Observance」的神父團體，後來受奧馬利驅逐前往波土頓。根據波士頓總教區的網頁，教會至今證實7名神職人員曾性侵信眾，但其中5人已經去世。媒體報道，教區去年曾與其中一名受害人達成賠償協議，賠款約5位數字。本報訊

水療中心淫窟案辯護律師 涉嫌庭上刑事藐視被指控

佛州水療中心淫窟案有新進展，檢察部門控告兩名代表新英格蘭愛國者(New England Patriots)班主克拉克夫特(Robert Kraft)的辯護律師，涉嫌在法庭上刑事藐視。綜合《今日美國》和patriotledger.com報道，棕櫚灘律師檢察官阿隆伯格(Dave Aronberg)7日向佛州法院提交文件，控告代表克拉克夫特的辯護律師柏克(William Burck)和施皮羅(Alex Spiro)，在1日審訊期間的動靜有故意製造虛假的事實陳述。法庭當日主要審理調查人員在涉案「亞洲蘭花水療中心」取得的閉路電視視頻，控方稱克拉克夫特及其他涉嫌嫖娼人士，曾經光顧該水療中心。檢察官阿隆伯格在文件中表示，施皮羅盤問貝金巴克(Scott Kimbark)期間，認為警方1月沒有合理根據，在「亞洲蘭花水療中心」截查克拉克夫特，又稱金巴克在截查期間曾出言不遜。金巴克否認截查期間對涉案人使用暴力。阿隆伯格在法庭文件中也寫道，施皮羅對克拉克夫特的無線電話和隨身鏡頭的錄像後，確認克拉克夫特執勤時從沒使用任何暴力言論，柏克和施皮羅的說法「並不真實」。阿隆伯格還提到，審訊期間施皮羅曾在法庭走廊「威脅、戲弄和騷擾」金巴克。



兩名代表新英格蘭愛國者班主克拉克夫特(圖)的辯護律師，涉嫌在法庭上刑事藐視。

柏克回覆《今日美國》查詢時，形容檢察部門的指控「荒謬、錯誤和可笑」，強調兩人會在8日的審訊中，提交金巴克當日出言不遜的證據。佛州法規沒有明確規定直接或間接刑事藐視的懲罰，但有有關規定可能被判罰款及罰款，也可能影響律師參與審訊的資格甚至執業前景。主審法官漢澤爾(Leonard Hanser)下週會裁定，是否採納警員隨身鏡頭視頻作為呈堂證據。本報訊

數十齡老牌酒樓歇業 僑領嘆餐廳難經營

在南加州華人社區經營多年的美麗華大酒樓(Ocean Star)日前突然歇業，許多不知情的民眾前往只能吃閉門羹。美麗華酒樓在蒙特利公園市Atlantic Blvd開業數十年，許多區慶典、壽筵活動及記者都曾在此裏舉辦，如今已經大門緊閉，門口貼著一張歇業通告，已經下定的酒席都轉交給別家酒樓承辦。美國華人華僑聯合會主席馬樹榮感慨，「很早之前就一直有耳聞美麗華大酒樓要關門，後來堅持一段時間，最後還是沒有辦法，因為現在餐館生意真的難做，不僅同行業競爭激烈，城市最低工資不斷上漲，開銷沒有減少，但是」

成本卻不斷增加。據了解，現在廣式海鮮酒家越來越多，為了吸引顧客，大家不斷压低海鮮價格大比價，銷價競爭大家都「傷亡慘重」。馬樹榮指出，現在經營酒樓除了要扛下高成本的原料和人工，還要有充足的客源或承辦大酒宴、特別活動等方式才能夠生存下來。即使是老牌的大酒樓，也不能保證能一直賺錢。一名阿罕布拉市的香港老移民表示，聽到美麗華大酒樓歇業也不意外，他剛來美國的時候，美麗華的生意好的不得了，因為離家也近，飲茶價格便宜，每週週末都和朋友約在那裏飲茶。後來聖蓋博谷地區開了越來越多的港式酒樓，有走高檔路線，有走平價路線，選擇多了，也就鮮少光顧美麗華。他回憶，偶爾去一次，「感覺午餐時間人滿不多，東西做的也沒有原來好吃了，服務生態度欠佳」，自然也就失去了一批老顧客。如果已經在美麗華大酒樓定好酒席的訂單，目前都已經分派給聖蓋博谷地區的其他酒樓承辦。據悉趙美心原本將在美麗華舉辦聯誼餐會，目前也轉移到聖蓋博希爾頓酒店舉辦。本報記者楊婷洛攝



在華人社區經營多年的美麗華大酒樓日前歇業，許多不知情的民眾前往卻只能吃閉門羹。

建設範噶會議通知 拉瓜迪亞機場通道改善項目 環境影響聲明

美國聯邦航空管理局 (FAA) 發布此通知，告知公眾對擬議建設範噶會議、改善公眾對環境影響聲明 (EIS) 範圍的意見，以評估擬議的拉瓜迪亞機場通道改善項目。其扶持項目和相關行動 (擬議行動) 的潛在影響。作為項目發起人，紐約和新澤西港務局 (港務局) 擬議建造一個高層旅客自動運輸系統 (APM)，以在拉瓜迪亞機場 (LGA) 和大都會-威利士 (Mets-Willets Point) 站之間提供直接交通。目前，LGA 只有通過公路進入，乘客和機場職員面臨越來越長且不穩定的通勤時間和機場外道路上的交通擁堵情況。該項目將為航空旅客和員工提供 LGA 的請更增加司機的選擇，並允許將更多地方交通空運的機場提供足夠的員工停車位。未來將舉行兩次 (2) 次建設範噶會議和 (1) 次政府機構建設範噶會議，以確定公眾及政府機構關於擬議行動的擔憂。FAA 是準備環境影響聲明的牽頭機構。

EIS 將根據 FAA 第 10501F 號條令、環境影響：政策及程序，以及 FAA 第 5050.4B 號條令、國家環境政策法 (NEPA) 機場行動實施細則中描述的步驟進行準備。此外，根據行政命令 13807，在基礎設施的開發和許可程序中立紀律和責任。EIS 將被所有聯邦批准和許可機構使用。因此，它將遵守相關合作和參與機構的任何規定。美國聯邦航空局以及合作和參與機構打算利用本 EIS 的準備工作，以遵守經修訂的「國家歷史保護法」(NHPA) 第 106 節及其實施條例「歷史遺產保護」(36 CFR Part 800)；「濒危物種法」第 7 條；馬格勞森-史蒂文斯保護與管理法案；和「清潔水法」第 404 條。該建設範噶會議通知將滿足 NHPA 第 106 節規定的通知公眾及收集公眾意見的要求。交通 (DOT) 法第 5610.2 (a) 號令，少數民族和低收入人士的康復正義；第 11990 號行政命令，保護墓地；DOT 第 5660.1A 號令，保護國家濕地；行政命令 11988，洪氾區管理；和 DOT 第 5650.2 號令，洪氾區管理和保護。

LGA 的運輸港務局提出了擬議行動的以下項目組成部分：

- 建造一個約 2.5 英里長的地上固定導軌旅客自動運輸系統 (APM)，從 LGA 中央大廳大廳延伸到都會廳會堂 (MTA) 長島鐵路 (LIRR) Mets-Willets Point 站和紐約市地鐵站 (NYCT) 7 號線站。
- 建造兩個機場內的 APM 站：在 Mets-Willets Point 建造一個非傳統的 APM 站，提供與 LIRR/Mets-Willets Point 站和 NYCT 7 號線站的連接。
- 建造乘客步行系統，將 APM 站與乘客候機樓、停車場和地面交通設施相連；
- 建造一個多層的 APM 運算、維護和儲存設施 (OMSF)，其中包含 500 個機場員工停車位和用於替代將受擬議行動影響的 Citi Field 停車場的停車位；
- 建設三個牽引變電站：一個位於機場東站，另一個位於 Mets-Willets Point APM 站，第三個位於 OMSF，為 APM 運輸提供電力；
- 在 MTA 設施上建造一個位於 OMSF 結構附近的 27kV 變電站；以及
- 根據需要建設新的公用事業基礎設施或進行變動，以支持擬議行動。

擬議的行動還包括允許建設和相關行動的各種扶持項目，包括：公用事業搬遷和某些現有設施的拆除；重建和/或重新安置 Passerelle 大橋；對 MTA LIRR Mets-Willets Point 進行變動，包括改善 LIRR Port Washington 的服務，以及每個法定應運轉設施的搬遷，包括移動升降機。一種運輸辦公室和船隻會庫。有關項目發起人的擬議行動和擬議行動的更多詳細信息，請訪問：[www.lgaaccessEIS.com](http://www.lgaaccessEIS.com)

建設範噶建設範噶會議：所有具有法律權能或對擬議行動相關的任何潛在環境影響具有特殊專長的聯邦、州和地方監管機構的政府機構建設範噶會議將於 2019 年 6 月 5 日 (周三) 舉行。此次會議將與美國東部時間上午 10 點舉行。地址位於港務局辦公室，4 World Trade Center, 150 Greenwich Street, New York, New York。通知函將在會議之前發送。

建設範噶公聽會：將舉行兩次面向公眾的建設範噶公聽會。建設範噶公聽會將分別於美國東部時間 2019 年 6 月 5 日 (周三) 下午 6 點半至晚 8 點半，6 月 6 日 (周四) 下午 6 點半至晚 8 點半舉行。建設範噶公聽會將在紐約拉瓜迪亞機場萬麗酒店舉行。地址為 102-05 Ditmars Boulevard, East Elmhurst, New York。建設範噶公聽會將採用開放參觀的形式，屆時將展示項目信息，FAA 和港務局的代表會在現場回答問題。會上將接收與擬議行動相關的任何潛在環境影響的書面和口頭意見，或任何與民眾認為應在 EIS 中解決的問題、相關擔憂和替代方案的評論。公聽會將在空間允許的情況下免費向所有人開放 (包括停車)。

會議上可提供手語和口譯服務以及輔助聽力設備。有需要者須在會議召開前 10 個工作日前提出要求，如瞭解更多信息，請聯繫：Ricondo & Associates 公司的 Maria Bernardz 女士。電話：312-606-0611。分機 374 或電郵至 [mbernardz@ricondo.com](mailto:mbernardz@ricondo.com)。

有關建設範噶的意見：書面意見應通過電子郵件提交至 [comments@lgaaccessEIS.com](mailto:comments@lgaaccessEIS.com)，或發送至 FAA，地址如下：

Mr. Andrew Brooks  
Environmental Program Manager – Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, New York 11434

所有意見或建議必須在 2019 年 6 月 17 日 (周一) 美國東部時間下午 5 點之前寄至美國聯邦航空管理局。



State of New York }  
City of New York } ss:  
County of New York }

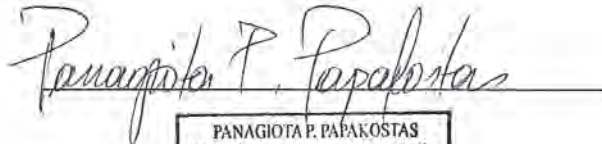
## Copy of Advertisement

Victoria Diamataris, being duly sworn, says that she is the Principal Clerk of the publisher of the NATIONAL HERALD, a daily newspaper, published at 37-10 30th Street, in Long Island City, N.Y., County of Queens, State of New York, and further states that the advertisement here to annexed has been regularly published in the said NATIONAL HERALD on Saturday, May 4, 2019.



*Principal Clerk*

*Subscribed and sworn to before me,  
this 4th day of May, 2019.*



PANAGIOTA P. PAPAOSTAS NOTARY PUBLIC, STATE OF NEW YORK Registration No. 4975707 Qualified in Kings County Commission Expires December 17, 20 22
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PUBLIC SCOPING MEETING SIGN-IN SHEETS

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**Public Scoping Meeting**

June 5, 2019 | 6:30 PM - 8:30 PM

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PUBLIC SCOPING MEETING PRESENTATION AND BOARDS





Federal Aviation  
Administration

# LaGuardia Airport Access Improvement Project Environmental Impact Statement

## *Public Workshop*

New York LaGuardia Airport Marriott Hotel  
102-05 Ditmars Boulevard, East Elmhurst, NY

## THE NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

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- National law to promote efforts to prevent or eliminate environmental damage
- Environmental effects must be considered before making decisions on proposed projects
- Applies to all actions where federal funding or federal approval is required
- Serves as public disclosure information and documents the basis for the federal agency's environmental finding



Federal Aviation  
Administration

# WHAT IS AN ENVIRONMENTAL IMPACT STATEMENT (EIS)?

- A detailed written statement that:
  - defines the purpose and need for a proposed action;
  - considers the range of reasonable alternatives;
  - analyzes and evaluates the potential direct, indirect, and cumulative environmental impacts that may result from the proposed action and reasonable alternatives; and
  - identifies measures that may mitigate the effects of a proposed action.
- Federal agencies are required by NEPA to prepare an EIS if a proposed federal action will significantly affect the quality of the human environment.



Federal Aviation  
Administration

## ENVIRONMENTAL IMPACT STATEMENT PROCESS



Public scoping period is 45 days: May 3 – June 17



Federal Aviation  
Administration

## SCOPING PROCESS

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- NEPA requires scoping to:
  - be an early and open process for determining the alternatives to be considered and the issues to be addressed in the EIS.
  - be a collaborative effort that invites participation from federal, state, and local agencies, and the general public.
- Public involvement includes public meetings and the opportunity to provide comments on alternatives to be considered and the scope of the EIS analysis.



## ROLES AND RESPONSIBILITIES

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### Lead Agency: Federal Aviation Administration (FAA)

- Conducts environmental analyses
- Coordinates with federal, state, and local agencies
- Oversees public outreach
- Ensures compliance with applicable environmental laws and regulations
- Prepares EIS documentation
- Prepares Record of Decision (ROD) documenting the agency's decision on the proposed action



## ROLES AND RESPONSIBILITIES

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### Project Sponsor: The Port Authority of New York and New Jersey (PANYNJ)

- Provides planning, design, and other information for FAA review for use in evaluating the potential effects of the proposed action
- Ensures FAA data requests are fulfilled in a timely and comprehensive manner



Federal Aviation  
Administration

## ROLES AND RESPONSIBILITIES

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### Cooperating Agencies

- Agencies with jurisdiction by law or special expertise on relevant environmental issues with decision-making responsibility on some aspect of the proposed action.
- Responsible for identifying information necessary to complete application review and authorizations related to the proposed action.
- Provides formal concurrence on the permitting timetable, purpose and need of the proposed action, alternatives to be carried forward for evaluation in the EIS, and the preferred alternative.
- Cooperating Agencies include:
  - U.S. Environmental Protection Agency
  - U.S. Army Corps of Engineers
  - New York State Department of Transportation
  - New York State Department of Environmental Conservation
  - New York State Historic Preservation Office



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# ROLES AND RESPONSIBILITIES

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## Participating Agencies

- Agencies with special expertise on relevant environmental issues acting in advisory capacity, but will not be exercising any decision-making authority.
- Provides formal concurrence on the permitting timetable and input on purpose and need of the proposed action, alternatives to be carried forward for evaluation in the EIS, and the preferred alternative.
- Agencies include:
  - Federal Emergency Management Agency
  - Federal Railroad Administration
  - Federal Transit Administration
  - Federal Highway Administration
  - U.S. Department of Interior
  - U.S. Fish & Wildlife Service
  - National Marine Fisheries Service
  - Metropolitan Transportation Authority
  - New York City Department of City Planning
  - New York City Department of Environmental Protection
  - New York City Department of Parks and Recreation
  - New York City Department of Transportation



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## ONE FEDERAL DECISION (OFD)

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- Executive Order (EO) 13807 (One Federal Decision) covers Major Infrastructure Projects which are defined as:
  - the lead federal agency will prepare an EIS.
  - requires multiple authorizations by federal agencies.
  - has identified funding to complete the project.
- LGA Access Improvement Project is a major infrastructure project as defined by EO 13807.
- OFD requires a permitting timetable that:
  - is established and agreed upon by Cooperating and Participating Agencies
  - is published on the Federal Permitting Dashboard <https://www.permits.performance.gov/>
  - is completed on average in two years.



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# SCHEDULE / MILESTONES

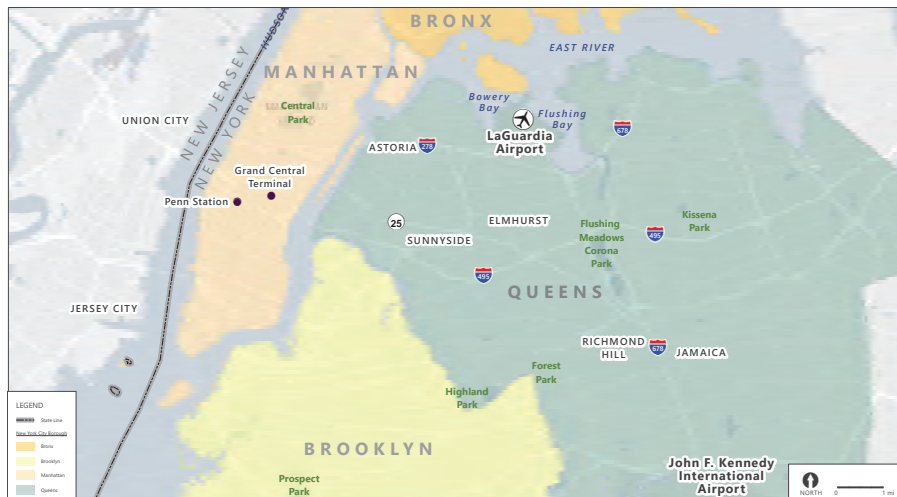
MILESTONES	TARGET DATE*
Community Leaders Briefing	April 2019
FAA Issues Notice of Intent	May 3, 2019
Scoping Comment Period including Public Meetings	May-June 2019
Concurrence Point 2 - Alternatives to be Carried Forward for Analysis	4th Quarter 2019
Public Workshops	4th Quarter 2019
Concurrence Point 3 - Preferred Alternative	2nd Quarter 2020
FAA Publishes Notice of Availability of Draft EIS	3rd Quarter 2020
Public Review Period for Draft EIS (minimum of 45 days)	3rd/4th Quarter 2020
FAA Publishes Notice of Availability of Final EIS	1st Quarter 2021
FAA Issues Record of Decision	2nd Quarter 2021
Other Agency Authorizations/Permit Issuance	3rd Quarter 2021

\*Milestones are based on One Federal Decision process and are subject to change.



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## LAGUARDIA AIRPORT (LGA)



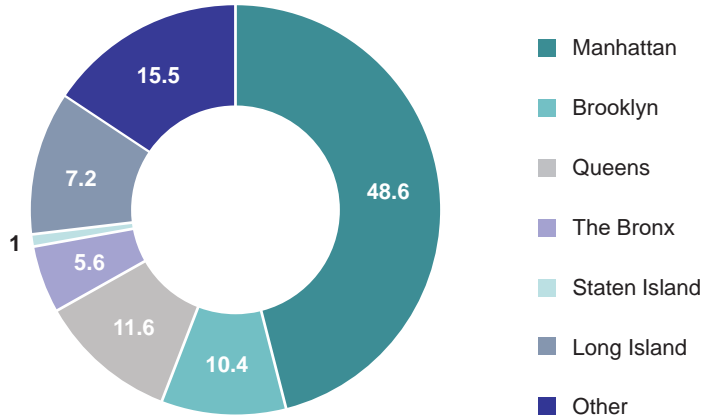
- LGA is the 21<sup>st</sup> busiest airport in the U.S.
- The Airport served approximately 30 million passengers in 2018.
- It is the primary business/short-haul airport for New York City.



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# PROJECT BACKGROUND – PASSENGER CHARACTERISTICS

## Percentage of Passengers by to/from locations



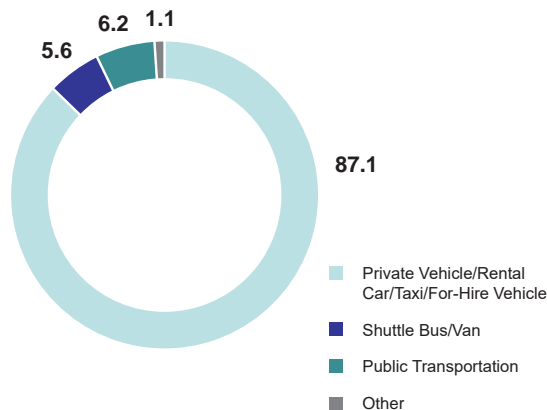
- Approximately **77 percent** of LGA passengers arrive from NYC or leave for destinations within NYC.
- **More than half** of LGA passengers with origins and destinations in Manhattan are traveling to/from Midtown.
- Midtown Manhattan customers represent **26.3 percent** of all LGA passengers.



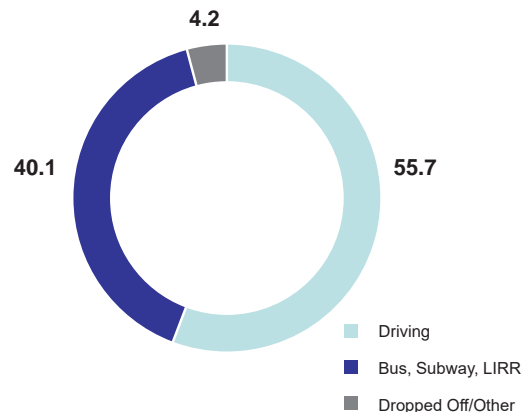
# PROJECT BACKGROUND – PASSENGER CHARACTERISTICS

Today, LGA passengers and employees depend **almost exclusively** on roadway-based vehicles for part of or the entire trip.

## Percent of Passengers to and from LGA by Mode of Transportation



## Percent of Employee Commutes to and from LGA by Mode of Transportation



# PROJECT BACKGROUND – TRAVEL TIMES

For trips from LGA to Times Square from 2014-2017



Source: The NYC Taxi and Limousine Commission. Taxi GPS Dataset.

\* When a trip took 70 minutes or more



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## PURPOSE AND NEED

### PURPOSE

- Provide a time-certain transportation option for air passenger and employee access to LGA
- Ensure adequate parking for Airport employees

### NEED

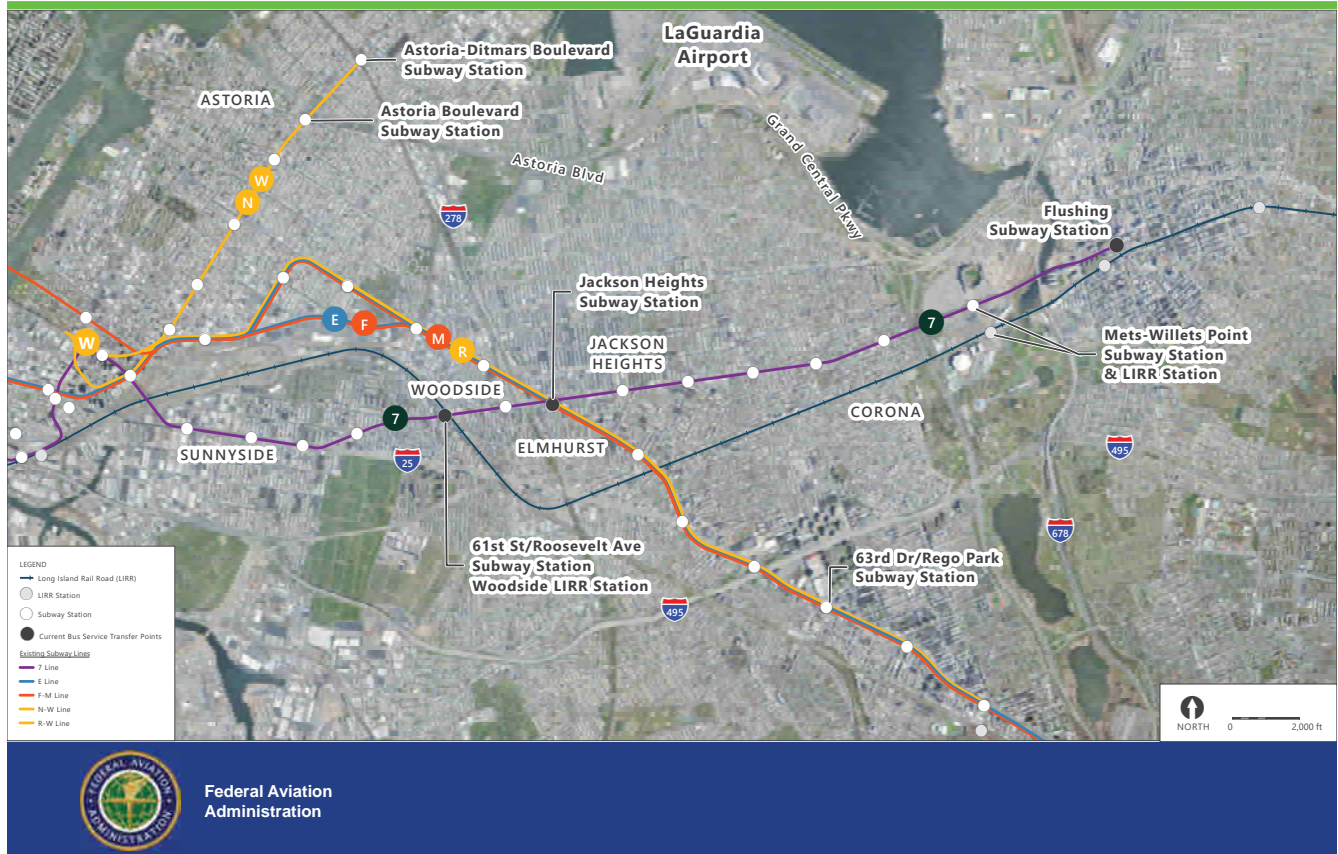
- Increasing and unreliable travel times to and from key locations in New York City
- Passenger and employee access to LGA is limited to roadway access
- Traffic congestion on off-Airport roadways contributes to Airport access travel times
- Limited on-Airport options to provide adequate employee parking and maintenance activities



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# EXISTING RAIL/SUBWAY TRANSIT LINES NEAR LAGUARDIA AIRPORT



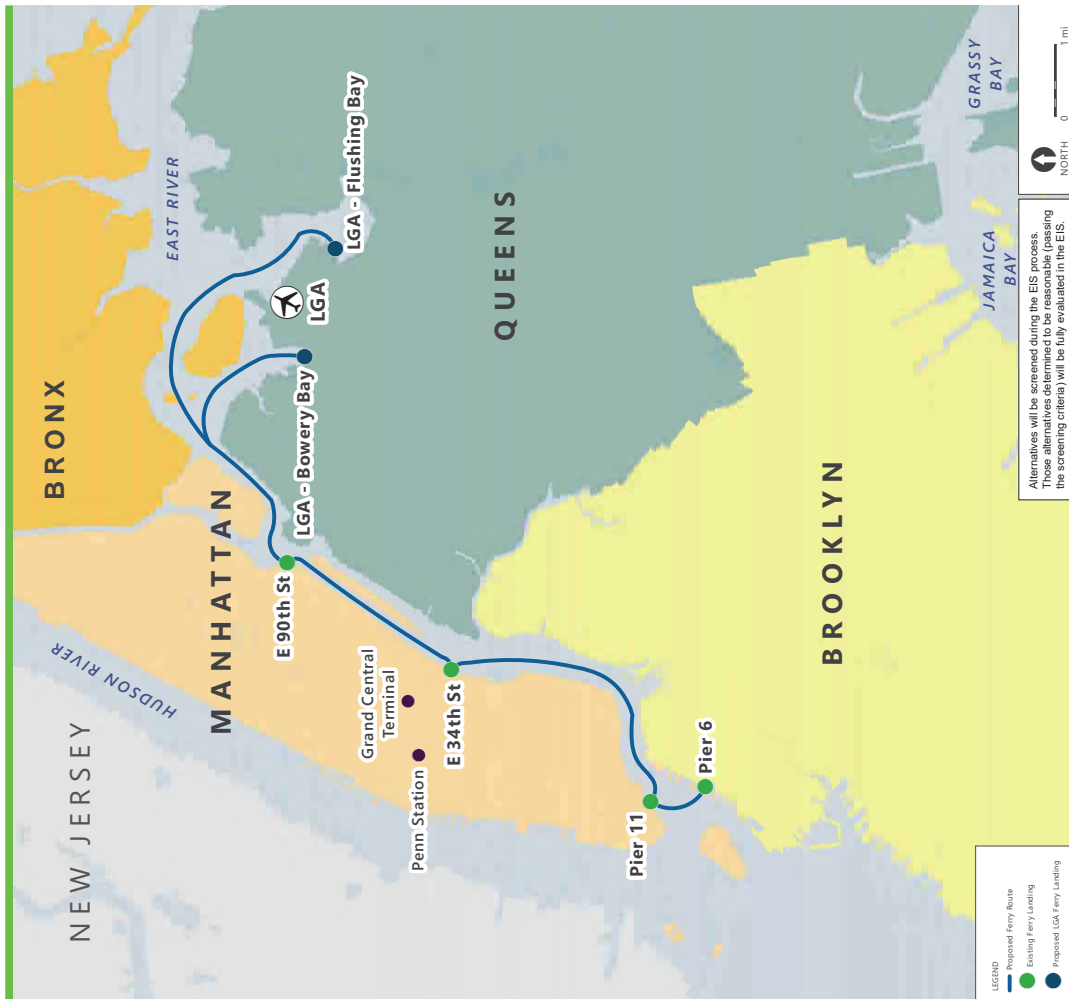
## ALTERNATIVES

- Range of Alternatives Considered by the Port Authority:
  - No Action Alternative
  - Transportation Systems Management
  - Transportation Demand Management
  - Use of Other Airports
  - Off-Airport Roadway Expansion
  - Bus (Exclusive Roadway)
  - Ferry Service
  - Rail or Subway Extensions
  - Fixed Guideway
  - Emerging Transportation Technologies
- Scoping will be used to identify other alternatives for consideration
- **FAA will independently evaluate all alternatives brought forward and may identify new alternatives as part of the EIS**
- Alternatives will be screened during the EIS. Those alternatives determined to be reasonable (passing the screening criteria) will be fully evaluated in the EIS.

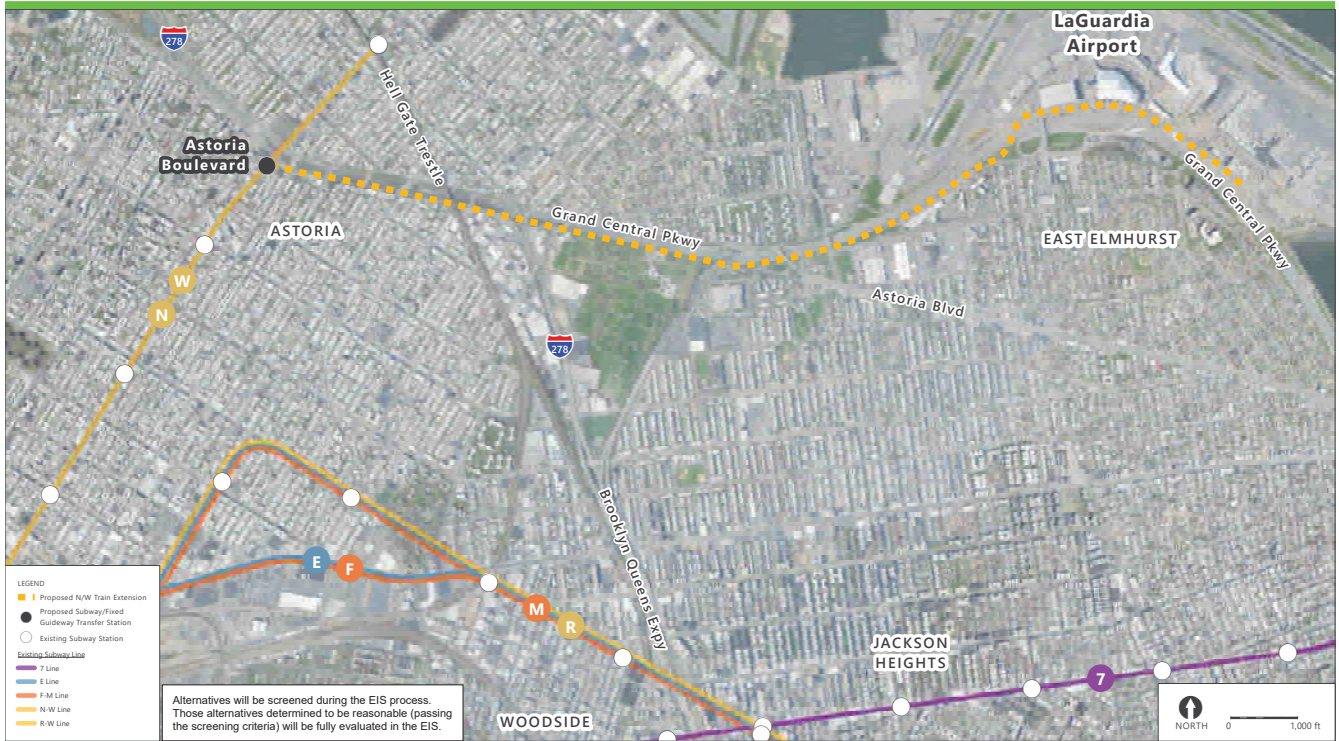
# ALTERNATIVE: ROADWAY AND BUS SERVICE EXPANSION



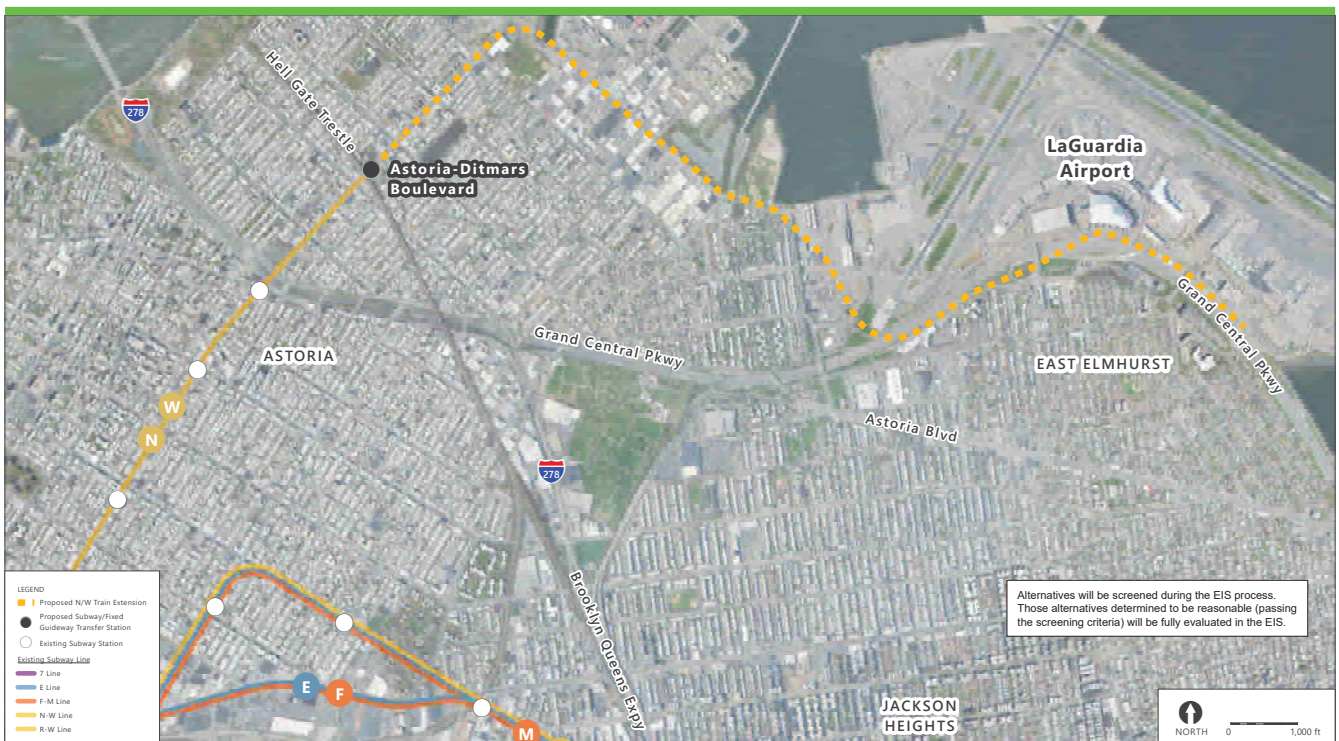
# ALTERNATIVE: FERRY SERVICE



# ALTERNATIVE: SUBWAY EXTENSION FROM ASTORIA BOULEVARD SUBWAY STATION VIA GRAND CENTRAL PARKWAY



# ALTERNATIVE: SUBWAY EXTENSION FROM ASTORIA-DITMARS BOULEVARD SUBWAY STATION VIA 19TH AVENUE



# ALTERNATIVE: FIXED GUIDEWAY FROM ASTORIA BOULEVARD SUBWAY STATION



# ALTERNATIVE: FIXED GUIDEWAY FROM WOODSIDE SUBWAY STATION



# ALTERNATIVE: FIXED GUIDEWAY FROM ROOSEVELT AVENUE - JACKSON HEIGHTS SUBWAY STATION



# ALTERNATIVE: FIXED GUIDEWAY FROM JAMAICA STATION TRANSPORTATION HUB



# ALTERNATIVE: FIXED GUIDEWAY FROM METS-WILLETTS POINT LIRR AND METS-WILLETTS POINT SUBWAY STATION



## OTHER ALTERNATIVES TO BE CONSIDERED

- Transportation Demand Management (measures to reduce single-occupant car use to LGA)
  - Promote use of public transit, walking, bicycling, or carpools/vanpools to LGA
  - Encourage more efficient use of taxis and other on-demand car or shared ride service
- Transportation Systems Management (optimize/improve the existing system)
  - Improvements to select bus service Q70 and M60 routes, including: eliminating or combining stops, and purchasing new, larger buses with luggage racks
- Emerging Transportation Technologies
  - Transportation Network Companies (TNC) such as Uber or Lyft
  - Autonomous vehicles
  - New tunneling technologies
- Use of Other Airports
  - Shift airport passengers to JFK or EWR
- No Action Alternative

Alternatives will be screened during the EIS process. Those alternatives determined to be reasonable (passing the screening criteria) will be fully evaluated in the EIS.

# PORT AUTHORITY OF NEW YORK AND NEW JERSEY PREFERRED ALIGNMENT



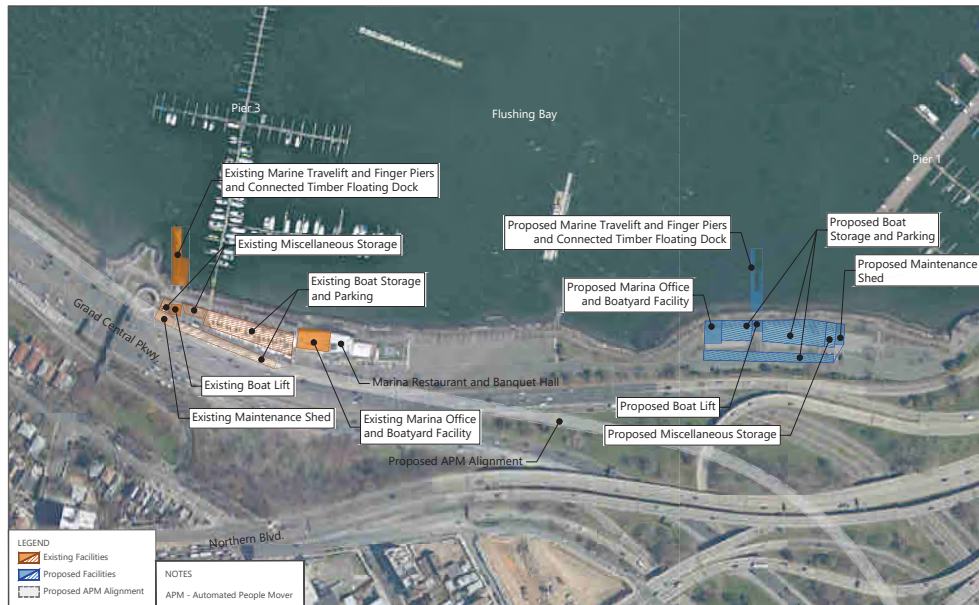
## CONNECTED ACTIONS OF THE PORT AUTHORITY'S PREFERRED ALIGNMENT



- Relocation of the Passerelle Pedestrian Bridge
- Improvements to the Metropolitan Transportation Authority Long Island Rail Road Mets-Willets Point Station
  - Two new platforms
  - Four new tracks within the station
  - New crossovers and signal system
- Utility relocations and improvements

# CONNECTED ACTIONS OF THE PORT AUTHORITY'S PREFERRED ALIGNMENT

- Relocation of World's Fair Marina Facilities



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## FAA ENVIRONMENTAL IMPACT CATEGORIES

- Air quality
- Biological resources (including fish, wildlife, and plants)
- Climate\*
- Coastal resources
- DOT Act, Section 4(f)
- Farmlands\*
- Hazardous materials, solid waste, and pollution prevention
- Historical, architectural, archaeological, and cultural resources
- Land use\*
- Natural resources and energy supply\*
- Noise and noise-compatible land use
- Socioeconomics, environmental justice, and children's environmental health and safety risks
- Visual effects (including light emissions)
- Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

*\*No impacts/minor impacts anticipated*



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# PUBLIC INVOLVEMENT

- The FAA must provide pertinent information to the public, affected communities, and agencies and consider their comments at the earliest appropriate time and early in the process of preparing an EIS.
- Comments received during early coordination/scoping and during public review of a draft NEPA document on the potential impacts of the proposed action and reasonable alternatives must be considered.



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# SCOPING COMMENTS

Comments can be submitted via:



**EMAIL:**  
[comments@LGAaccessEIS.com](mailto:comments@LGAaccessEIS.com)



**WEB:**  
[www.LGAaccessEIS.com](http://www.LGAaccessEIS.com)



**MAIL:**  
**Mr. Andrew Brooks**  
*Environmental Program Manager*  
Eastern Regional Office, AEA-610  
Federal Aviation Administration  
1 Aviation Plaza  
Jamaica, NY 11434



**IN PERSON:**  
**At public meetings**  
(oral or written comments)

Comments must be received by 5:00 PM EDT, MONDAY, JUNE 17, 2019





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PUBLIC SCOPING MEETING FACTSHEET

Complete details about the project and the EIS process can be found on the project website.


- Become informed on the Environmental Impact Statement by viewing the project website, [www.LGAaccessEIS.com](http://www.LGAaccessEIS.com), and reviewing the available project documents
- Sign-up to receive project updates
- Attend an upcoming public meeting
- Connect with the project team via email or phone
- Follow us on  &  @LGAaccessEIS



## LaGuardia Airport Access Improvement Project *Environmental Impact Statement (EIS)*

### CONTACT US

 [info@LGAaccessEIS.com](mailto:info@LGAaccessEIS.com)

 (855) LGA-EIS9

[www.LGAaccessEIS.com](http://www.LGAaccessEIS.com)

May 2019



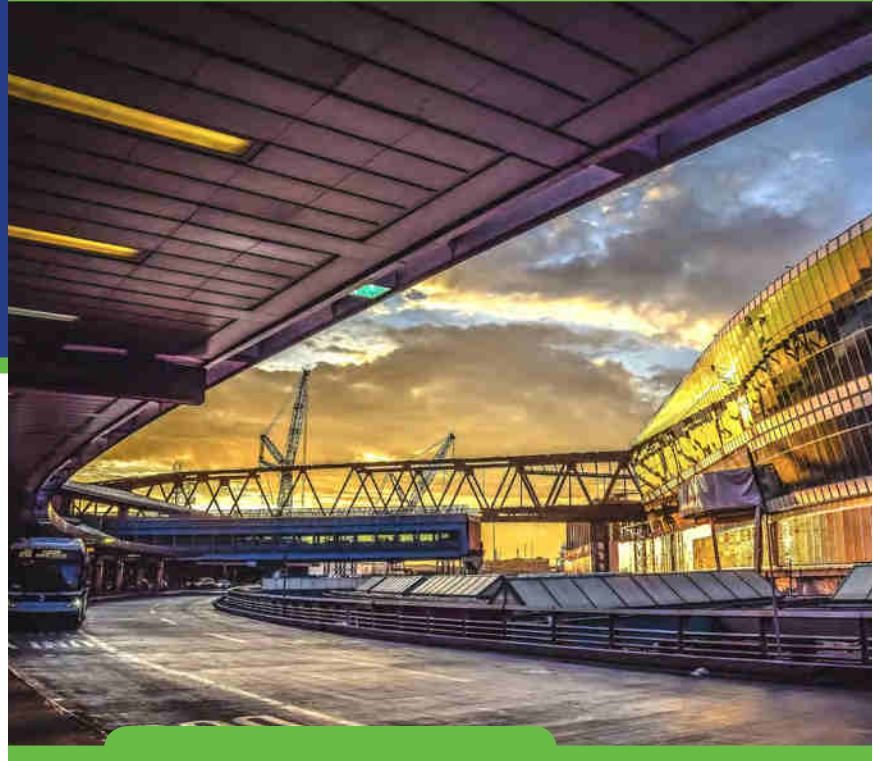
## LaGuardia Airport Access Improvement Project *Environmental Impact Statement (EIS)*

### Purpose and Need


The purpose of the LGA Access Improvement Project ("Proposed Action") is to provide a time-certain transportation option that connects passengers and employees to LGA, as travel times to and from the Airport continue to increase and become more unpredictable. This transportation project's purpose will also be to ensure adequate parking for Airport employees.

Specifically, the Proposed Action would address:

- Increasing and unreliable travel times to and from key locations within New York City.
- Passenger and employee access to LGA, which is limited to roadway access.
- Traffic congestion on off-airport roadways near the Airport, which contributes to Airport access travel times.
- Limited on-airport options to provide adequate employee parking and room to conduct maintenance activities.



The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of the Port Authority of New York and New Jersey's (Port Authority) proposal to construct and operate a new automated people mover system (APM or AirTrain) to provide a time-certain transportation option for air passenger and employee access to LaGuardia Airport (LGA). The Port Authority's proposal would also ensure adequate parking for Airport employees. The EIS will evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the proposal. The FAA is conducting the EIS in accordance with the National Environmental Policy Act (NEPA); Council on Environmental Quality (CEQ) Regulations; and other applicable FAA orders, directives, and guidance.



As part of the NEPA process, the FAA will independently identify and evaluate alternatives to the Proposed Action, including the No Action Alternative, as well as any alternatives identified during scoping for the EIS. Preliminary alternatives include:

- No Action Alternative
- Transportation Systems Management
- Transportation Demand Management
- Use of Other Airports
- Off-Airport Roadway Expansion
- Bus (Exclusive Roadway)
- Ferry Service
- Emerging Transportation Technologies
- Rail or Subway Extensions
  - » Astoria Boulevard Subway Station Extension – Above Grand Central Parkway
  - » Astoria-Ditmars Boulevard Subway Station Extension – Elevated along 19th Avenue
  - » Astoria-Ditmars Boulevard Subway Station Extension – Tunnel beneath 19th Avenue
- Fixed Guideway
  - » Astoria Boulevard Subway Station
  - » Woodside LIRR and 61st Street-Woodside Subway Station
  - » Roosevelt Avenue–Jackson Heights Subway Station
  - » Jamaica Station Transportation Hub
  - » Mets-Willets Point LIRR and Subway Station

## Port Authority's Preferred Project

The Port Authority's preferred project is an elevated AirTrain between LGA and a transfer station that provides a direct connection to the Metropolitan Transportation Authority's (MTA) Long Island Rail Road (LIRR) and New York City Transit (NYCT) subway. The Port Authority's preferred project would include two on-Airport stations serving Terminals B, C, and a third station that connects to the Mets-Willets Point stations of the LIRR Port Washington Branch and the NYCT Flushing No. 7 subway line.



**Review Timetable** – Executive Order 13807 requires that each major infrastructure project will have a permitting timetable for environmental reviews and authorizations. The Review Timetable identifies project milestones in the environmental review process, and is prepared by the lead federal agency in consultation with all of the cooperating and participating agencies.

**Notice of Intent (NOI) to Prepare EIS** – The FAA must publish an NOI in the Federal Register to initiate the preparation of the EIS. The NOI includes an overview of the proposed action, the alternatives being considered and the contact information for the responsible FAA official.

**Scoping Process** – NEPA requires that there be an early and open process for determining the scope of the alternatives to be considered and the issues to be addressed in the EIS and identifying the significant issues related to a proposed action. It is a collaborative effort that invites participation from federal, state and local agencies, and the general public. The public component includes public meetings and the opportunity to provide comments on alternatives to be considered and the scope of the EIS analysis.

**Purpose and Need and Alternatives Analysis** – The purpose and need statement presents the problem being addressed and describes what is trying to be achieved, and also provides the parameters for defining

a reasonable range of alternatives to be considered. The FAA will comparatively analyze all reasonable alternatives and explain why any alternatives were eliminated from further study.

**Draft EIS** – The Draft EIS will identify purpose and need, reasonable alternatives, and evaluate the potential direct, indirect, and cumulative environmental impacts that may result from the proposed action and reasonable alternatives. The Draft EIS is published for public review and comment for a minimum of 45 days. A **Notice of Availability** of the Draft EIS will be published in the Federal Register, which will mark the beginning of the public comment period.

**Final EIS** – In preparing the Final EIS the FAA must consider all comments received on the Draft EIS and comments recorded during public meetings or hearings, and respond to the substantive comments in the Final EIS. The Final EIS must identify and discuss the environmental impacts, including any unresolved environmental issues and efforts to resolve them through further consultation.

**Record of Decision (ROD)** – The ROD explains the FAA's decision, describes the alternatives considered, and discusses the FAA's plans for mitigation and monitoring, if necessary.

## One Federal Decision

The FAA has determined that the proposed LGA Access Improvement Project is a major infrastructure project subject to the requirements of Executive Order (EO) 13807, "Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure," also referred to as the One Federal Decision policy. As the lead agency for the LGA Access Improvement Project EIS, it is FAA's responsibility to develop a permitting timetable in compliance with EO 13807 and obtain agreement on the timetable with any cooperating or participating agencies that have a role in the environmental and permitting process for the project. EO 13807 sets a government-wide goal of two years for the average time to complete the environmental review and permitting process for major infrastructure projects.



## ATTACHMENT 2

# Scoping Comments Received

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FEDERAL AGENCIES

LOCAL AGENCIES

ELECTED OFFICIALS

LOCAL ORGANIZATIONS

PUBLIC COMMENTS

PUBLIC MEETINGS

PEOPLE'S HEARING

HOTLINE

## INDEX OF WRITTEN AND ORAL COMMENTS ALPHABETICAL BY LAST NAME (1 OF 7)

COMMENTS	COMMENTER	COMMENT ID	DATE	COMMENTS	COMMENTER	COMMENT ID	DATE
	Ackerman, Celia	PC00047	6/5/2019		Boylan, Christopher	LO00008	6/11/2019
	Adams, Kathleen	PC00223	6/17/2019		Brian	PH00009	6/13/2019
	Aiken Jr., David	PM00013	6/5/2019		Brian, R.	PM00046	6/6/2019
		PM00028	6/5/2019		Brown, Culture	PC00280	6/17/2019
	Alarcon, Tony	EO00001	6/6/2019		Brown, Denise	PC00047	6/5/2019
	Alberts, A.	PC00030	6/3/2019		Brown, Marlon	PC00266	6/17/2019
	Alexis	PH00006	6/13/2019		Brown, Milton	PM00030	6/5/2019
	Aliperti, Joseph	PC00137	6/13/2019			PM00059	6/6/2019
	Ansorge, Thomas	PC00210	6/16/2019		Brown, Phillip	PC00227	6/17/2019
	Archer, Maxine	PC00013	5/23/2019		Bruinooge, Michael	PC00079	6/6/2019
		PM00004	6/5/2019		Brukier, Helene	PC00246	6/17/2019
		PM00029	6/5/2019		Bruno, Bill	PC00221	6/17/2019
	Asteinza, Maria	PC00047	6/4/2019		Brussat, Melanie	PC00226	6/17/2019
	Avena, Mike	PC00046	6/3/2019		Buendia, Marvin	PM00018	6/5/2019
	Babiak, Katherine	PC00047	6/5/2019		Buettner , Kenneth	PC00033	6/3/2019
	Banks, Janice	PC00047	6/4/2019		Bunde, Janet	PC00047	6/5/2019
	Barclay, Keith	PM00014	6/5/2019		Burby, Leslie	PC00047	6/5/2019
	Barrett, Ian	PC00142	6/13/2019		Burke, Jim	PC00259	6/17/2019
	Batchelder, Eleanor	PC00025	6/2/2019		Butler, Edward	PC00047	6/4/2019
		PC00299	6/17/2019		Cabrera, Tomas	PC00065	6/5/2019
	Bates, Barrington	PC00039	6/3/2019		Caesar, Andrew	PC00140	6/13/2019
	Baxley, Stephen	PC00220	6/17/2019		Calabro, Louise	PC00047	6/5/2019
	Beasley, Darrell	PC00235	6/17/2019		Caldecutt, Matthew	PC00177	6/15/2019
	Beckles, Pat	PM00024	6/5/2019		Cameron, Denise	PH00008	6/13/2019
		PM00034	6/5/2019		Campbell, Gregory	PC00010	5/23/2019
		PH00004	6/13/2019		Candell, John	PC00261	6/17/2019
	Bendia, Elba	PC00009	5/23/2019		Carriero, James	LO00004	6/5/2019
	Bennett, Dale	PC00047	6/4/2019			PM00025	6/5/2019
	Betar, Pankaj	PH00011	6/13/2019			PC00288	6/17/2019
	Bhakara, Pankaj	PM00027	6/5/2019			LO00002	6/4/2019
	Binder, Gene	PC00047	6/4/2019		Carroll, Beverly	PC00239	6/17/2019
	Blatt, Joel	PC00036	6/3/2019		Carroll, Deborah	PC00047	6/4/2019
	Blyth, Chris	PC00047	6/5/2019		Cash, Mallory	PC00047	6/4/2019
	Bodzin, Steven	PC00260	6/17/2019		Celestin, Junior	PC00271	6/17/2019
	Boyer, Charles	PC00015	5/24/2019		Chaldaris, Irene	PC00176	6/15/2019

## INDEX OF WRITTEN AND ORAL COMMENTS ALPHABETICAL BY LAST NAME (2 OF 7)

COMMENTS	COMMENTER	COMMENT ID	DATE	COMMENTS	COMMENTER	COMMENT ID	DATE
	Chan, Chris	PM00057	6/6/2019		DiVittorio, Maria	PM00038	6/5/2019
	Chandler, Joey	PM00056	6/6/2019			PC00098	6/6/2019
	Chevel, Stephen	PC00145	6/13/2019		Doff, Jodi	PC00231	6/17/2019
	Chique, Jasmine	PM00074	6/6/2019		Dubnau, Jenny	PC00243	6/17/2019
	Chute, Frederick	PC00068	6/5/2019		Dulong, Michael	PM00066	6/6/2019
	Cohen, Larry	PC00262	6/17/2019			PH00001	6/13/2019
	Colman, Fatima	PC00199	6/16/2019			LO00019	6/17/2019
	Connolly, J.Patricia	PC00047	6/4/2019		Eberlein, Kevin	PC00139	6/13/2019
	Cooperstock, Adam	PC00047	6/4/2019		Eckerson, Clarence	PC00200	6/16/2019
	Coppock, Wayne	PC00003	5/22/2019		Eichenbaum, Jack	PC00289	6/17/2019
	Corbett, Ana	PM00012	6/5/2019		English, Renetta	PC00108	6/7/2019
	Cosme Sokolof, Jacqueline	PC00070	6/5/2019		Esner, Melissa	PC00229	6/17/2019
	Costales, Christina	PM00055	6/6/2019		Exter, Hillary	PC00285	6/17/2019
	Cox, Sheila	LO00013	6/14/2019		Falik, Eugene	PC00213	6/16/2019
	Crockett, Denise	PC00001	5/9/2019		Faltin, Meredith	PC00047	6/4/2019
	Crowley, Joe	PC00245	6/17/2019		Farber, Joan	PC00047	6/4/2019
	Cuddy, Maximillian	PC00085	6/6/2019		Feld, Peter	PC00129	6/12/2019
	Dalcis, Sandy	PC00047	6/4/2019		Felix, Jean	PC00269	6/17/2019
	Dalmasy, Peter	PC00027	6/2/2019		Fenton, Laura	PC00238	6/17/2019
	Daniels, Emma	PC00057	6/4/2019		Fernandez, Yvette	PC00047	6/5/2019
	David Marcus, Jack	PC00047	6/5/2019		Figueredo, Jonathan	PM00031	6/5/2019
	David, Sharone	PC00222	6/17/2019			PC00100	6/6/2019
	Davis, Jane	PC00047	6/8/2019		Filomena, Douglas	PC00233	6/17/2019
	De La Roach, Lorraine	PC00215	6/16/2019		Filosa, Henry	PC00115	6/9/2019
	Dean, M.	PC00047	6/5/2019		Flanagan, Margaret	PM00001	6/5/2019
	Demirovic, Amela	PC00069	6/5/2019			PC00294	6/17/2019
	Desai, Vasant	PC00211	6/16/2019		Flowers, Bobbie	PC00047	6/4/2019
	DeVivo, Sharon B.	LO00003	6/5/2019		Forman, Janet	PC00047	6/7/2019
	Diamond, David	PC00135	6/13/2019		Foster, Steven	PC00011	5/23/2019
	DiMunno, James	PC00047	6/8/2019			PM00049	6/6/2019
	Dinacale, Anthony	PM00023	6/5/2019		Fox-Herron, Doreen	PM00068	6/6/2019
	Dinhofer, Jacalyn	PC00047	6/4/2019		Francis	PM00021	6/5/2019
	DiSpaltro, Edward	PC00031	6/3/2019		Frometa, Alberto	PC00071	6/5/2019
	Ditmars Blvd. Block Association, Inc.	LO00017	6/17/2019		Fromson, Carmel	PC00297	6/17/2019
					G, Mike	PC00093	6/6/2019

## INDEX OF WRITTEN AND ORAL COMMENTS ALPHABETICAL BY LAST NAME (3 OF 7)

COMMENTS	COMMENTER	COMMENT ID	DATE	COMMENTS	COMMENTER	COMMENT ID	DATE
	Gail, Mary	PM00051	6/6/2019		Haufe, Mike	PC00188	6/15/2019
	Gaines, Nora	PC00047	6/4/2019		Healy, Sean	PM00065	6/6/2019
	Gallagher, Tim	AL00002	6/17/2019		Heffron, Josh	PC00047	6/5/2019
	Garace, Joseph	PC00173	6/15/2019		Helfet, Molly	PC00169	6/14/2019
	Garcia, Andres	PC00038	6/3/2019		Henrie, Liam	PC00047	6/5/2019
	Gayle, Marie	PC00024	6/1/2019		Herrmann, Cheryl	PC00047	6/4/2019
		PM00007	6/5/2019		Herrmann, Cody	PC00267	6/17/2019
		PC00196	6/16/2019		Herron, Peter	PM00067	6/6/2019
	Geberer, Raanan	PC00029	6/2/2019		Herzan, Alexandra	PC00047	6/14/2019
	Gershenhorn, Ira	PC00298	6/17/2019		Herzan, Paul	PC00066	6/5/2019
	Gerson, David	PC00005	5/23/2019			PC00067	6/5/2019
	Gilgary, Ricky	PM00033	6/5/2019		Higgins, Tommy	PC00144	6/13/2019
	Goldman, Michael	PC00078	6/6/2019		Hillaire, Joe	PC00270	6/17/2019
	Goldthorpe, Kelly	PC00019	5/30/2019		Hiram Monserrate, Hon.	PM00005	6/5/2019
	Gomez, Ingrid	PC00076	6/5/2019		Holtz, Richard	PC00218	6/17/2019
	Gomez, Luis	PM00008	6/5/2019		Hong, Cecilia	PC00088	6/6/2019
	Gonzales, T	PC00189	6/15/2019		Hooks, Larinde	PM00017	6/5/2019
	Gonzalez, Kristen	PM00045	6/6/2019		Horanzy, Erin	PC00131	6/12/2019
	Gordon, Ingrid	PC00195	6/16/2019		Horczak, Adrian	PC00130	6/12/2019
	Gou, Papa	PC00282	6/17/2019		Horn, Mayer	PC00147	6/13/2019
	Greenspun, Kim	PC00212	6/16/2019		Hu, John	PC00053	6/4/2019
	Greve, Mike	PC00165	6/14/2019		Huynh, Doa	PM00071	6/6/2019
	Gsouza, Charlton	PM00060	6/6/2019		Huzenis, Audrey	PC00047	6/4/2019
	Guier, Richard	PC00047	6/4/2019		Jacob, Joby	PC00209	6/16/2019
	Guzman, Natalia	PC00143	6/13/2019		Jamieson, Calena	LO00009	6/12/2019
	Haikalis, George	LO00011	6/13/2019		Jankowski, Elizabeth	PC00247	6/17/2019
	Hall, Ashley	PC00207	6/16/2019		Jaquez, Natalie	PC00234	6/17/2019
	Hamilton Browne, Robin	PM00048	6/6/2019		Jarvis, Venetta	PM00011	6/5/2019
	Hannus, Jessame	PC00127	6/11/2019		Jena, Alice	PC00047	6/4/2019
	Haran, Tom	PC00155	6/14/2019		Jenkins, Mark	PC00007	5/23/2019
	Hard, John	PC00276	6/17/2019		Jones, Morgan	PC00187	6/15/2019
	Harris, Tom	PC00047	6/5/2019		Joyce, Charles	PC00164	6/14/2019
	Harsh, Al	PC00281	6/17/2019		Julius, Adam	PC00184	6/15/2019
	Hart, Brian	PM00063	6/6/2019		Kaczorowski, Florence	PC00254	6/17/2019
	Harvey, Sonya	PM00015	6/5/2019		Kamper, Matt	PC00081	6/6/2019



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COMMENTS	COMMENTER	COMMENT ID	DATE	COMMENTS	COMMENTER	COMMENT ID	DATE
	Kanfer, Rebecca	PC00122	6/11/2019		Lian, Vicki	PC00084	6/6/2019
		PC00123	6/11/2019			PM00072	6/6/2019
	Katsaras, Penelope	PC00175	6/15/2019		Lightbourn, Sharon	PM00042	6/6/2019
	Kaufman, Peter	PC00202	6/16/2019		Lin, Rachel	PM00054	6/6/2019
	Keast, Alix	PC00047	6/4/2019		Lindstrom, Erik	PC00022	5/30/2019
	Kelly, Charles	PC00106	6/7/2019		Liu, Gary	PM00058	6/6/2019
	Kelly, John	PC00257	6/17/2019		Lomax, Austin	PC00185	6/15/2019
	Kelly, Sean	PC00132	6/12/2019		Londono, Clara	PC00075	6/5/2019
	Keryc, Frank	PC00026	6/2/2019		Lory, Doug	PC00204	6/16/2019
	Khuzami, Dhuzami	PM00069	6/6/2019		LoScalzo, Robert	PC00148	6/13/2019
	Kirch, Eve	PC00047	6/4/2019			PC00290	6/17/2019
	Klatsky, Michael	PC00109	6/7/2019		Lu, Yi-Mei	PC00244	6/17/2019
	Kline, Brandon	PC00045	6/3/2019		Lucas, Roosevelt	PC00044	6/3/2019
	Knutson, Lingard	AF00001	5/23/2019			PC00051	6/4/2019
	Konigsberg, Phil	PC00110	6/7/2019		Luo, Thomas	PC00197	6/16/2019
	Kosty, Gina	PC00055	6/4/2019		M. Sanderson, Joseph	PC00064	6/5/2019
	Kozlik, James M.	PC00047	6/4/2019		Mac Low, Clarinda	PC00047	6/5/2019
	Kuo, Naomi	PC00249	6/17/2019		Machalek, Steve	PC00159	6/14/2019
	Lair, Rowena	PC00248	6/17/2019		MacKrell, Benjamin	PC00042	6/3/2019
		PC00295	6/17/2019		Maclise, Lauren	PC00059	6/4/2019
	Lane, Roberta	PC00154	6/14/2019		Magel, Joe	PC00152	6/14/2019
	Laroche, Anthony	PM00002	6/5/2019		Major, Beryil	PM00036	6/5/2019
		PM00041	6/6/2019		Malina, Matt	PC00283	6/17/2019
	Laurent, Barnabas	PC00279	6/17/2019		Malloy, Timon	PC00047	6/4/2019
	Lawson, Joseph	PC00047	6/4/2019		Maniace, Len	LO00016	6/17/2019
	Lebreton, Marta	PC00023	6/1/2019		Manning, Dathan	PC00236	6/17/2019
	Lee, Rebecca	PC00160	6/14/2019		Maria	PH00005	6/13/2019
	Lee, Sharon	PM00073	6/6/2019		Martincic, Johny	PM00064	6/6/2019
	Lee, Silvia	PC00258	6/17/2019		Martinez, Carlos	PC00201	6/16/2019
	Lei, Yuxiao	PC00216	6/16/2019		Martinez, Gabrielle	PC00118	6/10/2019
	Leitner, Joel	PC00047	6/12/2019		Matherson, Noris	PC00080	6/6/2019
	Leiz, George	PC00052	6/4/2019			PH00007	6/13/2019
	Levine, Rhoda	PC00047	6/4/2019		Mathew	PC00018	5/30/2019
	Lewis, Roland	LO00006	6/6/2019		Matthews, Skylar	PC00274	6/17/2019
		LO00010	6/13/2019		Mayrin, Julie	PC00193	6/16/2019





## INDEX OF WRITTEN AND ORAL COMMENTS ALPHABETICAL BY LAST NAME (7 OF 7)

COMMENTS	COMMENTER	COMMENT ID	DATE	COMMENTS	COMMENTER	COMMENT ID	DATE
	Sullivan, Gail	PC00047	6/13/2019		Wasserman, Ronald	PC00172	6/15/2019
	Sullivan, Patricia	PC00037	6/3/2019		Weber, Davida	PC00192	6/16/2019
	Talbert, Chris	PC00017	5/29/2019		Weeks, Nathalie	PC00168	6/14/2019
	Tam, Kelvin	PC00082	6/6/2019		Wells, Lawrence	PC00296	6/17/2019
		PM00043	6/6/2019		Werber, David	PM00020	6/5/2019
	Tan, Yi-Ling	PC00095	6/6/2019		Westely, Ed	PM00047	6/6/2019
	Tangtrakul, Korin	LO00018	6/17/2019		Whe Tan, Hom	PC00171	6/15/2019
		PC00230	6/17/2019		Whitton, Brian	PC00224	6/17/2019
	Taube, Aaron	PC00121	6/11/2019		Wilkins, Irene	PM00039	6/5/2019
	Taylor, Frank	PC00014	5/23/2019		Williams, Alicia	PC00058	6/4/2019
	Teller, Arthur	PM00016	6/5/2019		Wufka, Talea E.	PC00096	6/6/2019
	Temple, Michele	PC00047	6/4/2019		Xian, Sandy	PC00090	6/6/2019
	Teran, Eric	PC00167	6/14/2019		Y, Venkat	PC00157	6/14/2019
	Terry, Gene	PC00208	6/16/2019		Yang, Chengzhe	PC00086	6/6/2019
	Tettemer, Brian	PC00133	6/12/2019		Yeung, Johnny	PC00092	6/6/2019
	Thomas, Patricia	PC00181	6/15/2019		Young, Jane	PC00047	6/5/2019
	Thomas, Rochelle	PC00047	6/4/2019		Young, Ronald	PC00149	6/13/2019
	Tibett, Max	PC00061	6/5/2019			PC00161	6/14/2019
		PC00073	6/5/2019		Yu, Charles	LO00012	6/14/2019
	Treamer, Bill	PC00163	6/14/2019		Yu, Eric	PC00089	6/6/2019
	Tsao, Benjamin	PC00112	6/8/2019		Zaks, Abigail	PC00047	6/11/2019
	Tumolo, Samantha	PC00072	6/5/2019		Zavala, Melissa	PC00263	6/17/2019
	Turner, Donald	PC00040	6/3/2019		Zhao, Brian	PC00087	6/6/2019
	Untermeyer, Adrian	PC00182	6/15/2019		Zrinzo, John	PC00016	5/25/2019
	Urich, Suzanne	PC00048	6/4/2019				
	V, Philip	PC00114	6/9/2019				
	Vasquez, Eddy	PC00183	6/15/2019				
	Vatuk, Sunita	PC00174	6/15/2019				
	Vickers, Gary	PC00191	6/16/2019				
	Vivian, Nick	PC00047	6/4/2019				
	Wald, Susan	PC00047	6/4/2019				
	Walker, Judith	AL00001	5/31/2019				
	Wan, Amy	PC00186	6/15/2019				
	Ward, Marc	PC00047	6/4/2019				
	Washington, Chris	PC00047	6/5/2019				



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FEDERAL AGENCIES



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**  
REGION 2  
290 BROADWAY  
NEW YORK, NY 10007-1866

**MAY 23 2019**

Andrew Brooks, Environmental Program Manager  
Eastern Regional Office, AEA-610  
Federal Aviation Administration  
1 Aviation Plaza,  
Jamaica, NY 11434

Dear Mr. Brooks:

The U.S. Environmental Protection Agency (EPA) has reviewed the Federal Aviation Administration's (FAA) May 3, 2019 Notice of Intent to prepare an environmental impact statement and request for scoping comments for the proposed LaGuardia Access Improvement Project at LaGuardia Airport, Queens, New York. EPA is also a cooperating agency with the FAA on the environmental impact statement and has participated in interagency meetings on the project. The purpose of the LaGuardia Access Improvement Project is to provide a time-certain transportation option that connects passengers and employees to LaGuardia and additionally, provide adequate parking for Airport employees.

In addition to the environmental orders and regulations listed in the Notice of Intent for use in the environmental analysis, EPA notes the following:

- FAA is continuing to work with EPA staff to provide construction emissions data and analysis for a General Conformity applicability analysis. This analysis should be included in the environmental impact statement.
- The area proposed for the off-airport station and parking lot at Willets Point Queens is in an area mapped by the Federal Emergency Management Agency as having a 1% probability of flooding every year. This should be discussed in the environmental impact statement.

Thank you for the opportunity to provide scoping comments on the LaGuardia Access Improvement Project. Please call or email me at (212) 637-3747 or [Knutson.lingard@epa.gov](mailto:Knutson.lingard@epa.gov).

Sincerely,

A handwritten signature in cursive script, reading "Lingard Knutson".

Lingard Knutson, Acting Team Leader  
Environmental Review Team



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LOCAL AGENCIES





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## MTA LIRR Comments - Notice of Intent: EIS Proposed LaGuardia Airport Project

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Walker, Judith <judwalk@mtahq.org>

Fri, May 31, 2019 at 12:38 PM

To: "comments@lgaaccessseis.com" <comments@lgaaccessseis.com>

Cc: "Cummings, Crystal" <CCUMMINGS@mtahq.org>, "Balter, Jacob" <jbalter@lirr.org>, "DeLisle, Stephanie" <SWILLIAM@mtahq.org>

Good Day Mr. Brooks,

In response to Federal Aviation Administration (FAA)/DOTs' **Notice of Intent** To Prepare an Environmental Impact Statement (EIS) and Initiate Section 106 Consultation for the **Proposed LaGuardia Access Improvement Project at LaGuardia Airport (LGA), Queens, NY**, below please find comments from **MTA LIRR**:

- **Page 1**

"...LGA Central Hall Building to the Metropolitan Transportation Authority (MTA) Long Island Rail Road (LIRR)" (Should say "Transportation" not "Transit")

- **Page 2**

For Alternate Ten and Alternate Twelve:

Text should note that both of these alternatives would not require LIRR service changes or infrastructure upgrades. This is in contrast to the proposed action which states, "modifications to the MTA LIRR Mets-Willets Point Station, including service changes to the LIRR Port Washington Line;"

**For Alternate Twelve:**

"...would provide service from the existing NYCT E, J and Z Lines and ten branches of the LIRR at Jamaica Station". (Text should reference that transfer to the LIRR is available at Jamaica.)

Please feel free to contact Jacob Balter at LIRR directly, and cc'ing MTA HQ (as listed).

Your acknowledgment of this email is appreciated.

Best,

Judith Walker

Assistant Director, Grant Management

**Metropolitan Transportation Authority**

Capital Program Funding and Grant Management

2 Broadway – Fourth Floor – B4.16

New York, New York 10004

212-878-7046 Tel

[judwalk@mtahq.org](mailto:judwalk@mtahq.org)





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## MTA LIRR Comments - Notice of Intent: EIS Proposed LaGuardia Airport Project

---

Walker, Judith <judwalk@mtahq.org>

Fri, May 31, 2019 at 12:38 PM

To: "comments@lgaaccessseis.com" <comments@lgaaccessseis.com>

Cc: "Cummings, Crystal" <CCUMMINGS@mtahq.org>, "Balter, Jacob" <jbalter@lirr.org>, "DeLisle, Stephanie" <SWILLIAM@mtahq.org>

Good Day Mr. Brooks,

In response to Federal Aviation Administration (FAA)/DOTs' **Notice of Intent** To Prepare an Environmental Impact Statement (EIS) and Initiate Section 106 Consultation for the **Proposed LaGuardia Access Improvement Project at LaGuardia Airport (LGA), Queens, NY**, below please find comments from **MTA LIRR**:

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Please feel free to contact Jacob Balter at LIRR directly, and cc'ing MTA HQ (as listed).

Your acknowledgment of this email is appreciated.

Best,

Judith Walker

Assistant Director, Grant Management

**Metropolitan Transportation Authority**

Capital Program Funding and Grant Management

2 Broadway – Fourth Floor – B4.16

New York, New York 10004

212-878-7046 Tel

[judwalk@mtahq.org](mailto:judwalk@mtahq.org)





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## NYC Comments on LaGuardia Airport Access Project Scoping Document

1 message

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**Semel, Hilary** <HSemel@cityhall.nyc.gov>

Mon, Jun 17, 2019 at 4:44 PM

To: "Comments@lgaaccessseis.com" <Comments@lgaaccessseis.com>

Please see attached comments on the LGA Airport Access Project EIS Scoping. Thank you for the opportunity to work with the FAA and PANYNJ on this important project.

**HILARY SEMEL** | Director and General Counsel

**Mayor's Office of Environmental Coordination**

253 Broadway, 14th Floor | New York, NY 10007

Direct: 212-676-3273 | Main: 212-676-3290

hsemel@cityhall.nyc.gov | www.nyc.gov/oec

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 **20190617 LGA\_Airtrain\_Scoping\_NYC\_Comments\_FINAL.pdf**  
260K



THE CITY OF NEW YORK  
OFFICE OF THE MAYOR  
NEW YORK, NY 10007

**MEMORANDUM**

TO: Andrew Brooks, Federal Aviation Administration  
Matt DiScenna, Port Authority of New York and New Jersey

FROM: Tim Gallagher, Mayor's Office of Environmental Coordination

DATE: June 17, 2019

SUBJECT: **LaGuardia Access Improvement Project Environmental Impact Statement -  
Scoping  
New York City Comments  
CEQR Number 19FAA001Q**

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Thank you for the opportunity to submit comments on the Scoping of the LaGuardia Access Improvement Project Environmental Impact Statement (EIS). The City of New York endorses the purpose and need of the LaGuardia Access Improvement Project (the "Project") and looks forward to its implementation. The comments that follow are intended to assist the lead agencies in developing a robust and comprehensive scope of environmental review that will fully identify, disclose, and evaluate potential significant impacts on the City of New York.

Below are the City of New York's specific comments about the project's scope.

**Environmental Review Efficiency**

1. We request that the Federal Aviation Administration (FAA) and the Port Authority of New York and New Jersey (PANYNJ) conduct its NEPA environmental review of the Project pursuant to the technical guidance methodologies set forth in the 2014 New York City Environmental Quality Review (CEQR) Technical Manual. The expert guidance provided in the CEQR Technical Manual provides lead agencies with a consistent and thorough approach in conducting environmental reviews for proposed projects in the City and allows for better coordination among City agencies. We believe that such an approach would also benefit the Project's environmental review. In addition to the intrinsic benefits of incorporating CEQR Technical Manual methodologies, a NEPA EIS that is consistent with the CEQR Technical Manual could provide the City with a streamlined approach to satisfying its CEQR obligations if it is determined at a later date that the Project would require any New York City agency discretionary approvals. An EIS conducted pursuant to NEPA and CEQR, and in coordination

with the New York City Mayor's Office of Environmental Coordination (OEC), which would coordinate with the affected City agencies, would help City agencies rely on the EIS to make any required findings rather than preparing additional analyses before doing so.

2. Consistent with the immediately preceding comment, we request that the EIS incorporates the following CEQR analysis areas:
  - a. Shadows
  - b. Transportation
  - c. Air Quality
  - d. Noise
  - e. Public Health
  - f. Neighborhood Character
  - g. Construction
  
3. Please include OEC in the list of Lead, Cooperating, and Participating Agencies. The proposed project has potential for local impacts, the review, disclosure, and mitigation of which would be coordinated by OEC. Please note that at a minimum, the following New York City Agencies will be participate due to their purview over the Manhattan areas affected by the proposed project: New York City Department of City Planning (DCP), New York City Department of Environmental Protection (DEP), New York City Department of Transportation (DOT), New York City Department of Parks and Recreation (Parks), the Mayor's Office of Resiliency (MOR), New York City Department of Small Business Services (SBS), New York City Police Department (NYPD), Fire Department of the City of New York (FDNY), New York City Emergency Management (NYCEM), New York City Landmarks Preservation Commission (LPC), and the Mayor's Office of Capital Projects Development.

SBS should be included as a participating agency. The City of New York is the owner of LaGuardia Airport and SBS leases the airport to PANYNJ.

### **Construction**

4. Please ensure that any significant adverse construction-related impacts are fully disclosed and mitigated to the maximum extent practicable. This includes impacts, if any, related to project staging, truck access/egress, excavation and debris removal activity, etc. Depending on the alternative selected, the construction work and associated vibration of the proposed project may have an effect on sensitive sites such as the Flushing Bay waterfront, portions of the Grand Central Parkway, and Flushing Meadows Corona Park, and the public visitation thereof. We suggest that these are identified, disclosed, and fully considered in the Open Space Resources, Noise and Vibration, and/or 4(f) evaluation chapters, as warranted.
  
5. A number of residences, businesses, and hotels are located in the East Elmhurst neighborhood of Queens, and are sensitive to the noise and vibrations that often comes with construction and trucking activities. Accordingly, we ask that they be considered as sensitive receptors to potential significant impacts from traffic-related air quality, noise and vibration impacts

resulting from any construction and trucking activities carried out in New York City during construction of the project, as appropriate based on their proximity to trucking routes.

6. Please provide a fuller description of potential visible construction impacts that could occur. Mitigation measures (such as sound barriers, silt fences, etc.) should be identified and a commitment made to their implementation in the EIS.
7. The Scoping Document should provide consideration of the timing of construction activities in the area, including the proposed project and non-project related construction, including the overall expansion plan for LaGuardia Airport, so as to fully disclose potential cumulative construction impacts and mitigation measures and to avoid any construction delays.

### **Infrastructure**

8. DEP would like to reiterate its concerns voiced at the Agency Scoping Meeting on June 5, 2019 that critical infrastructure, namely the 72-inch water main in the alignment of the maintenance and storage building, needs to be avoided or protected.
9. Environmental infrastructure such as sewers and sewer outfalls are located along or crossing the proposed AirTrain alignment. A critical 72" steel water main transitioning to a concrete water main is present in the parking area next to LIRR property near Willets Point. The alignment would cross this critical water main as it approaches the maintenance facility.
10. It would be necessary to design to account for any impacts to such infrastructure. A construction permit and associated review would also be needed if impacting this infrastructure.
11. If ridership increases in the Willets Point area, there may be a need to upgrade the subway station and to identify associated impacts on the infrastructure.
12. There are also other service permits that may be needed such as water line and site connection permits for the AirTrain maintenance and operations facility, and the Willets Point subway station (existing subway station is on septic system). The Project will need to be coordinated with the New York City Economic Development Corporation (EDC)'s planned Willets Point development.
13. There are large combined sewer outfalls in the area and there is a large scale project to begin design for CSO storage (underground tunnel from Astoria Boulevard around area of the interchange to the Bowery Bay treatment plant). It would be necessary for this project to evaluate any potential impacts to this infrastructure. (Note: 25 million gallon storage tunnel and dewatering pump to capture overflows from two CSO Outfalls that discharge into the Flushing Bay. Details here - [https://www.dec.ny.gov/docs/water\\_pdf/csoflushingbayaprltr.pdf](https://www.dec.ny.gov/docs/water_pdf/csoflushingbayaprltr.pdf).)



**Transportation**

14. Please use the 2014 CEQR Technical Manual in the assessment of traffic, pedestrian and parking impacts. The manual provides guidelines in the determination of peak hours and locations/ study area selected for analyses, data collection, analyses, impact thresholds, required materials needed for review, etc.
15. Prior to performing No-Action analyses, DOT recommends submitting a No-Action analysis memorandum identifying the soft-sites to be included in the No-Action analyses and their trip generation and assignments, background growth factor, improvement/mitigation measures to be implemented as part of other projects, etc., for review and approval.
16. Based on the information currently available, there are multiple alternatives, however DOT only received the construction and operational Travel Demand Factors (TDF) Memos for one alternative. If other alternatives screen in and could be selected, please submit a scope of work for DOT review and approval for these alternatives prior to performing additional data collection and analyses. Please note that the revised TDF Memos are under review.
17. Please note that we are currently reviewing the existing condition analyses submitted by PANYNJ. Please note the selection of analysis locations may change if other alternatives screen in.
18. Please confirm the future analysis years to be included in the EIS, and if they are different from what PANYNJ have identified in the construction and operational TDF memos. If they are different, please explain how the trip generation and assignments provided by PANYNJ will be modified.
19. Please provide all detailed scaled drawings for any proposed changes to the City street network proposed as part of the project or mitigation, including any proposed/modified curb cuts, parking regulation modifications, etc.
20. The description of the preferred alternative should clearly define the number of employee parking spaces that will be built and in what configuration and should discuss access routes for vehicles to and from the parking area/facility.
21. EDC has indicated there will be ongoing infrastructure work in the vicinity of the entrance at the intersection of Roosevelt Avenue and 126th Street, which may affect access to the LGA AirTrain parking and drop-off. Please coordinate with EDC to determine the appropriate assumptions.

**Environmental Justice**

22. The Environmental Justice Coordination section of the Scoping Document should include New York City as an environmental justice community (NEPA).

**Landmarks Preservation Commission Comments**

23. Please refer to attached Environmental Review Letter, dated June 12, 2019.

**DOT Section 4(f)**

24. NYC Parks has jurisdiction over the Flushing Bay waterfront, portions of the Grand Central Parkway, and Flushing Meadows Corona Park - all areas that are within the project limits for the Project.
25. Within Flushing Meadows Corona Park the following facilities could be affected by the preferred alternative or other alternatives that may be analyzed in the EIS:
- a. Shea Road
  - b. Mets Parking adjacent to Citi Field that is parkland leased by the Mets
  - c. Flushing Bay Promenade that runs from LaGuardia Airport to Harper Street and is a greenway route with connections to the City's bicycle path network includes the following facilities:
    - i. Gas station/Dunkin Donuts concession
    - ii. World's Fair Marina Restaurant
    - iii. World's Fair Marina including a public boat launch
    - iv. Parking lots, in which some are part of the Mets lease with NYC
  - d. The Passerelle overpass structure:
    - i. Connects Roosevelt Ave and the NYCT #7 train to entrance of Flushing Meadows Corona Park also known as David Dinkins Circle
    - ii. Vital entrance point to the LIRR Willets Point station
    - iii. Part of structure is the roof of the Passerelle building that houses several NYC Parks' offices.
26. Parks requests the opportunity to review the draft Section 4F statement.
27. The EIS should assess both short term impacts during construction as well as long term impacts post construction to both parkland and park facilities.
- a. The EIS should assess short term (during construction) impacts, which may include:
    - i. Parking and Traffic
      1. Parking (commuter / event) impacted by construction, including location of contractor parking
    - ii. Recreational, Historical, Cultural, and Transportation resources– impact on and public access to/from:
      1. Passerelle Bridge – impact of new AirTrain installation

2. Passerelle Administration Building and offices – use of and access to and from
  3. Access to USTA facilities
  4. Access to MTA NYCT 7 Train
  5. LIRR train – construction site access, staging, traffic flow during construction
  6. Access to Citifield
  7. Flushing Bay Promenade – public access to/through the Promenade, and the overall park experience at the Promenade during construction
  8. Concessions (Gas Station / Dunkin Donuts / Marina Restaurant)
  9. Coordination with Parks' World's Fair Marina reconstruction
  10. Coordination with Parks' Candela Structures and crosswalk construction project
  11. Marina Operations, boat lift, and marina users/boat owners access and parking
  12. Mets seasonal parking lot subleases – circus, carnival, etc.
- iii. Noise:
1. Impact on fauna
  2. Impact on surrounding areas including: residential, NYC Parks offices, sports venues, cultural institutions
- iv. Ecology / landscape:
1. Impacts to air/fauna/birds/water quality/trees/vegetation
  2. Air – Air Quality Monitoring – dust, lead, asbestos, etc.
  3. Migratory Bird Treaty Act – protect nesting birds during construction: <https://www.fws.gov/migratorybirds/pdf/policies-and-regulations/Nestdestructionfaq.PDF>
  4. Trees: jurisdiction and permitting for work in the vicinity (within 50 feet) of NYC trees - <https://www.nycgovparks.org/services/forestry/tree-work-permit>
  5. Drainage, runoff during construction: Clean Water Act (CWA) – EPA – SWPPP (Stormwater Pollution Prevention Plan to receive the NPDES permit – National Pollutant Discharge Elimination System).
  6. NYS DEC Water pollution control: SPDES permit
  7. NYS DEC State Environmental Quality Review – SEQR
- b. The EIS should assess long term (post construction) impacts, which may include:
- i. Parking and Traffic:
    1. impacts of guideway on parking and maintenance access
    2. traffic flow along Roosevelt Avenue – AirTrain drop-off/pickup
    3. LIRR – maintenance vehicle access, traffic impacts (there could be an increase in vehicles using FMCP for LIRR drop off since it's becoming a full time stop)
    4. Traffic on Roosevelt Ave.
  - ii. Recreational, Historical, Cultural, and Public Transportation Resources:
    1. Location of Passerelle

2. Visual/viewscape impacts including from Dinkins Circle and FMCP looking north: northern end of Passerelle into park; looking east-west along Promenade, from GCP to Flushing Bay; pedestrian bridge over GCP.
  3. Marina Restaurant Operations (access to site, views, parking)
  4. Marina Operations, boat lift, and marina users/boat owners access and parking
- iii. Noise:
1. AirTrain Noise on Passerelle, Flushing Bay Promenade, Billie Jean King National Tennis Center, and Dinkins Circle/Flushing Meadows Corona Park
  2. Impact on fauna
  3. GCP Noise on Flushing Bay Promenade with reduction of landscaping
- iv. Ecology / Landscape:
1. Flora/Fauna – Impact on future habitat for flora/fauna – more fragmented habitat
  2. Trees – post construction health of existing trees or establishment of new trees
  3. GCP Landscape – restoration and/or preservation
  4. Shade on Passerelle, Promenade, GCP Landscape
  5. Sun glare from glass at stations
  6. Stormwater capture: Drainage, runoff
- v. Any operational impacts to open space resources from AirTrain maintenance and maintenance access

### **Miscellaneous Comments**

28. The EIS should clearly define the expected level of service that will be provided to the Willets Point Station on the LIRR line. This would include service headways for trains during weekdays and weekends and how many trains per hour would access both Penn Station and Grand Central and continue east to other City stations and Port Washington. A draft schedule should be included as part of the EIS. The role of the project sponsor in developing and funding this service, and the role of the MTA in the same, should be delineated.
29. The JFK AirTrain right-of-way was incorporated into the Airport Lease between SBS and PANYNJ. The state legislation authorizing the LGA project includes language that allows PANYNJ to incorporate the ROW into the Airport Lease with SBS as well. The EIS should address whether this action is anticipated. Further, it should assess whether the funding mechanism of using Passenger Facility Charge revenue for the project would require the improvements to be incorporated into the lease as airport property.

## **ENVIRONMENTAL REVIEW**

**Project number:** FEDERAL AVIATION AUTHORITY / 106-Q  
**Project:** LGA AIRPORT ACCESS IMPROVEMENT AIRTRAIN  
**Date Received:** 6/12/2019

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The LPC is in receipt of the draft proposed Port Authority's Preferred Alignment dated February, 2019, and the NYS SHPO comments of 12/27/18.

Regarding scoping of the undertaking, LPC defers to the SHPO regarding treatment of historic and cultural properties.

**Properties with Architectural significance:**

There are no LPC designated properties along the project route or in the study area. The nearest LPC designated properties are: the Marine Air Terminal (interior and exterior designations), the Louis Armstrong House, 34-55 107<sup>th</sup> St., and the Unisphere and reflecting pool, Flushing Meadows Corona Park.

**Properties with Archaeological significance:**

LPC concurs with the SHPO finding of potential archaeological significance.

LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century and Native American occupation on the project site. Accordingly, the Commission recommends that an archaeological documentary study be performed for this site to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (see CEQR Technical Manual 2014).

Cc: NYS SHPO



6/12/2019

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SIGNATURE  
Gina Santucci, Environmental Review Coordinator

DATE

**File Name:** 34125\_FSO\_GS\_06122019.docx



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ELECTED OFFICIALS



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## Testimony from Senator Jessica Ramos

1 message

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**Tony Alarcon** <anthonyalarcon5@gmail.com>  
To: comments@lgaaccessseis.com

Thu, Jun 6, 2019 at 7:07 PM

Good Afternoon,

Please feel free to include this testimony in your report. If you have any questions or concerns don't hesitate to contact me or our office.

Best regards,

--

Tony Alarcon  
District Policy and Organizing Director  
C:347-294-8279  
Pronouns: He/Him/Tony

Senator Jessica Ramos



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 **LGA Testimony.pdf**  
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## STATE SENATOR JESSICA RAMOS

DISTRICT 13

32-37 JUNCTION BLVD, EAST ELMHURST, NY 11369  
(718) 205-3881

My name is Antonio Alarcon and I am State Senator Jessica Ramos's Organizing and District Policy Director.

We represent District 13 which includes East Elmhurst, Astoria, Jackson Heights, Woodside, and Willets Points, the areas most impacted by the AirTrain's construction. Since taking office, our office has received many calls and visits from our East Elmhurst neighbors who have a variety of concerns about the impact that the LaGuardia Airport expansion has had on their homes, businesses, health, and quality of life.

These concerns will be heightened exponentially as my neighbors will bare the brunt of the possible damage or repairs to their neighborhood, the World's Fair Marina, and Promenade. Not only would the existent noise and air pollution increase around the project, but my most pressing concern is also the lack of foresight about flooding and the continuous pollution of the Flushing Bay and the East River. If this project moves forward, the Port Authority must agree to put the community's well-being and safety above it all.

As NYC residents we know more than anyone else, how finite our parkland is and how crucial it is for our community to have an active role in determining what community spaces look like. This is why I urge my neighbors to voice all their opinions, both their reservations and ways in which this project could benefit our community. There are many local groups in the district that have been working on green spaces and beautification of our community, and they must be present stakeholders as we discuss the need for multi-cultural and generational green spaces.

In addition to the many environmental concerns of this project, I have concerns about the burden that this would be placed on my low-income constituents who can't afford a MetroCard and the high fare that is projected for the AirTrain. East Elmhurst and the surrounding neighborhoods are transportation deserts so an easier way to get to Manhattan would benefit them greatly. However, for working families, the double fare would be impossible for them to make work. If the AirTrain moves forward, I would want to see a plan that works for all of my neighbors.





**Formal Comment**

1 message

**Silver, Jessica** <jsilver@comptroller.nyc.gov>  
To: "comments@lgaaccessseis.com" <comments@lgaaccessseis.com>

Mon, Jun 17, 2019 at 4:24 PM

Hello,

Attached please find a letter that NYC Comptroller Scott M. Stringer sent today to the MTA and Port Authority regarding the LaGuardia Airport Access Improvement Project. This letter shall also serve as the Comptroller's comments for the FAA's scoping phase for this project.

Please feel free to contact me with any questions about the attached comments.

Thank you,



Jessica Silver  
Assistant Comptroller for Public Affairs &  
Chief of Strategic Operations for the First Deputy Comptroller  
Office of New York City Comptroller Scott M. Stringer  
[1 Centre Street](#), 5<sup>th</sup> Floor, New York, NY 10007  
P: (212) 669-7504 | [jsilver@comptroller.nyc.gov](mailto:jsilver@comptroller.nyc.gov)

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THE CITY OF NEW YORK  
OFFICE OF THE COMPTROLLER  
SCOTT M. STRINGER

June 17, 2019

Rick Cotton  
Executive Director  
Port Authority of NY and NJ  
4 World Trade Center  
150 Greenwich Street  
New York, NY 10007

Patrick J. Foye  
Chairman and CEO  
Metropolitan Transportation Authority  
2 Broadway  
New York, NY 10004

**Re: LaGuardia Airport AirTrain**

Dear Mr. Cotton and Chairman Foye:

I am writing in regard to the proposed AirTrain connection from LaGuardia Airport to Willets Point, Queens. As Comptroller, one of my jobs is to safeguard the long-term economic health of our city, and there are few investments more important to that future than providing fast, reliable, and environmentally sustainable transit options throughout the region. Improving access to the LaGuardia Airport is an important aspect of our regional transit planning; however, I am concerned about the capacity constraints that the proposed AirTrain may place on the surrounding subway, bus, and commuter rail lines.

If the AirTrain succeeds in shifting some LaGuardia trips from taxis and private automobiles to public transit, it will have a significant impact on the 7 Train, the LIRR Port Washington Line, and the Q48 bus, particularly at Willets Points. The Port Authority forecasts that the LaGuardia AirTrain will service 6.6 million annual trips in 2025 and 8.4 million in 2045—both significant sums—and it is therefore essential that connecting transit lines and stations have sufficient capacity to handle increased traffic.<sup>1</sup>

In light of the potential strain on subway, bus, and LIRR that the proposed LaGuardia AirTrain would create, I respectfully ask that you provide the Comptroller's Office with answers to the following questions by July 15, 2019:

## LIRR

### Mets-Willets Point LIRR Station Upgrades

In the MTA's 2015-2019 capital plan, \$75 million was initially allocated to the Long Island Rail Road for the "replacement and upgrade" of its Mets-Willets Point Station to "accommodate large volumes of railroad customers" in preparation for the proposed LaGuardia AirTrain Station. This was reduced to \$15 million in April 2018 to "reflect the current pace of the effort" and has since been cut to \$10 million without explanation. Given that the LaGuardia AirTrain is currently being slated for a 2022 completion date, these delays and budget cuts are concerning.

- Please explain why funding and construction has been delayed at the Mets-Willets Point Station.
- Do you expect that the station will be completed and fully ADA accessible by 2022?
- If not, how do you anticipate that the LIRR will accommodate AirTrain passengers at Willets Point?

### Service Frequency on Port Washington Line

The Port Authority projects that rush hour trips from LaGuardia Airport to Penn Station will take just 33 minutes using the AirTrain and LIRR Port Washington commuter rail line.<sup>ii</sup> However, while the Port Washington line provides six trains per hour from 7 a.m. to 9 a.m., it only arrives every half hour from 11 a.m. to 6 p.m., and every hour in the late evening. This infrequent service, if kept as is, will not be sufficient to handle increased demand from LaGuardia passengers. Further, LaGuardia AirTrain passengers will not just come from Penn Station, but also from eastern Queens and Long Island, yet Port Washington trains regularly skip stations like Flushing, Murray Hill, and Douglaston, particularly during peak hours. As such:

- Please provide a roadmap of planned service increases during peak, off-peak, and weekend hours for eastbound and westbound trains, including cost estimates for service increases as well as maximum peak-hour capacity on the Port Washington line.
- Does the LIRR plan to make more local stops so that residents of eastern Queens can get to LaGuardia Airport (and other locations) more quickly and reliably?

### Cost of Fares

In 2017, the Port Authority administered a survey to "gauge the likely future use of AirTrain LGA by air passengers." While multiple price scenarios were offered, its base proposal was \$15 for the AirTrain+LIRR and \$11 for the AirTrain+Subway.<sup>iii</sup> This price gap is inconsistent with the current fare structure, where a \$9 peak, one-way LIRR fare between Willets Point and Penn Station is \$6.25 *more* than a subway trip. As you know, I have long argued that LIRR fares for in-city trips are exorbitant and a major reason for low ridership at the LIRR stations in Queens.

- Given the importance of LaGuardia Airport as an employment hub and the fact that many LIRR stations are located in subway transit deserts, will the LIRR consider reducing in-city fares, both for trips to LaGuardia and all other locations within the five boroughs?

## 7 Train

### Mets-Willets Point 7-Train Station Upgrades

In the MTA's 2015-2019 capital plan, \$50 million was allocated to New York City Transit to repair select elements within the Mets-Willets Point Station including the replacement of "street stairs, mezzanine to platform stairs, mezzanine floors, doors and windows, interior and exterior walls, and canopies as required." According to the MTA's capital dashboard, this project is 0% complete and "some schedule dates are not available, due to project being under development."

- Do you expect these upgrades will be completed and the station will be fully ADA accessible by 2022?
- If not, how will NYCT accommodate AirTrain passengers at Willets Point?

### Service Frequency on 7 Train

The Port Authority has forecasted that 38 percent of AirTrain passengers would use the LIRR and 32 percent would use the subway.<sup>iv</sup> The 7 Train, of course, has seen a dramatic increase in ridership in the last decade and has experienced significant overcrowding.

- While the recent installation of a modern signal system on the 7 Train will increase capacity, will these upgrades be enough to handle increased ridership from LaGuardia?
- Please provide a detailed roadmap of planned service increases during the peak, off-peak, and weekend hours for both eastbound and westbound 7 Trains, as well as cost estimates.
- With the 7 Train offering a lower fare and more frequent service than the LIRR Port Washington line, the forecasted 7 Train ridership to LaGuardia may be too conservative. If the 7 Train ultimately carries 50 or 75 percent of LaGuardia AirTrain passengers—rather than 32 percent—will it have the capacity to handle this influx in ridership?

## Bus

The 7 Train and LIRR stations at Willets Point are currently accessible by only one bus route—the Q48—which travels from Flushing to LaGuardia Airport.

- Once the LaGuardia AirTrain is complete, will this route still be necessary?
- If so, do you anticipate significant service modifications to handle changes in ridership?

New York City Transit Bus and the MTA Bus Company are currently working on a Bus Network Redesign to reconfigure bus routing in Queens.

- Will the LaGuardia AirTrain be considered as part of this redesign process and, if so, will new routes be created to service the Willets Point Station?
- Will new bus connections to Willets Point be operated by the MTABC or NYCTB? As you know, the City is responsible for covering the entirety of the operating deficit for the MTA Bus Company (\$462 million in FY17), but not New York City Transit Bus.

## Project Costs

When the LaGuardia AirTrain was first proposed in 2014, it was projected to cost \$450 million and be completed by 2019. That has since been revised to \$1.5 billion and 2022. Given the nature of New York City construction projects, these cost projections will likely continue to rise.

- Please provide a detailed cost-benefit analysis of the LaGuardia AirTrain and an explanation of the changing cost projection and timeline.
- How will the Port Authority specifically work to meet this new timeline and budget?

Thank you in advance for your timely responses to these questions. I look forward to an ongoing dialogue as the LaGuardia AirTrain project moves through public review and evaluation.

Sincerely,



Scott M. Stringer  
New York City Comptroller

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<sup>i</sup> The Port Authority of New York & New Jersey. "AirTrain LGA: LGA Ground Access Mode Choice Model And AirTrain Ridership Forecast 2025–2045," October 2018. Page 1.

<sup>ii</sup> The Port Authority of New York & New Jersey. "LGA Airport Access Improvement Project Purpose and Objectives and Analysis of Alternatives Report." October 2018. Table 1-8. Page 1-20.

<sup>iii</sup> The Port Authority of New York & New Jersey. "AirTrain LGA: LGA Ground Access Mode Choice Model And AirTrain Ridership Forecast 2025–2045," October 2018. Page 7.

<sup>iv</sup> *ibid*, Page 38.



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LOCAL ORGANIZATIONS



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## AirTrain LGA Testimony from New York Building Congress

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**Michael Papagianakis** <mp@buildingcongress.com>  
To: "comments@lgaaccesses.com" <comments@lgaaccesses.com>

Mon, Jun 3, 2019 at 5:03 PM

Hello,

Attached please find testimony from New York Building Congress President & CEO Carlo A. Scissura, Esq. on AirTrain LGA.

Thank you!

Best,

**Michael Papagianakis (Pantelidis)** | Vice President, Public Affairs

**New York Building Congress**

t: 212-481-9230 ext. 125 | e: [mp@buildingcongress.com](mailto:mp@buildingcongress.com)

1040 Avenue of the Americas, 21<sup>st</sup> Floor | New York, NY 10018 | [buildingcongress.com](http://buildingcongress.com)

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 **AirTrain LGA FAA Meeting Testimony.docx**  
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## **Testimony of New York Building Congress President & CEO Carlo A. Scissura, Esq. on AirTrain LGA**

The New York Building Congress is a nearly 100-year-old organization working to encourage the growth and success of the New York City building industry, and the vibrancy of the city at large. We represent more than 550 constituent organizations employing over a quarter million professionals and tradespeople.

The New York Building Congress proudly supports the Port Authority's transformative proposal to build AirTrain LGA. As New York's population and tourism industry continue to grow, getting to and from our region's airports is one of our most crucial economic and infrastructure challenges.

Traffic congestion is crippling our commercial districts, impacting every corner of the city. New Yorkers need new and better options for public transportation, particularly given the rapid pace of development and the negative impact poor transportation options have on the economy, notably for business and leisure travel.

A report from the New York Building Congress demonstrates that while the number of visitors to New York City swelled to 62.8 million in 2017, investments in New York City's infrastructure have failed to keep pace. That's why one of our key recommendations – to improve access to the airports – includes building a rail link to LaGuardia Airport. Dedicated airport rail service has worked at Newark and JFK and has shifted millions of travelers and employees off roadways and onto trains that deliver them directly to their terminals.

Somehow, the clear need for a direct rail link to LaGuardia Airport has been perennially overlooked. Currently, several bus routes are astonishingly the only public transit option with service to the airport. This is a problem contributing to congestion throughout Brooklyn and Queens.

The solution lies in the Port Authority's proposed plan for the AirTrain LGA. This plan will provide multiple mass transit connections, have minimum disruption to our communities, reduce traffic on our roads and allow everyone who travels to and from New York to have a better experience. The time to act is now.

We congratulate the Port Authority on this initiative and look forward to working with you to make AirTrain LGA a reality.





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## Riverkeeper Comments on the Scope of Review for the LGAIP EIS

1 message

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**Mike Dulong** <mdulong@riverkeeper.org>  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 4:38 PM

Dear Mr. Brooks:

I have attached Riverkeeper's comments on the Scope of Review for the LaGuardia Airport Access Improvement Project. I have also attached Riverkeeper's and Guardians of Flushing Bay's Vision Plan for Flushing Waterways (Attachment A); a recording from the June 13, 2019 AirTrain People's Hearing (Attachment B); and 25 comment letters collected at the February 12 AirTrain Community Forum (Attachment C). Due to their size, the Vision Plan and People's Hearing will be sent as Google Drive links. Please let me know if you have trouble accessing any of these documents.

Thank you for your consideration of our comments.

Sincerely,

Mike

--

Michael Dulong, Esq.  
Senior Attorney  
Riverkeeper, Inc.  
E-House, 78 North Broadway  
White Plains, NY 10603  
P: 914.422.4133



Riverkeeper---Defending the Hudson. Protecting Our Communities.

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 [Attachment\\_B\\_AirTrain\\_People's\\_Hearing\\_Recordin...](#)

 [Attachment\\_A\\_-\\_Flushing\\_Waterways\\_Vision\\_plan\\_2...](#)

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### 3 attachments



 [Attachment\\_C\\_-\\_AirTrain\\_Comments\\_PublicForum\\_2-12-2019.pdf](#)  
14548K

LO00002



**06.17.2019 - Riverkeeper AirTrain Scoping Comments.pdf**

347K



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**LGA Air Train**

1 message

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**Sharon Devivo** <Sharon.devivo@vaughn.edu>  
To: "comments@lgaaccessseis.com" <comments@lgaaccessseis.com>

Wed, Jun 5, 2019 at 4:22 PM

To Whom it May Concern,

I represent Vaughn College of Aeronautics and Technology located right across the Grand Central Parkway from the airport. Our institution has been in this location since 1941 when our founders were invited here by Fiorello LaGuardia to support the burgeoning airport community with training and education. Today, aviation is the second largest employer in Queens and we desperately need a modern, convenient transportation system to our, what will soon be, a world-class airport.

I can personally speak from experience about the impact that the massive amounts of cars linked to the airport business has on the parking around our campus (located between 23<sup>rd</sup> Avenue Ditmars Boulevard from 86<sup>th</sup> to 90<sup>th</sup> Streets). These cars are using this neighborhood as a waiting area for the thousands of passengers that fly into and out of LGA everyday. They also leave an incredible amount of refuse as a result of their waiting times which is an eyesore and hazard for everyone who is subjected to the clean-up. This problem will only get worse as the number of passengers increases in the years to come.

The solution must be modern, efficient mass transit. From my neighborhood perspective, the greatest advantage will be the removal of a proposed 28,000 cars from the road per week and shifting them to mass transit. This is a problem that will only get worse if we do not provide the Air Train. I know that there are members of the community who might be opposed, and want to offer other options like permanent bus lanes on the parkway, but I don't think that will solve the problem in the long-term and does not change the real problem of more vehicles on the road with environmental impacts. People will choose the Air Train if it provides a true alternative that reduces travel time, which this project will do—dedicated bus lanes cannot promise that.

Writing just for my institution, the Air Train project also makes the College more accessible and could reduce the number of students, faculty and staff who drive to the campus further reducing congestion and environmental impacts in this neighborhood.

I ask that the EIS strongly consider the traffic study information that is collected as well as the advantages to removing cars from travelling to and from LGA as well as waiting in the surrounding neighborhood. Any other options considered must meet the criteria of ensuring a 30 minute or less ride to Manhattan.

Thank you for the consideration,

Sharon B. DeVivo

Sharon B. DeVivo, EdD

President and Chief Executive Officer

Vaughn College

LO00003

86-01 23<sup>rd</sup> Ave

Flushing, NY 11369

718.429.6600 x102

[www.vaughn.edu](http://www.vaughn.edu)



LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS)

SCOPING COMMENTS:

The purpose of the scoping process and the meeting is to hear from the public, community groups, special interest groups, agencies, and other interested parties on the environmental issues and alternatives they think should be analyzed in the EIS for the LGA Access Improvement Project. Written comments can either be submitted at the Public Scoping meetings, emailed to comments@lgaaccesseis.com, or mailed to the following address:

Mr. Andrew Brooks, Environmental Program Manager - Airports Division
Federal Aviation Administration, Eastern Regional Office, AEA-610
1 Aviation Plaza, Jamaica, NY 11434

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019

Name JAMES CARRIERO
Organization DITMARS BOULEVARD BLOCK ASSOC, INC Email JCARRIERO@CARRIEROLAW.COM
Address 29-53 BUTLER ST City EAST ELMHURST State NY Zip 11369

In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the EIS:

PLEASE SEE ATTACHED:

- 1 6/4/19 LETTER TO ANDREW BROOKS
2 FOIA REQUEST BY JAMES CARRIERO + EXTENSIONS
3 FOIA REQUEST BY ANGELA SFERRAZZ + EXTENSIONS
4 POLICY REPORT BY LETITIA JAMES NOV. 2016

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019

Privacy Notice: Before including your name, address, email address, or other personal identifying information in your comment, be advised that your entire comment - including your personal identifying information - may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

**CARRIERO & ASSOCIATES, PLLC**  
ATTORNEYS AT LAW

---

J. James Carriero

10854 Ditmars Boulevard  
North Beach, NY 11369-1929

*Via Email (Andrew.Brooks@FAA.gov) and First-Class Mail*

June 4, 2019

Mr. Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration  
1 Aviation Plaza  
Jamaica, NY 11434

**Re: EIS Scoping Meetings for Proposed LGA Airport Access Improvement  
Project ("LGA Airtrain")**

Dear Mr. Brooks:

On behalf of the Ditmars Boulevard Block Assn., Inc., this letter shall serve as a demand that the FAA change the format of the scoping meetings to be held June 5<sup>th</sup> and June 6<sup>th</sup>, 2019. Our Association also requests an extension of the June 17, 2019 deadline for submission of public comments.

The Notice published in the Federal Register on May 3, 2019 indicates that the scoping meeting will be "open house" format. In separate email correspondence, you described this format as a "workshop with information boards stationed around the perimeter of the meeting space." You indicated that "Comments given and questions asked at boards will not be submitted for the record; however, the people staffing the boards will direct members of the public where to go to ensure any comments they have can be provided on the record," because only "The last station will (have) the court reporter."

While we recognize there is no legally established procedure for scoping, we object to this format as potentially confusing, inhibiting and incompatible with the intent and purpose of the NEPA regulations. People who have attended other EIS scoping meetings that have not been subject to this format may be confused that their comments will not be made part of the record unless they appear at the stenographer station. People who have expressed their ideas and comments at one of the stations will unnecessarily be inhibited when told they now must do it all over again if they want their comments "on the record." People may be impeded from making comments on the record by a long line at the station with the stenographer. The purpose of scoping is to make complete, open and effective public participation an essential part of the FAA's actions and decisions (See *FAA Community Involvement Policy Statement* (April 17, 1995). These stated purposes will not be achieved in a format where people make private comments to staff who are not preserving the information received. We doubt such procedure will allow the FAA to fully comprehend community priorities.

Andrew Brooks  
 June 4, 2019  
 Page two

The Federal Register Notice cites to FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*. Section 2-5.3 of the Order indicates that factors in deciding whether to hold a hearing, meeting or workshop include:

- “(1) The proposed action’s magnitude in terms of environmental impact, environmental controversy, cost, and/or extent of the affected geographical area;
- (2) The degree of interest that Federal, state, tribal, or local authorities or the public exhibit; and
- (3) The complexity of issues.”

It is respectfully submitted that the magnitude of the LGA Airtrain project that (i) is estimated to cost billions of dollars paid through the imposition of passenger facility charges affecting millions of air travelers; (ii) is to be constructed over parkland and various routes that affect numerous neighborhoods surrounding the Airport; (iii) has garnered the close attention of numerous community groups that have expressed their opinions over many months; (iv) has generated significant commentary from transit experts and considerable press coverage; (v) raises substantial doubt whether it will achieve its stated objectives; and (vi) involves complex issues regarding the appropriate route and modes of mass transit, warrants a “meeting” more on the scale of a “hearing,” that is, providing an open microphone for recording all comments, as required by the Order.

We also request an extension of the deadline for submission of public comments until a reasonable time after PANYNJ has made disclosure of all studies on which PANYNJ relied to determine its preferred mode and route for improved airport access. PANYNJ has delayed disclosure of such studies requested in July 2018 claiming that it needs more time to collect the information because it was “in storage” although it was currently referenced in PANYNJ RFP’s. Moreover, PANYNJ’s refusal to disclose this information seriously prejudices the community’s ability to comment.

Due process of law requires more than incomplete disclosure and insufficient scoping format. I am available to discuss alternative procedure which will result in a successful EIS process and build public confidence.

Thank you for your consideration.

Very truly yours,

  
 J. James Carrero

cc: Hon. Alexandria Ocasio-Cortez, via email only, [Naureen.Akhter@Mail.House.Gov](mailto:Naureen.Akhter@Mail.House.Gov)  
 Hon. Jessica Ramos, via email only, [ramos@nysenate.gov](mailto:ramos@nysenate.gov)  
 Hon. Jeffrion Aubrey, via email only, [AubryJ@nyassembly.gov](mailto:AubryJ@nyassembly.gov)  
 Hon. Francisco Moya, via email only [FMoya@council.nyc.gov](mailto:FMoya@council.nyc.gov)  
 Richard Smyth, PANYNJ, via email only, [rsmyth@panynj.gov](mailto:rsmyth@panynj.gov)  
 Ditmars Boulevard Block Assn., Inc., via email only, [ditmarsblvdblockassn@gmail.com](mailto:ditmarsblvdblockassn@gmail.com)

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY  
PUBLIC RECORD ACCESS FORM

PRA #19578

Action by (print / type name):

Danny Ng

Freedom of Information Administrator

Signature:

Date:

10/11/2018

On behalf of the Secretary of the Port Authority, as Records Access Officer and Custodian of Government Records of the Port Authority.

The requested records are being made available.

Any responsive records that may exist are currently in storage or archived, and a diligent search is being conducted. The Port Authority will respond by: **November 8, 2018**

A diligent search has been conducted, and no records responsive to your request have been located.

The requested records that have been located are not being made available, as they are exempt from disclosure for the following specific reasons:

Some requested records that have been located are being made available. The remainder are exempt from disclosure for the following specific reasons:

The request does not reasonably describe or identify specific records; therefore, the Port Authority is unable to search for and locate responsive records. Please consider submitting a new request that describes or identifies the specific records requested with particularity and detail.

Other:

This form is promulgated by the Port Authority pursuant to the Port Authority Public Records Access Policy and is intended to be construed consistent with the New York Freedom of Information Law and the New Jersey Open Public Records Act. It is intended to facilitate requests for Port Authority public records and does not constitute legal advice.



Request By: Angela Sferrazza

Signature: Angela Sferrazza

Request date: 10/03/2018

Address: 152-53 10th Ave

Email: angela.sferrazza@gmail.com

Phone number: 718-357-4045

Personal Information Request: YES

Records seeking:

Documents listed in RFP-48565 Attachment A titled "PERFORMANCE OF EXPERT PROFESSIONAL PRELIMINARY DESIGN SERVICES FOR THE INITIAL DESIGN OF AIRTRAIN AT LAGUARDIA AIRPORT AS REQUESTED ON AN "AS-NEEDED" BASIS AND OPTIONAL TECHNICAL ADVISORY SERVICES ON AN "AS-NEEDED" BASIS" Specifically, Section VI."INFORMATION AND MATERIALS PROVIDED BY THE AUTHORITY" subsection " A. Available Documents" Items listed as a)through l).

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY  
PUBLIC RECORD ACCESS FORM

PRA #19578

Action by (print / type name):

William Shalewitz

, Freedom of Information Administrator

Signature:

*William Shalewitz*

Date:

11/08/2018

On behalf of the Secretary of the Port Authority, as Records Access Officer and Custodian of Government Records of the Port Authority.

- The requested records are being made available.
- Any responsive records that may exist are currently in storage or archived, and a diligent search is being conducted. The Port Authority will respond by:
- A diligent search has been conducted, and no records responsive to your request have been located.
- The requested records that have been located are not being made available, as they are exempt from disclosure for the following specific reasons:

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- The request does not reasonably describe or identify specific records; therefore, the Port Authority is unable to search for and locate responsive records. Please consider submitting a new request that describes or identifies the specific records requested with particularity and detail.

- Other:

Please be advised that additional time is needed to process this request. A response will be sent by December 13, 2018.

This form is promulgated by the Port Authority pursuant to the Port Authority Public Records Access Policy and is intended to be construed consistent with the New York Freedom of Information Law and the New Jersey Open Public Records Act. It is intended to facilitate requests for Port Authority public records and does not constitute legal advice.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY  
PUBLIC RECORD ACCESS FORM

PRA #19578

Action by (print / type name):

Danny Ng, Freedom of Information Administrator

Signature:



Date:

12/13/2018

On behalf of the Secretary of the Port Authority, as Records Access Officer and Custodian of Government Records of the Port Authority.

- The requested records are being made available.
- Any responsive records that may exist are currently in storage or archived, and a diligent search is being conducted. The Port Authority will respond by:
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- Other:

Please be advised that additional time is needed to process the request. A response will be sent by January 16, 2019.

This form is promulgated by the Port Authority pursuant to the Port Authority Public Records Access Policy and is intended to be construed consistent with the New York Freedom of Information Law and the New Jersey Open Public Records Act. It is intended to facilitate requests for Port Authority public records and does not constitute legal advice.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY  
PUBLIC RECORD ACCESS FORM

PRA #19578

Action by (print / type name):

Danny Ng

, Freedom of Information Administrator

Signature:



Date:

01/16/2019

On behalf of the Secretary of the Port Authority, as Records Access Officer and Custodian of Government Records of the Port Authority.

- The requested records are being made available.
- Any responsive records that may exist are currently in storage or archived, and a diligent search is being conducted. The Port Authority will respond by:
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- Other:

Please be advised that additional time is needed to process this request. A response will be sent by February 15, 2019.

This form is promulgated by the Port Authority pursuant to the Port Authority Public Records Access Policy and is intended to be construed consistent with the New York Freedom of Information Law and the New Jersey Open Public Records Act. It is intended to facilitate requests for Port Authority public records and does not constitute legal advice.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY  
PUBLIC RECORD ACCESS FORM

PRA #19578

Action by (print / type name):

William Shalewitz

, Freedom of Information Administrator

Signature:

*William Shalewitz*

Date:

02/15/2019

On behalf of the Secretary of the Port Authority, as Records Access Officer and Custodian of Government Records of the Port Authority.

- The requested records are being made available.
- Any responsive records that may exist are currently in storage or archived, and a diligent search is being conducted. The Port Authority will respond by:
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- Other:

Please be advised that additional time is needed to process the request. A response will be sent by March 21, 2019.

This form is promulgated by the Port Authority pursuant to the Port Authority Public Records Access Policy and is intended to be construed consistent with the New York Freedom of Information Law and the New Jersey Open Public Records Act. It is intended to facilitate requests for Port Authority public records and does not constitute legal advice.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY  
PUBLIC RECORD ACCESS FORM

Action by (print / type name):

William Shalewitz, Freedom of Information Administrator

Signature:

*William Shalewitz*

Date:

3/21/2019

On behalf of the Secretary of the Port Authority, as Records Access Officer and Custodian of Government Records of the Port Authority.

- The requested records are being made available.
- Any responsive records that may exist are currently in storage or archived, or are maintained in the files of a department or office of the agency, and a diligent search is being conducted. The Port Authority will respond by:
- A diligent search has been conducted, and no records responsive to your request have been located.
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- Other:

Please be advised that additional time is needed to process the request. A response will be sent by April 22, 2019.

This form is promulgated by the Port Authority pursuant to the Port Authority Public Records Access Policy and is intended to be construed consistent with the New York Freedom of Information Law and the New Jersey Open Public Records Act. It is intended to facilitate requests for Port Authority public records and does not constitute legal advice.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY  
PUBLIC RECORD ACCESS FORM

PRA #19578

Action by (print / type name):

William Shalewitz

, Freedom of Information Administrator

Signature:

*William Shalewitz*

Date:

4/22/2019

On behalf of the Secretary of the Port Authority, as Records Access Officer and Custodian of Government Records of the Port Authority.

- The requested records are being made available.
- Any responsive records that may exist are currently in storage or archived, or are maintained in the files of a department or office of the agency, and a diligent search is being conducted. The Port Authority will respond by:
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- Other:

Please be advised that additional time is needed to process the request. A response will be sent by May 21, 2019.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY  
PUBLIC RECORD ACCESS FORM

PRA #19578

Action by (print / type name):

Will iam Shalewi tz

, Freedom of Information Administrator

Signature:

*Will iam Shalewi tz*

Date:

5/ 21 /201 9

On behalf of the Secretary of the Port Authority, as Records Access Officer and Custodian of Government Records of the Port Authority.

- The requested records are being made available.
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- Other:

Please be advised that additional time is needed to process the request. A response will be sent by June 21, 2019.



THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY PRA No. 19331  
PUBLIC RECORD ACCESS FORM

Action by (print / type name):

**William Shalewitz**

, Freedom of Information Administrator

Signature:

*William Shalewitz*

Date:

**07/25/2018**

On behalf of the Secretary of the Port Authority, as Records Access Officer and Custodian of Government Records of the Port Authority.

- The requested records are being made available.
- Any responsive records that may exist are currently in storage or archived, and a diligent search is being conducted. The Port Authority will respond by: **9/5/2018**

A diligent search has been conducted, and no records responsive to your request have been located.

The requested records that have been located are not being made available, as they are exempt from disclosure for the following specific reasons:

[Empty box for specific reasons]

Some requested records that have been located are being made available. The remainder are exempt from disclosure for the following specific reasons:

[Empty box for specific reasons]

The request does not reasonably describe or identify specific records; therefore, the Port Authority is unable to search for and locate responsive records. Please consider submitting a new request that describes or identifies the specific records requested with particularity and detail.

Other:

[Empty box for other reasons]

This form is promulgated by the Port Authority pursuant to the Port Authority Public Records Access Policy and is intended to be construed consistent with the New York Freedom of Information Law and the New Jersey Open Public Records Act. It is intended to facilitate requests for Port Authority public records and does not constitute legal advice.

A Public Records Access request has been submitted.

Request By: J James Carriero

Signature: J James Carriero

Request date: 07/13/2018

Address: 29-53 Butler St

Email: jcarriero@Carrierolaw.com

Phone number: 718-446-8600

Personal Information Request: YES

Records seeking: Surveys, Reports, Studies and/or Requests for Proposals for Mass transit access to LGA; Surveys, Reports, and/or Studies for (1) Routes for AirTrain to LGA; (2) Mass Transit ridership to LGA; (3) Air Quality for LGA from 2010 through present; (4) Vehicle access to LGA from 2010 through present; (5) Vehicle access to JFK from 2010 through present; (6) Development of .additional parking for LGA at Willets Point, Flushing; (7) Engineering reports/studies of the AirTrain and routes from Willets Point/Flushing to LGA.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY  
PUBLIC RECORD ACCESS FORM

PRA #19331

Action by (print / type name):

William Shalewitz

, Freedom of Information Administrator

Signature:

*William Shalewitz*

Date:

09/05/2018

On behalf of the Secretary of the Port Authority, as Records Access Officer and Custodian of Government Records of the Port Authority.

- The requested records are being made available.
- Any responsive records that may exist are currently in storage or archived, and a diligent search is being conducted. The Port Authority will respond by:
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- Other:

Please be advised that additional time is needed to process this request. A response will be sent by October 3, 2018.

This form is promulgated by the Port Authority pursuant to the Port Authority Public Records Access Policy and is intended to be construed consistent with the New York Freedom of Information Law and the New Jersey Open Public Records Act. It is intended to facilitate requests for Port Authority public records and does not constitute legal advice.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY  
PUBLIC RECORD ACCESS FORM

PRA #19331

Action by (print / type name):

Danny Ng

, Freedom of Information Administrator

Signature:



Date:

10/03/2018

On behalf of the Secretary of the Port Authority, as Records Access Officer and Custodian of Government Records of the Port Authority.

- The requested records are being made available.
- Any responsive records that may exist are currently in storage or archived, and a diligent search is being conducted. The Port Authority will respond by:
- A diligent search has been conducted, and no records responsive to your request have been located.
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- Other:

Please be advised that additional time is needed to process this request. A response will be sent by November 9, 2018.

This form is promulgated by the Port Authority pursuant to the Port Authority Public Records Access Policy and is intended to be construed consistent with the New York Freedom of Information Law and the New Jersey Open Public Records Act. It is intended to facilitate requests for Port Authority public records and does not constitute legal advice.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY  
PUBLIC RECORD ACCESS FORM

PRA #19331

Action by (print / type name):

William Shalewitz

, Freedom of Information Administrator

Signature:

*William Shalewitz*

Date:

11/09/2018

On behalf of the Secretary of the Port Authority, as Records Access Officer and Custodian of Government Records of the Port Authority.

- The requested records are being made available.
- Any responsive records that may exist are currently in storage or archived, and a diligent search is being conducted. The Port Authority will respond by:
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- Other:

Please be advised that additional time is needed to process this request. A response will be sent by December 14, 2018.

This form is promulgated by the Port Authority pursuant to the Port Authority Public Records Access Policy and is intended to be construed consistent with the New York Freedom of Information Law and the New Jersey Open Public Records Act. It is intended to facilitate requests for Port Authority public records and does not constitute legal advice.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY  
PUBLIC RECORD ACCESS FORM

PRA #19331

Action by (print / type name):

William Shalewitz

, Freedom of Information Administrator

Signature:

*William Shalewitz*

Date:

12/14/2018

On behalf of the Secretary of the Port Authority, as Records Access Officer and Custodian of Government Records of the Port Authority.

- The requested records are being made available.
- Any responsive records that may exist are currently in storage or archived, and a diligent search is being conducted. The Port Authority will respond by:
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- Other:

Please be advised that additional time is needed to process the request. A response will be sent by January 31, 2019.

This form is promulgated by the Port Authority pursuant to the Port Authority Public Records Access Policy and is intended to be construed consistent with the New York Freedom of Information Law and the New Jersey Open Public Records Act. It is intended to facilitate requests for Port Authority public records and does not constitute legal advice.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY  
PUBLIC RECORD ACCESS FORM

PRA #19331

Action by (print / type name):

William Shalewitz

Freedom of Information Administrator

Signature:

*William Shalewitz*

Date:

01/31/2019

On behalf of the Secretary of the Port Authority, as Records Access Officer and Custodian of Government Records of the Port Authority.

- The requested records are being made available.
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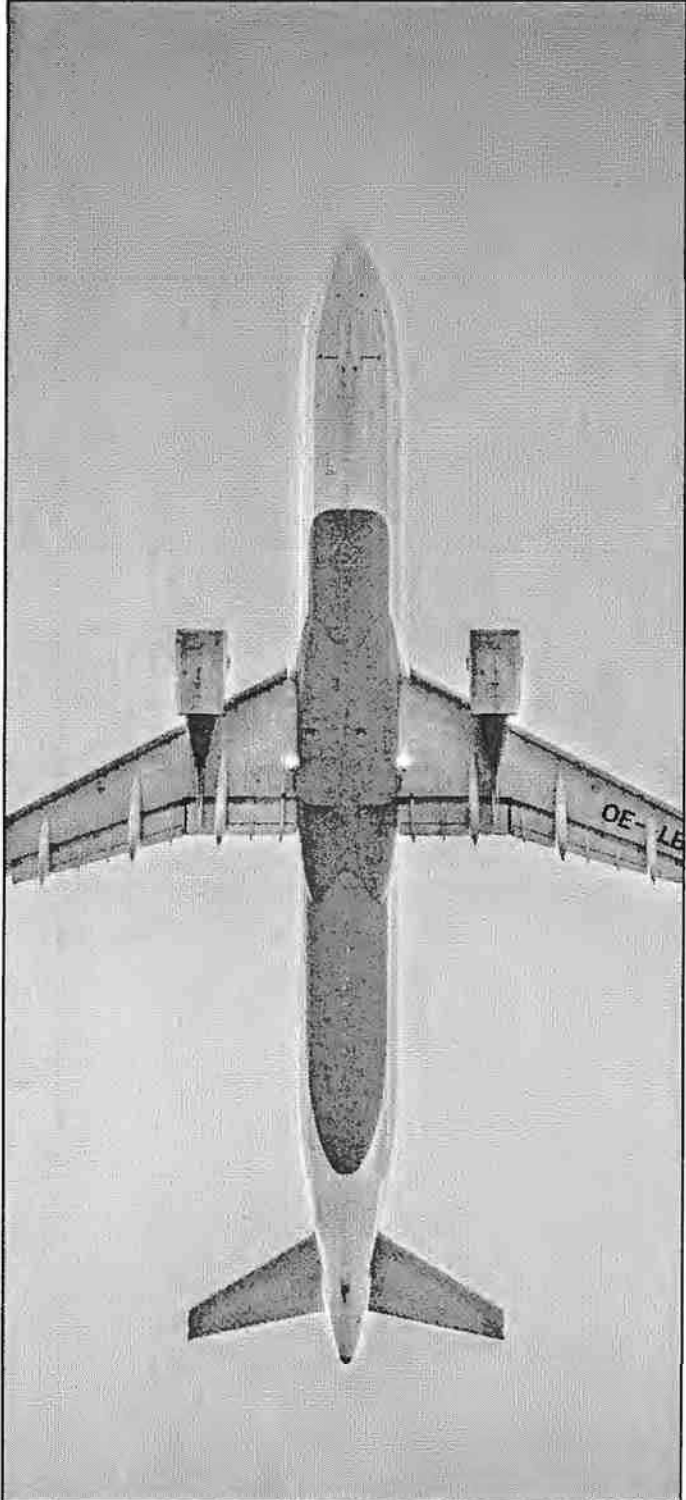
- Other:

Please be advised that additional time is needed to process the request. A response will be sent by March 8, 2019.

This form is promulgated by the Port Authority pursuant to the Port Authority Public Records Access Policy and is intended to be construed consistent with the New York Freedom of Information Law and the New Jersey Open Public Records Act. It is intended to facilitate requests for Port Authority public records and does not constitute legal advice.



**THE PUBLIC ADVOCATE  
FOR THE CITY OF NEW YORK  
Letitia James**



**POLICY REPORT:  
Improving Transit  
Access to NYC Airports**

**New York City Public Advocate  
Letitia James**



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## Introduction

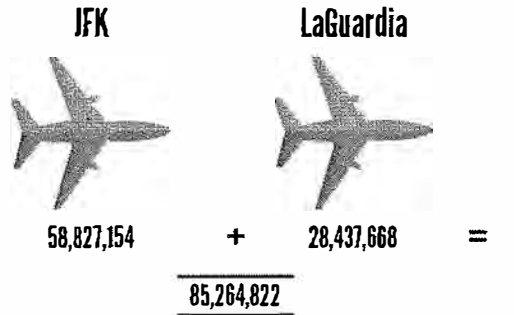
Many New York City neighborhoods lack a convenient mass transit link to the two airports within City limits: LaGuardia Airport (LGA) and John F. Kennedy International Airport (JFK). As a result, the most popular way to get to these airports is by taxi or other car service. This heavy reliance on taxis is problematic for several reasons: taxis can be expensive, they are subject to long traffic delays, and they contribute to traffic congestion. As the population of New York City and the number of airline passengers at JFK and LGA continue to grow, it will be necessary to shift a larger share of airport travelers to mass transit. For New Yorkers on a budget, improving transit access could save them from another expense piled on top of airfare and other costs associated with air travel.

This report provides an overview of the current landscape for public transportation to New York City's two airports, identifies the problems and missed opportunities with the current system, and recommends several policy changes that could ensure better transportation to the airports without significant infrastructure investments, including increasing frequency of service for existing mass transit routes and exploring the full potential of enhanced bus service.<sup>1</sup>

# Most Airport Travelers Use Taxis

Eighty five million passengers traveled through New York City’s two airports last year, and about three quarters of these passengers were traveling either to or from the five boroughs.<sup>2</sup> There were 178,000 trips by airline passengers a day, on average, between the two airports and the five boroughs. Additionally, just over 50,000 people work at LGA or JFK, and 29,000 of them live in New York City. We estimate that on an average day just under 200,000 airline passengers and airport workers make the trip to or from one of the City’s two airports and one of the five boroughs.<sup>3</sup>





## Annual Airport Passenger Traffic, 2015



The most common way for travelers to access the airport is by hiring a taxi, limo, or black car (including e-hail services like Uber and Lyft). Forty one percent of JFK airport travelers and 63 percent of LGA airport travelers said that is how they arrived at the airport.<sup>4</sup> Twenty seven percent of JFK travelers said they were dropped off in a private car by a friend or relative, compared to 16 percent of LGA passengers.<sup>5</sup>

Mass transit was the third most popular mode of transportation, with 24 percent of JFK and 14 percent of LGA travelers. Only nine percent of JFK and seven percent of LGA passengers drove themselves in a private car.

### How airport passengers arrive at the airport, percent by mode, 2015

		JFK	LaGuardia
Dropped off, car		27%	16%
Private car, driver/passenger		9%	7%
Taxi, black car, limo, shared van		41%	63%
Public transit		24%	14%



## Expressways to the Airports are Congested, Leading to Unpredictable Travel Times

The major expressways leading to the two airports are congested for most of the day, and anything that interferes with the normal operation of the roadway—from higher than usual traffic volumes to construction or fender benders—can lead to significant delays. The Van Wyck Expressway (which leads to JFK) and the Grand Central Parkway (which leads to LGA) have a very low “level of service,” a term used by traffic engineers to describe traffic conditions. Whereas an “A” describes free-flowing traffic and an “F” describes stop-and-go traffic, the Van Wyck Expressway scores an “F” on average and the Grand Central Parkway scores an “E” on average.<sup>6</sup>

It is difficult to predict how much time is needed to make it to the airport on time as trip times can vary widely. An analysis of 1.1 billion taxi trips taken between January 2009 and June 2015 provides detailed information about the variability in the time it takes to get to JFK or LGA from dozens of New York City neighborhoods at all hours of the day.<sup>7</sup> For example, leaving at 4 p.m. from Battery Park to get to JFK by taxi will most often take about 63 minutes. But the same trip can also take as little as 45 minutes or as long as 82 minutes, the analysis shows. Similarly, leaving Mott Haven in the Bronx to get to JFK at 10 a.m. can take as little as 21 minutes and as much as 50 minutes, but the median travel time is 28 minutes.<sup>8</sup>

When traffic delays are factored in, mass transit becomes a more viable alternative. Travel time from Union Square, Manhattan to Terminal 5 at JFK using mass transit takes about an hour and ten minutes in the middle of the afternoon, comparable to the time it would take via automobile. But the amount of time spent waiting for a train to arrive must also be factored in, and this time can be significant.

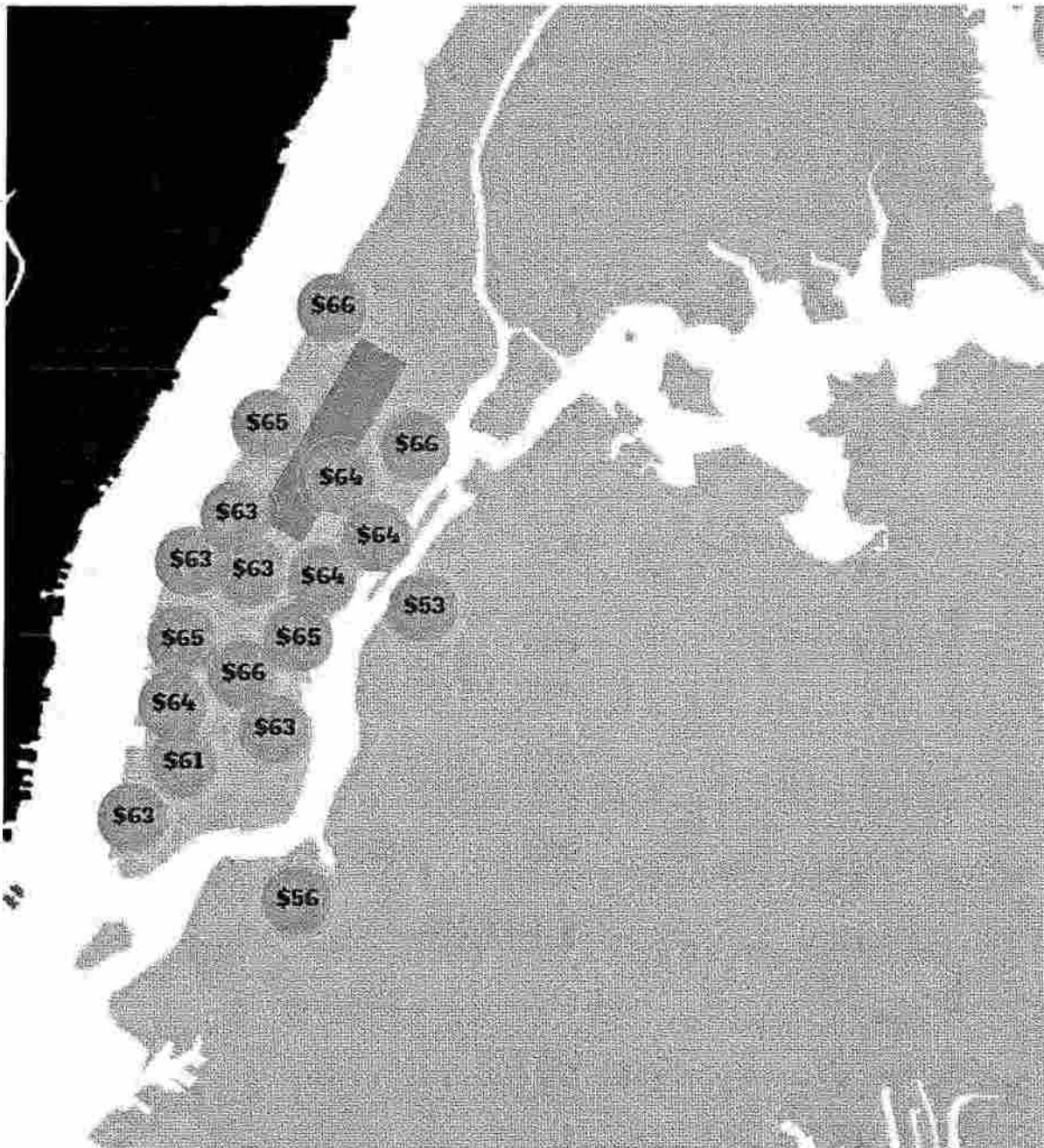
## Taxis can be Expensive

The cost of transportation to the airport is just one among many that is tacked on top of the price of an airline ticket. From neighborhoods like Port Morris in the Bronx to Maspeth in Queens, a taxi ride to JFK can cost over \$60. Taxi trips to LGA are generally less expensive, though from certain neighborhoods they can still top \$50 at 6 PM on a weekday.<sup>9</sup> A taxi trip from JFK to Manhattan costs a base flat rate of \$52. The actual fare is higher, as taxi passengers must pay tolls, some surcharges, and a \$4.50 rush-hour surcharge if traveling between 4PM and 8PM.

An analysis of all yellow and green taxi trips taken to the City's two airports in 2015 found that, for the neighborhoods that had the most of these trips, fares to LGA were lower than those to JFK. For neighborhoods with at least 10,000 weekday trips to LGA in 2015, the average taxi fare ranged from \$13.80 in Steinway, Queens to \$50.30 in Battery Park City, Lower Manhattan. For neighborhoods with at least 10,000 weekday trips to JFK, the average fare ranged from \$52.70 in Hunter's Point – Sunnyside – West Maspeth to \$65.80 for trips originating in Morningside Heights.<sup>10</sup>

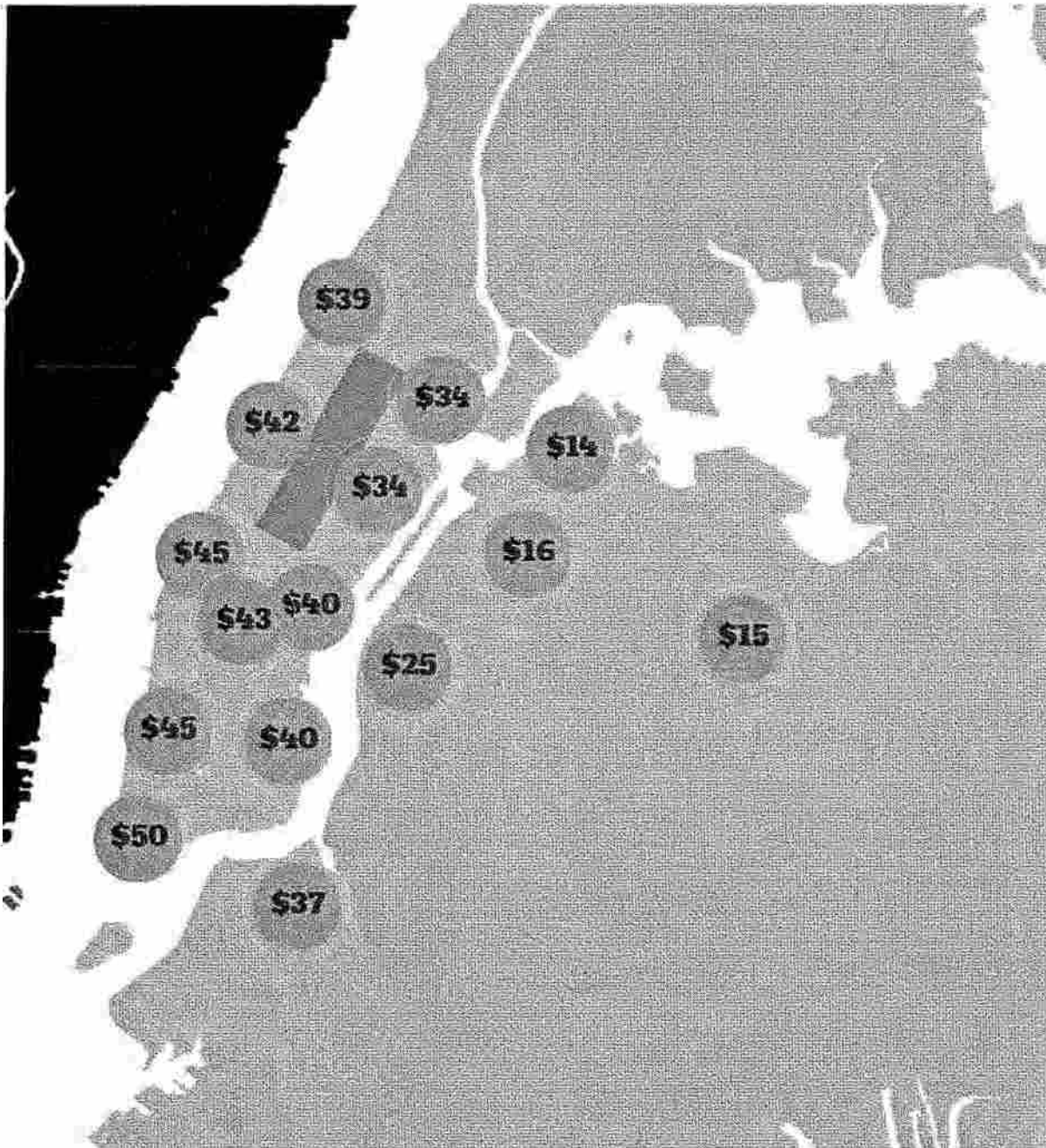


## Average weekday taxi fares to JFK Airport from NYC neighborhoods, \* 2015



\*NYC neighborhoods with at least 10,000 annual weekday trips. Figures rounded to the nearest dollar.

## Average weekday taxi fares to LaGuardia Airport from NYC neighborhoods,\* 2015



\*Select NYC neighborhoods with at least 10,000 annual weekday trips. Figures rounded to the nearest dollar.



## Transit Service Today

The City's two airports were developed at a time when the automobile was ascendant and mass transit access was an afterthought. In the decades that followed, planners sought ways to rectify this oversight. The opening of the AirTrain to JFK in 2003 was a huge improvement, and last year a record-high 7.1 million passengers took the AirTrain.<sup>11</sup> Still, only 14 percent of JFK passengers used the AirTrain to get to the airport, connecting from either the subway or the Long Island Railroad (LIRR). Three buses also serve JFK, which are used more by employees than by airport travelers: the B15 from Bedford Stuyvesant, the Q10 from Kew Gardens, and the Q3 from Jamaica. LGA is served by several bus lines: the M60 Select Bus Service (SBS) from upper Manhattan, the LaGuardia Link from the Woodside LIRR station and the subway hub at Jackson Heights, the Q47 (which serves the marine terminal), the Q72 from Rego Park, and the Q48 from Flushing.

Several different proposals for a rail link to LGA have been dreamed up over the years, but cost and community opposition prevented any from being built. In January 2015, New York Governor Andrew Cuomo announced his plan to build a rail link to LGA at a cost of \$450 million. Questions quickly arose over the proposed route—a circuitous journey that would require travelers to and from Manhattan, Brooklyn, western Queens, and the Bronx to backtrack several miles—and about the project's cost, which some experts suggested could cost significantly more.<sup>12,13</sup> Despite these criticisms, the Governor's plan aims to fulfill a goal that has been long held by City boosters, business groups, and urban planners: a public transit link to LGA equal in its level of service to that found in other global cities like London, Paris, Tokyo, or Hong Kong.

The percent of passengers reaching New York's airports by transit or shared vans is much lower than its peer cities around the globe. The international airport with the highest percentage of transit users is Oslo, Norway at 64 percent, followed by Hong Kong (63 percent), Narita airport outside Tokyo (59 percent), Shanghai (51 percent), and Zurich (47 percent).<sup>14</sup> It is important to note that at all of these airports, both rail and bus services play important roles. In Shanghai, 45 percent of airport passengers use the bus, in Hong Kong it is 35 percent. If convenient bus service is offered, airport passengers will take it.<sup>15</sup>



## Improving Airport Access

Following just a few key principles, the City, with the cooperation of state authorities like the Metropolitan Transit Authority (MTA) and Port Authority, can take steps to improve access to JFK and LGA. The two most critical steps are:

1. Reduce wait times by increasing frequency of service
  - a. Double the frequency of subway service to the JFK AirTrain at Howard Beach
  - b. Increase JFK AirTrain frequencies
2. Realize the full potential of enhanced bus service
  - a. Prioritize bus access on airport grounds and at the curb
  - b. Eliminate the fare on the LaGuardia Link
  - c. Enhance the M60 Select Bus Service and the LaGuardia Link with exclusive lanes
  - d. Help airport employees by improving service on the B15 and the Q10 to JFK

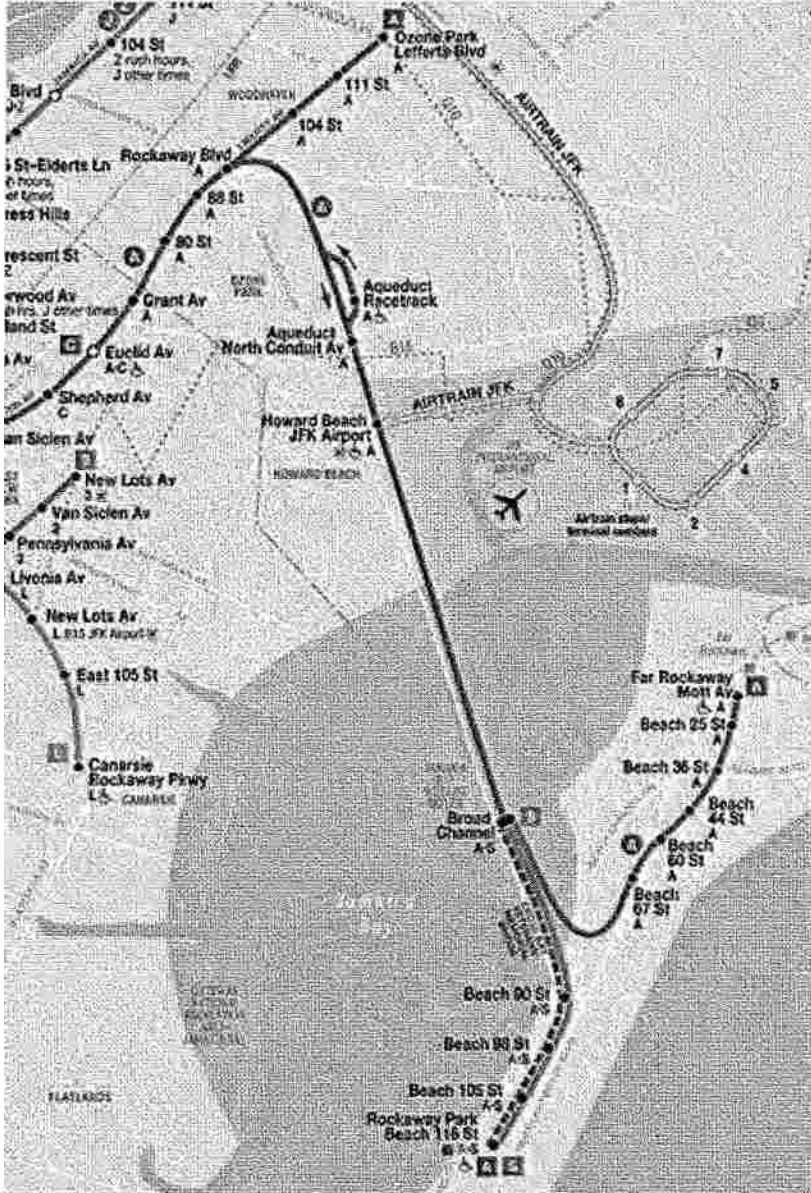
### Reduce Wait Times by Increasing Frequency of Service

Reducing the amount of time waiting for a train or bus to arrive can greatly improve mass transit service. Transit experts suggest that wait times of ten minutes or less are preferred and any more can deter otherwise amenable potential riders.<sup>16</sup>

#### 1. Double the frequency of subway service to the JFK AirTrain at Howard Beach

Those traveling to or from JFK can access the JFK AirTrain from one of two subway stations: *Sutphin Blvd – Archer Ave*, on the E, J, and Z lines or *Howard Beach – JFK Airport* on the A line. Of the two, the *Howard Beach – JFK Airport* station is more convenient for travelers coming to or from lower Manhattan or Downtown Brooklyn (the City's second and third-largest business districts).

However, because of the way A train service is structured, travelers may have to wait a long time for an A train that will take them to the AirTrain at Howard Beach. After reaching *Rockaway Blvd*, A train service splits, with half of the trains terminating in Ozone Park and the other half terminating in the Rockaways. The *Howard Beach – JFK Airport* station is along the Rockaway branch of the A train, and only one out of every two A trains pass through this station.



"The A train "split." Image from mta.info."

Not only is the A train split confusing, it also causes travelers to wait up to 20 minutes during the middle of a weekday for a Far Rockaway-bound train. On Sunday morning the wait can be up to 24 minutes between scheduled trains. This is highly inconvenient for travelers rushing to catch a flight or who are returning from an exhausting journey.

By running every A train out to *Far Rockaway – Mott Av*, the MTA would double the number of trains reaching the Howard Beach AirTrain and cut wait times in half. C train service would be extended to Ozone Park rather than terminating the service at *Euclid Av*. This would allow for transfer to the Q10 bus to JFK.

There may be concerns raised by A train commuters currently traveling to or from *104 St.*, *111 St.* or *Ozone Park/Lefferts Blvd.* because they will need to transfer to the C train. An alternative could be to make this change effective only during the weekends when air travel is high. In order to achieve this level of service, more rail cars will be necessary to make the extended C train run.<sup>17</sup> The MTA's 2015-2019 Capital Program includes \$2.775 billion for 940 new railcars to run on the lettered lines.<sup>18</sup> However, the discussion has focused on using the funds

mainly to replace the remaining 1970s-era cars on the A, F, and R lines, as well as rail cars on the Rockaway Shuttle and Staten Island Railroad.<sup>19</sup>

Another feasible option to double the frequency is to extend the Rockaway Park shuttle trains north from the *Broad Channel* station to the *Rockaway Blvd* station. The MTA conducted this extension during the summer of 2016 to facilitate riders traveling to the Rockaway beaches so that all A riders, on both the Far Rockaway- and Ozone Park-bound trains, could cut down on travel times by transferring to the shuttle.<sup>20</sup>

## 2. Increase JFK AirTrain frequencies

The AirTrain utilizes fully automated, computer-controlled trains that operate without conductors. Since there is little to no extra labor cost associated with running more trains, the Port Authority should aim to have wait times of ten minutes or less at all times of the day and weekends.<sup>21</sup> Currently, trains run every 7-12 minutes from 4 a.m. to 7:30 a.m., then every 10-15 minutes until 3 p.m., then 7-12 minutes until 8 p.m., and finally every 15-20 minutes after that. On weekends, trains run every 16 minutes.

## Realize the full potential of enhanced bus service

It is not just about rail; buses and vans can accommodate a large number of airport travelers if they are fast and convenient. In the cities around the globe with the highest percentage of travelers using mass transit, buses play a major role. Oslo, Hong Kong, Narita Tokyo, and Shanghai—the top four airports in terms of transit usage—all have over 20 percent of travelers using buses to get to or from the airport. Currently, 10 percent of LGA travelers and four percent of JFK travelers use the bus.<sup>22</sup>

New York City has the potential to do much more with its bus service to the airports. JFK airport is served by two bus lines that each has over 20,000 riders a day. LGA now has two express buses, the M60 SBS service and LaGuardia Link, running directly to its terminals. To attract more riders, bus service needs to be faster, more convenient, and offer true advantages over taxis and private automobiles.

### 1. Prioritize bus access on airport grounds and at the curb

The \$4 billion redevelopment of LGA airport is welcome news, and it represents a tremendous opportunity to create quality bus facilities that will make the bus a more appealing and convenient option.<sup>23</sup> The new LGA will feature a single central terminal, making connections to bus service much easier than in a scenario with several decentralized terminals. This opportunity could easily be missed if proper accommodations are not made for buses on airport grounds during the planning phase of the redevelopment.

According to an expansive study of airport ground access by the Transportation Research Board, “All too frequently, the traveler who chooses more efficient, higher occupancy modes from the airport is sent to an outer curb, unprotected from weather, with little in the way of accurate information or services.”<sup>24</sup> The report recommends that drop-off locations be located adjacent to check-in and pick up locations or be next to the baggage claim. Curb space must be dedicated for buses and vans in a way that makes them visible and convenient. The redesign of LGA should incorporate these principles.

JFK has six separate airline terminals spread across the airport grounds, but the buses serving the airport stop only at Terminal 5. Travelers must connect to the AirTrain to reach the other terminals. To improve access, the MTA and Port Authority should add bus stops at each terminal, with drop offs close to the check-in counters.



## 2. Eliminate the fare on the LaGuardia Link

In September 2016, buses running on the Q70 Limited line to and from LGA were renamed and rebranded the LaGuardia Link. Governor Cuomo had announced the initiative months earlier as part of his administration's plans for a major overhaul and redevelopment of the airport. The LaGuardia Link bus is just one route among several to serve LGA, but it has tremendous potential to attract more riders seeking an alternative to taxi cabs or private cars. Ultimately, the LaGuardia Link may offer a faster and more convenient link to the subway system than the proposed LGA AirTrain.

In 2013, the MTA revamped bus service to LGA with the introduction of the Q70 limited stop service. The Q70 originated at the *Woodside* LIRR station and makes one stop at the *Jackson Heights - Roosevelt Avenue / 74 Street - Broadway* subway station before running express to LGA, with a 21 minute travel time between the subway station and Terminal B.<sup>25</sup> In 2015, this route had 1.3 million annual riders, equal to five percent of LGA's annual passenger total.<sup>26</sup>

Now rebranded the LaGuardia Link, buses on the line feature distinct markings that distinguish them from regular MTA buses. The Link is also one of the city's growing number of SBS routes, featuring off-board fare technology that allows customers to pre-pay their fare and enter and exit through any bus door, eliminating the need to wait to pay at a single fare box, and decreasing dwell time at stops.<sup>27</sup>

More can be done to increase the appeal of the LaGuardia Link and to make the service more convenient and easier to use. The Riders Alliance—a grassroots membership organization dedicated to improving transit service—has proposed several measures that would significantly increase the appeal of the LaGuardia Link that go beyond the improvements that have already been made.

The Riders Alliance and Global Gateway Alliance propose making the LaGuardia Link a free service, which they estimate could result in a net gain in revenue for the MTA. Providing free MTA bus service to the subway would attract more riders to the subway, thereby bringing in more fares to the MTA and offsetting the cost of eliminating fares on the Link. The net increase in revenue would occur as follows:

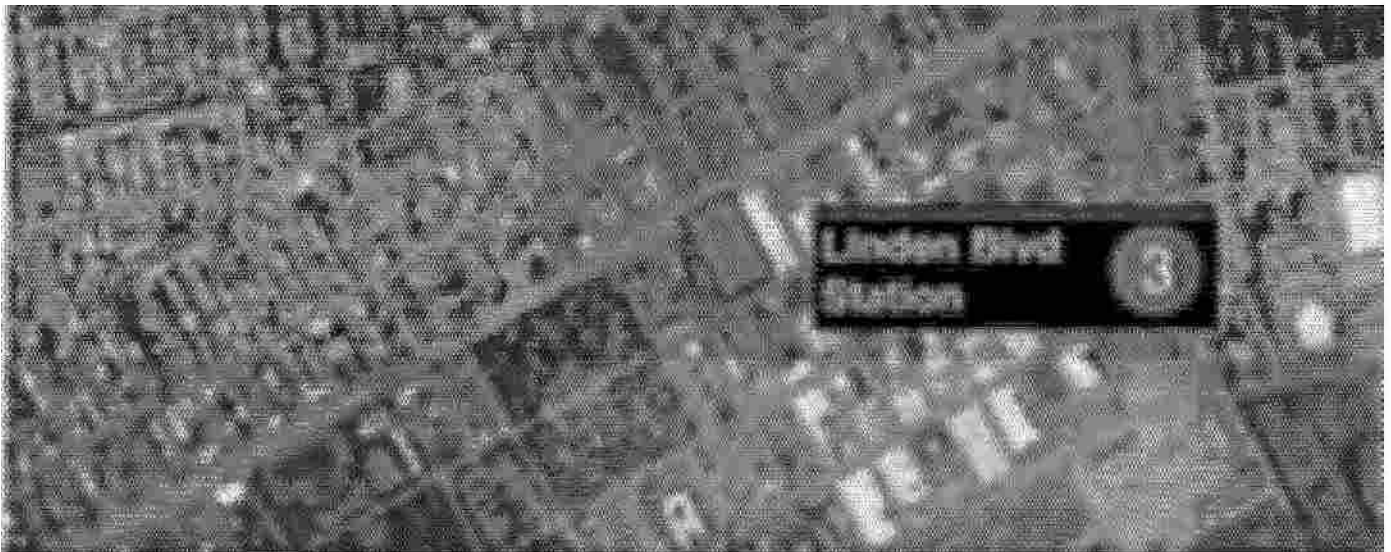
- Eighty five percent of riders already transfer to or from the subway, meaning that these riders bring in no additional revenue to the MTA due to the existing free transfer between buses and subways.
- The remaining 15 percent of riders brought in approximately \$489,000 in fares in 2014.
- Riders Alliance estimates that if just an additional one percent of City-bound LGA travelers switched to the LaGuardia Link service, rather than take a taxi, it would result in \$663,000 in new revenue for the MTA, offsetting any revenue lost by making the Link a free service.<sup>28</sup>

Eliminating the fare on the LaGuardia Link is a bold proposal and would do much to increase the appeal of the service, despite the fact that most new riders would still end up paying a MetroCard fare once they connect to the subway. In a survey of LGA travelers, 49 percent of those who use private transport would “reconsider their choice if there were a free shuttle to the subway,” according to the Riders Alliance.

### 3. Enhance the M60 Select Bus Service and the LaGuardia Link with exclusive lanes

The M60 is one of the City's SBS routes, meaning that measures were put in place to speed up buses along the route. These measures include off-board fare payment and all-door boarding—riders purchase paper tickets at sidewalk ticket machines and then board using any door, rather than queuing up at the front door to dip their MetroCards one at a time. In some locations buses have exclusive lanes and signal priority, allowing them to bypass other traffic or to make a green light that might otherwise switch over to the yellow phase. SBS buses also make fewer stops, with stops spaced farther apart.

The M60 is the best transit option to LGA for residents of uptown Manhattan and the Bronx. It runs from 110th street in Morningside Heights, then along 125th Street, over the Robert F. Kennedy Bridge, onto Astoria Boulevard, and then finally through to LaGuardia. It connects to the A, B, C, D, 2, 3, 4, 5, and 6 trains in Upper Manhattan and to the N and Q trains in Astoria, Queens. It has 12 stops in Queens, including five on airport grounds. According to the MTA's published timetable, it takes between 25 and 30 minutes to get from 125th and Lenox Avenue to Terminal D at LGA airport, depending on the time of day.



Graphic by Urban Omnibus <http://urbanomnibus.net/2016/03/an-easy-way-to-give-east-new-york-a-new-subway-stop/>

On some portions of 125th Street, the M60 runs in an exclusive bus lane. These lanes have allowed buses to run much faster along these stretches, and travel times are now 32 percent faster on the stretch with the exclusive lanes than they were before they were installed.<sup>29</sup> But once in Queens, the M60 has to navigate traffic, slowing the buses significantly. The MTA and the City should review the feasibility of installing bus-only lanes along Astoria Boulevard, which parallels the Grand Central Parkway, and replicate this success.



#### **4. Help airport employees by improving service on the B15 and the Q10 to JFK**

The B15 and Q10 are especially important for those who work at JFK. They both run through the zip codes that have the highest concentration of airport workers as residents, according to Census Bureau statistics.<sup>30</sup> Both lines have more than 20,000 riders a day.<sup>31</sup> Speeding up these buses by employing the characteristics of SBS, such as off-board fare payment, would make a great difference for both JFK passengers and employees.

The B15 runs along Linden Boulevard and Conduit Avenue for several miles. These are wide roads that have adequate room for bus lanes. But along a certain segment of its route, the B15 diverts onto New Lots Avenue, which is much narrower, presumably to connect to the 3 train.

A proposal to extend the 3 train would eliminate the need for the B15 to make this diversion while still allowing for a connection to the subway.<sup>32</sup> Currently, the 3 train terminates at New Lots Avenue, but the train tracks actually extend a half-mile farther to the Livonia Train Yard. The proposal is to convert this segment of track into passenger service and create a new subway stop at Linden Boulevard. The originator of this proposal, a Ph.D. planning student at Columbia, notes that this type of extension has a precedent: the Harlem 148 Street station was once a rail yard but was converted into passenger service in the late 1960s.

In addition to extending the subway system at relatively low cost, this would also allow for an express bus service to serve the entire Linden Boulevard corridor, providing fast service to the airport, while still connecting to the 3 train.

## Conclusion

New York City's population is growing, tourist visits are at an all-time high, and there are more jobs in New York City now than at any time in its history. All of this means that there are more people using the City's airports than ever before. As the City continues to grow and prosper, it is essential that the City provide better access to the airports and that more travelers choose this transit.

To this end, the city, MTA, and Port Authority can pursue the following strategies to make the transit connections to the airport more convenient and attractive.

- Increase frequency of service to the airports:
  - Double the frequency of subway service to the JFK AirTrain at *Howard Beach*;
  - Increase JFK AirTrain frequencies.
- Focus on buses:
  - Prioritize bus access on airport grounds and at the curb;
  - Eliminate the fare on the LaGuardia Link;
  - Enhance the M60 Select Bus Service and the LaGuardia Link with exclusive lanes;
  - Help airport employees by improving service on the B15 and the Q10 to JFK.



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## Acknowledgements

Writing and research for this policy report was led by John Petro, Policy Associate. Additional support was provided by Bich Ha Pham, Director of Policy; Anna Brower, Communications Director; and Molly Thomas-Jensen, Deputy Counsel.



## ENDNOTES

<sup>1</sup> For proposals involving significant infrastructure investments, see AECOM Consulting Transportation Group report, JFK One-Seat Ride Feasibility Study. February 2001. <http://origin-states.politico.com.s3-website-us-east-1.amazonaws.com/files/JFK%20One-Seat.pdf>.

<sup>2</sup> Port Authority of New York and New Jersey. 2015. Airport Traffic Report, 2015. [http://www.panynj.gov/airports/pdf-traffic/ATR\\_2015.pdf](http://www.panynj.gov/airports/pdf-traffic/ATR_2015.pdf)

<sup>3</sup> 132,735 daily average airport passengers with NYC origin or destination, plus 5/7ths (21,137) of airport employees that live in NYC.

Port Authority of New York and New Jersey. 2015.

U.S. Census Bureau. 2016. OnTheMap Application. Longitudinal-Employer Household Dynamics Program. <http://onthemap.ces.census.gov/>

<sup>4</sup> Port Authority of New York and New Jersey. 2015.

<sup>5</sup> Port Authority of New York and New Jersey. 2015.

<sup>6</sup> Jeffrey Zupan, Richard E. Barone, and Matthew H. Lee. 2011. Upgrading to World Class: The Future of New York Region's Airports. Regional Plan Association. <http://www.rpa.org/pdf/RPA-Upgrading-to-World-Class.pdf>  
Data observations for the year 2007. Level of service varies depending on the time of day. The scores used here represent the average level of service.

<sup>7</sup> Todd W. Schneider. 2015. "Analyzing 1.1 Billion NYC Taxi and Uber Trips, With a Vengeance," [toddschneider.com](http://toddschneider.com), November 17. <http://toddschneider.com/posts/analyzing-1-1-billion-nyc-taxi-and-uber-trips-with-a-vengeance/#airport-traffic>

<sup>8</sup> Ibid

<sup>9</sup> NYC Taxi and Limousine Commission. TLC Trip Record Data, 2015. [http://www.nyc.gov/html/tlc/html/about/trip\\_record\\_data.shtml](http://www.nyc.gov/html/tlc/html/about/trip_record_data.shtml)

Original analysis by Todd Schneider with additional analysis by the Office of the Public Advocate.

<sup>10</sup> NYC Taxi and Limousine Commission. 2015

<sup>11</sup> Port Authority of New York and New Jersey. 2015.

<sup>12</sup> Yonah Freemark. 2015. "For LaGuardia, an AirTrain that will save almost no one any time," *The Transport Politic*, January 1. <http://www.thetransportpolitic.com/2015/01/21/for-laguardia-an-airtrain-that-will-save-almost-no-one-any-time/>

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<sup>13</sup> Ross Barkan. 2015 "Transit Experts Doubt Andrew Cuomo's \$450 Million Price Tag for LaGuardia AirTrain," *Observer*, February 5. <http://observer.com/2015/02/transit-experts-question-cuomos-450-million-price-tag-for-laguardia-airtrain/>

Dana Rubenstein and Jimmy Vielkind, 2015. "On Cuomo's AirTrain, More Questions than Answers," *Politico*, January 30. <http://www.capitalnewyork.com/article/albany/2015/01/8561259/cuomos-airtrain-more-questions-answers>

<sup>14</sup> Matthew A. Coogan. 2008. Ground Access to Major Airports by Public Transportation. Airport Cooperative Research Program, Transportation Research Board of the National Academies. <http://onlinepubs.trb.org/>



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onlinepubs/acrp/acrp\_rpt\_004.pdf

<sup>15</sup> Share of travelers accessing JFK via transit compares favorably with other U.S. cities, according to data from 2008. Since then, transit share at JFK has grown. See Matthew A. Coogan. 2008.

<sup>16</sup> Matthew A. Coogan. 2008.

<sup>17</sup> New York City Transit. 2015. Review of the A and C Lines, December 11. [http://web.mta.info/nyct/service/pdf/AC\\_LineReview.pdf](http://web.mta.info/nyct/service/pdf/AC_LineReview.pdf)

<sup>18</sup> Metropolitan Transportation Authority. 2014. MTA Capital Program 2015-2019, September 24. [http://web.mta.info/capital/pdf/Board\\_2015-2019\\_Capital\\_Program.pdf](http://web.mta.info/capital/pdf/Board_2015-2019_Capital_Program.pdf)

<sup>19</sup> Press Release, NYPIRG Staphangers Campaign, News Release. 2015. “Mock Funeral Held for Nearly 1,000 Hi-Tech Subway Cars; MTA Has Proposed New Cars Replace Clunkers on A, F and R,” June 10. [http://www.straphangers.org/releases/061015\\_R211MockFuneral.pdf](http://www.straphangers.org/releases/061015_R211MockFuneral.pdf)

<sup>20</sup> Dan Rivoli, 2016. “MTA to give Rockaways and Orchard Beach beachgoers better shuttle service, more buses,” NY Daily News, May 27. <http://www.nydailynews.com/new-york/queens/mta-give-beachgoers-better-shuttle-service-buses-article-1.2652420>

<sup>21</sup> Waits of ten minutes or less is what is recommended by experts. See: Matthew A. Coogan. 2008.

<sup>22</sup> Port Authority of New York and New Jersey. 2015.

<sup>23</sup> Press release, Office of New York Governor Andrew Cuomo. 2014. “Governor Cuomo, Joined by Vice President Je Biden, Announces Groundbreaking on New LaGuardia Airport.” June 14. <https://www.governor.ny.gov/news/governor-cuomo-joined-vice-president-joe-biden-announces-groundbreaking-new-laguardia-airport>

<sup>24</sup> Matthew A. Coogan. 2008.

<sup>25</sup> MTA Bus Company Bus Timetable, Q70. Effective Summer 2016. <http://web.mta.info/busco/schedules/q070cur.pdf>

<sup>26</sup> Metropolitan Transportation Authority, Annual MTA Bus Ridership. Accessed August 31, 2016. [http://web.mta.info/nyct/facts/ridership/ridership\\_busMTA\\_annual.htm](http://web.mta.info/nyct/facts/ridership/ridership_busMTA_annual.htm)

Port Authority of New York and New Jersey. 2015.

<sup>27</sup> Press release, Office of New York Governor Andrew Cuomo. 2014.

<sup>28</sup> John Raskin. 2015. LaGuardia by Transit: An immediate, free proposal to bring LaGuardia to the subway. Riders Alliance. <http://www.ridersny.org/wp-content/uploads/2015/11/LGA-report-web-version.pdf>

<sup>29</sup> Stephen Miller. 2015. “Bus Lanes Worked Wonders on East 125th. Now What About the West Side?” Streetsblog NYC, January 12. <http://www.streetsblog.org/2015/01/12/bus-lanes-boosted-buses-on-125th-street-but-what-about-west-harlem/>

<sup>30</sup> Five of the top seven ZIP codes in terms of the number of residents that work at JFK airport fall within one or the other of these bus routes: 11208, 11419, 11420, 11207, and 11212.

U.S. Census Bureau. 2016. OnTheMap Application. Longitudinal-Employer Household Dynamics Program.

<sup>31</sup> Metropolitan Transportation Authority, Annual MTA Bus Ridership. Accessed August 31, 2016.

<sup>32</sup> Jonathan English. 2016. “An East Way to Give East New York a New Subway Stop.” Urban Omnibus, March 16. <http://urbanomnibus.net/2016/03/an-easy-way-to-give-east-new-york-a-new-subway-stop/>



# THE PUBLIC ADVOCATE FOR THE CITY OF NEW YORK Letitia James



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**Formal Comment**

1 message

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**Marcel Negret** <marcel@rpa.org>  
To: "comments@lgaaccessseis.com" <comments@lgaaccessseis.com>  
Cc: "info@lgaaccessEIS.com" <info@lgaaccessseis.com>

Thu, Jun 6, 2019 at 10:40 AM

Dear Sir or Madam,

Please find attached comments from the Regional Plan Association regarding the FAA scoping hearing for the LaGuardia rail link. RPA is in support of the preferred alignment conditioned on the following:

- LIRR train frequency of at least four trains per hour
- Consideration of pedestrian access to the off-site station
- Design that does not preclude future expansion
- Robust park improvements
- Evaluation and mitigation measures for sea level rise and storm surge

Additional background information and details in the attached document.

Please let us know if you have any questions.

Regards,

Marcel.



**Marcel Negret**

Senior Planner

Regional Plan Association

One Whitehall, 16<sup>th</sup> Floor, New York, NY 10004

[marcel@rpa.org](mailto:marcel@rpa.org) | O: 212-253-5965



**LaGuardia Rail Link - RPA Public Scoping Comments EIS June 5.pdf**

102K



## **Regional Plan Association comments to the Federal Aviation Administration**

### Public scoping meeting regarding the Environmental Impact Statement for LaGuardia Access Improvement Project

June 5, 2019

Good evening. Thank you for the opportunity to comment on this important project. My name is Marcel Negret, and I am a Senior Planner at the Regional Plan Association. RPA is an urban planning research and advocacy organization working to improve the New York metropolitan region's economic health, environmental sustainability and quality of life.

The Port Authority of New York and New Jersey (PANYNJ) is seeking to provide a time-certain transportation option for air passenger and employee access to LaGuardia airport. The Authority's preferred alternative is for an elevated AirTran to operate between the Airport and a transfer station at Willets Point. The proposed AirTrain system would include two on-airport stations and a terminus station at Willets Point providing connections to the Mets-Willets Point stations of the LIRR Port Washington Branch and the NYCT Flushing No. 7 subway line.

An AirTrain connection from LaGuardia to Willets Point would provide more convenient and reliable access to the airport for passengers and employees. The alignment would leverage the substantial public investment in East Side Access by connecting passengers to Midtown Manhattan via the Long Island Rail Road (LIRR). By connecting to mass transit services and not relying on the existing roadway network, the alignment would remove uncertainty around expected ground travel time. Because of congestion, travel times are unpredictable for automobiles, taxis, and buses and there is great variation between peak and non-peak periods of the day.<sup>1</sup> Reliable and predictable ground transportation is crucial for air travelers; the preferred alignment would offer such a service.

While RPA in 2011 recommended a more direct AirTrain alternative with a terminal at the LIRR Woodside station, connecting to all 11 branches and the #7 train, we recognize that an AirTrain to Willets Point could still substantially improve access to LaGuardia if done properly and could be achieved at a lower cost than the Woodside option. In addition, the PANYNJ preferred alignment to Willets Point could allow the airport to expand its footprint, making space for airport back office and supportive uses such as rental car service, hotels, business/conference centers and other amenities for air passengers, something that is not possible with any other alternative. In the long-term, there might also be the potential to redevelop the space over the Flushing Line subway yards — expanding the footprint of the site.

To ensure that the new AirTrain is positioned to be competitive with other transportation alternatives (primarily automobiles, the dominant mode) several important factors should be considered. As long as the following criteria are met and depending on a satisfactory EIS outcome, RPA supports the Authority's

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<sup>1</sup> PANYNJ local origins/destinations of LGA passengers and employees. Travel time from Times Square to LGA varies widely by day, and typically ranges between 35 and 80 minutes, which is a range of 45 minutes. Additionally, on some dates in 2015, 2016, and 2017, the time was greater than 100 minutes. These plots indicate that travel time has increased from year to year, which is a trend that will likely continue.

preferred alignment as we believe it would lead to accomplishing the project goals and developing the necessary infrastructure in a thoughtful way:

- a. In order minimize total travel time to midtown Manhattan, sufficient investment in the LIRR Port Washington branch should be made to guarantee reliability and a train frequency of at least four trains per hour.<sup>2</sup> Similarly, fare control between the two transit systems and the Willets point terminal design should ease transfer between the AirTrain and LIRR. This will ensure that the passenger experience is convenient, easily navigable, and timely.
- b. While current demand may not be sufficient for pedestrian access to the off-airport station, RPA believes that drop-offs and future use, especially as Willets Point develops, need to be considered. Such an analysis will likely support pedestrian access at the terminal, as well as positioning the station in a way that provides good access for riders that might use the #7 for local Queens-based destinations.
- c. The chosen solution should ensure that the project is designed with alignments (including the location of the operations facility), technology, power, and rolling stock requirements that would not preclude future expansions, including an additional off-airport station and a potential connection with the JFK AirTrain. RPA believes that the AirTrain alignment should go directly above the LIRR station and orient the line to allow future extension further east to the Van Wyck Expressway (approximately 1,500 ft away from the terminal), where it then could be connected with the existing Jamaica AirTrain.
- d. The preferred alignment would be constructed on city park property along a waterfront promenade and critical portions of the largest city owned marina. Environmental and local organizations have expressed concerns about the project minimizing the quality of the park and its useful space. The scope of work should include a robust set of park improvements to ensure waterfront access, and active recreation uses including human powered boating continue to operate in the park and bay. These commitments should be enforced through a binding agreement. The particular circumstances of this project seem to justify the preferred alignment; however, this should not be used as a precedent for future parkland alienation.
- e. The Authority's preferred alignment is in the 100-year floodplain and could become more vulnerable to frequent coastal flooding due to sea level rise and increased storms in the future. In addition, the train stations and their surrounding areas are already experiencing ground subsidence. The scope of the EIS should evaluate mitigation measures that would use a combination of innovative green and grey resiliency measures along the waterfront esplanade, marina, piers, recently enhanced wetlands, and surrounding areas. If the analysis demonstrates that these measures would be effective, their implementation should also be enforced through a binding agreement.

LaGuardia airport is a key asset for the region. We appreciate the efforts made by the Federal Aviation Administration and Port Authority of New York and New Jersey to improve access to this important resource.

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<sup>2</sup> According to Appendix G of the PANYNJ Ground Access Mode Choice Model, a frequency of at least four trains an hour via the LIRR Port Washington branch is needed to meet travel and wait time assumptions



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## LaGuardia Airport Access Improvement Project/Waterfront Alliance Comments

1 message

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**Karen Imas** <kimas@waterfrontalliance.org>

Thu, Jun 6, 2019 at 5:12 PM

To: "comments@lgaaccessseis.com" <comments@lgaaccessseis.com>

Dear Mr. Brooks,

On behalf of the Waterfront Alliance, I submit these comments to the Federal Aviation Administration with recommendations for consideration as part of the environmental review process for the LaGuardia Airport Access Improvement Project.

Sincerely,

Karen Imas



**Karen Imas**

Senior Director of Programs

217 Water Street, Suite 300, New York, NY 10038

T 212.935.9831 x107

[waterfrontalliance.org](http://waterfrontalliance.org)

#OurWaterfront

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June 6, 2019

Mr. Andrew Brooks  
Environmental Program Manager – Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, NY 11434  
[comments@lgaaccessseis.com](mailto:comments@lgaaccessseis.com)



Re: LaGuardia Airport Access Improvement Project/Scoping Meeting Comments

Dear Mr. Brooks,  
On behalf of the Waterfront Alliance, I submit these comments to the Federal Aviation Administration with recommendations for consideration as part of the environmental review process for the LaGuardia Airport Access Improvement Project.

Waterfront Alliance is a non-profit civic organization and coalition of more than 1,000 community and recreational groups, educational institutions, businesses, and other stakeholders. Our mission is to inspire and enable resilient, revitalized and accessible coastlines for all communities.

In recent years, New York City has seen remarkable progress with respect to water quality and waterfront recreation, as well as waterborne transit, reclaiming waterfronts that were historically actively used but became blighted through industrial use or cut off from communities through various infrastructure projects. Flushing Bay and Flushing Creek could benefit from the many improvements New York City's waterfronts have experienced in recent years but currently face barriers with respect to access, investment and environmental issues.

We offer the following comments for the FAA's review as the Agency undertakes drafting a project EIS:

**Potential Impacts on Open Space:** We are concerned by the impacts of the Port Authority's proposed action (the above ground fixed guideway) on the Flushing Bay Promenade and access to Flushing Bay. The promenade and the connected World's Fair Marina is an important open space asset to the community, and to the City, as part of Flushing Meadows Corona Park. Waterfronts and open space have known benefits for mental and physical health, and are critical for equitably supporting the growing communities of East Elmhurst, Jackson Heights, Corona, and Flushing. Flushing Bay also serves as a vital route for pleasure boats, ferries and other vessels heading to the East River. The promenade stretches 1.4 miles, from the base of the 27th Avenue overpass to the west to a new \$1.6 million boat ramp to the east.

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However, the Grand Central Parkway to the South, LaGuardia airport to the West and Willets Point to the East already surround this waterfront open space. Inaccessible overpasses and dark underpasses make getting to the promenade difficult. The potential impacts on access caused by construction followed by the more permanent impacts from the 35 foot-wide guideway just 30 feet overhead should be analyzed in the EIS. Shading of natural park areas and safety around darkened areas caused by stanchions should be analyzed in the EIS.



Waterfront Alliance, in partnership with Riverkeeper, was part of a visioning process that looked at habitat restoration, climate resilience, and public recreation around Flushing Bay, beyond remediation. Using the Waterfront Edge Design Guidelines, the visioning process encouraged more resilient, accessible, and ecologically friendly decision-making at the water's edge. We encourage the EIS process to examine the results of the Visioning Plan that called for restoration of the World's Fair Marina, improved pedestrian bridges, a large-scale oyster reef and new educational and recreational facilities.

**Consideration of Alternatives:** The "30-minute" ride, widely publicized as the travel time from Midtown to LGA, merits much greater analysis as this timeframe does not appear realistic. It might apply if you take the LIRR, but Willets Point currently only gets LIRR service when Citi Field is holding events such as Mets games and the trains run approximately 30 minutes apart. The LIRR has not committed to a more robust schedule. Another major question is how many riders would opt for the LIRR in the first place when the 7 train at Willets Point is a more affordable alternative. The 7 train, however, takes about 33 minutes itself to get from Grand Central to Willets Point. Capacity on the 7 train raises significant concerns, especially for peak hour trains.

Waterfront Alliance believes other viable transportation options should be thoroughly evaluated and seriously considered. These options require a fraction of the infrastructure investment and offer a competitive travel time to and from Manhattan. Ferries are increasingly recognized as combatting traffic congestion and air pollution and apply 21st-century solutions to New York's mobility needs. They give the city's commuters and visitors more options for getting where they need to go.

- A combination of improved bus connections and dedicated bus lanes around existing ferry terminals at Astoria and Long Island City would improve travel time to LGA. NYC Ferry routes launched recently have seen much higher than expected ridership and the EIS should consider the existing routes and how they can connect to LGA.
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filled with switch grass, salt grass, seaside goldenrod, smooth cordgrass and other wetlands plants. Impacts on this vegetation, during and post-construction, merit analysis in an EIS. The EIS should also study construction impacts of debris on the estuarine area, sediment stability and sub-surface noise.



**Impacts to Flushing Creek:** To serve the maintenance needs of the proposed AirTrain, the overall construction is proposed to include building a new Operations, Maintenance, and Storage Facility (OMSF) on the bank of Flushing Creek. This same area is also proposed to turn an existing temporary/overflow parking lot into permanent LGA employee parking. Flushing Creek is under a New York State approved Long Term Control Plan to preserve its recreational uses, and potentially raise them to primary contact recreation. In addition, the US Army Corps of Engineers is currently studying wetland ecosystem restoration for the Creek in areas immediately alongside the proposed OMSF and permanent parking lot within the NYC Department of City Planning's Flushing Waterfront Revitalization Plan. Both construction and operations of the OMSF and employee parking lot would create significant additional polluted runoff into the adjacent Creek, carrying increased levels of contaminated silt and road salt into the water, adversely impacting the improvement of the Creek that is already underway. Finally, this part of the project, establishing an employee parking lot, does not serve the stated Project Purpose to "not contribute to roadway congestion."

We thank you for your review of this important project, and look forward to commenting the EIS. Please feel free to reach out to me directly at (212) 935-9831 x101 with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Roland Lewis".

Roland Lewis

President and CEO  
Waterfront Alliance



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## Testimony In Support of the LGA Access Improvement Project

1 message

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**Santos Rodriguez** <srodriguez@nycbuildingtrades.org>

Thu, Jun 6, 2019 at 6:04 PM

To: "comments@lgaaccesseis.com" <comments@lgaaccesseis.com>

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### 2 attachments



**attachment 1.pdf**

531K



**ATT00001.htm**

2K



# **BUILDING & CONSTRUCTION TRADES COUNCIL OF GREATER NEW YORK**

**GARY LaBARBERA**  
PRESIDENT

AFFILIATED WITH THE  
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OF WASHINGTON D.C.

BUILDING AND CONSTRUCTION TRADES COUNCIL  
OF NEW YORK STATE

AMERICAN FEDERATION OF LABOR OF CONGRESS  
OF INDUSTRIAL ORGANIZATION

## TESTIMONY

On behalf

**BUILDING AND CONSTRUCTION TRADES COUNCIL OF GREATER NEW YORK AND VICINITY**

In Support of the LGA Access Improvement Project

June 6, 2019

Good afternoon. I am Santos Rodriguez; I am here to testify on behalf of the Building and Construction Trades Council of Greater New York & Vicinity.

The Building and Construction Trades Council is an organization of local building and construction trade unions that are affiliated with 15 International Unions in the North American Building Trades Union. Our local union affiliates represent approximately 100,000 union construction workers. The Building Trades mission is to raise the standard of living for all workers, to advocate for safe work conditions, and to collectively advance working conditions for our affiliates' members, as well as all workers in New York City. The BCTC is in support of the LGA Access Improvement Project.

The LGA Access Improvement Project is a vital infrastructure upgrade that will improve travel times to LaGuardia airport, decrease roadway congestion, and increase accessibility to the airport. The Air Train will provide a key connection to LaGuardia airport from the Long Island Railroad and New York City Transit stations; creating a reliable and predictable trip from midtown Manhattan to LaGuardia. New York has taken the necessary steps to bring LaGuardia airport into the twenty-first century, we must now take the necessary steps to provide reliable and predictable access to LaGuardia Airport. The LGA Access Improvement Project will not only benefit travelers passing through LaGuardia airport, but will also benefit the New Yorkers that work at the airport in a variety of capacities.

In addition to improving travel time to LaGuardia airport and providing a more reliable public transportation option, the construction of the Air Train itself is anticipated to support over 3,000 Union jobs each year during construction. These jobs will support a middle-class lifestyle; providing area standard wages and benefits to support workers and their families. The Building and Construction Trades Council of Greater New York and Vicinity supports infrastructure projects like the LGA Access Improvement Project that will improve the lives of many New Yorkers, modernize our City, and create middle class jobs for our members in the process.

We thank you again for this opportunity to testify in support of the LGA Access Improvement Project and we urge you to approve this important project.

Regards,

Santos Rodriguez  
Director of Community Affairs & Strategic Initiatives  
Building & Construction Trades Council of Greater New York  
[71 West 23rd Street, Suite 501-03](#)  
[New York, NY 10010](#)  
Tel: [\(212\) 647-0700](tel:(212)647-0700) | Fax: [\(212\) 647-0705](tel:(212)647-0705)

Sent from my iPhone



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## GCA Remarks for FAA LaGuardia AirTrain Scoping Meeting

1 message

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**Chris Boylan** <cboylan@gcany.net>

Tue, Jun 11, 2019 at 11:26 AM

To: "comments@lgaaccesses.com" <comments@lgaaccesses.com>

Cc: Denise Richardson <DRichardson@gcany.net>, Felice Farber <FFarber@gcany.net>, Chris Boylan <cboylan@gcany.net>, Robert Wessels <rwessels@gcany.net>

TO WHOM IT MAY CONCERN AT THE FAA:

Attached are remarks submitted on behalf of **Denise M. Richardson, Executive Director of The General Contractors Association of NY**, in accordance with the process established by the FAA for receiving comments in support of the FAA's EIS Scoping effort for the Port Authority of NY & NJ's **LaGuardia AirTrain** project.

Thank you for your consideration and for including those remarks in the official record.

Christopher Boylan

Director, Governmental & Strategic Partnerships

The General Contractors Association of NY, Inc.

60 East 42<sup>nd</sup> Street

New York, NY 10165

212-687-3131/917-273-7862 cell

[cboylan@gcany.net](mailto:cboylan@gcany.net)



**Denise Richardson - The General Contractors Assn of NY - AirTrain FAA EIS Scoping Meeting**

**Remarks.docx**

22K

**Remarks of Denise M. Richardson  
Executive Director  
The General Contractors Association of NY  
at the  
LaGuardia AirTrain  
FAA EIS Scoping Meeting  
6/5/2019**

Good evening, I am Denise Richardson, Executive Director of the General Contractors Association of NY, and am here today representing the GCA's 300 member firms and their over 25,000 professional and represented employees who build the region's heavy civil infrastructure.

We very much appreciate the opportunity to comment on the LaGuardia AirTrain project and its importance to our regional transportation system.

I'd like to make a couple of quick points:

First, while our members are the ones who would actually build the AirTrain project – which we anticipate will create over 3,000 good paying, steady, middle-class construction jobs -- our interest goes far beyond the opportunities it presents our industry.

Our members, their employees, and their families live, work and educate their children here in the New York Metropolitan region and we want to make sure that the infrastructure that made this region one of the nation's most productive economic engines over the last century, continues to support it for the next 100 years and beyond.

We firmly believe that the current vision for LaGuardia's redevelopment is one of the keys to that future success. It is one that leaves the 20<sup>th</sup> Century in the rearview mirror and embraces a 21<sup>st</sup> Century economy that is dependent on time-saving communication and convenient travel.

Much progress has been made over the last two years on the broader redevelopment project at the airport itself – most of it, I am proud to say, by GCA members.

And while those “on-property” improvements will certainly allow for better passenger flow and aircraft mobility, clearly the AirTrain element of the redevelopment effort will be an essential element to its overall success.

With increasing traffic volume throughout the region driving other radical solutions such as Congestion Pricing in Manhattan, the need to get travelers to and from our business centers and LaGuardia on an increasingly overburdened highway and local roadway system is equally important.

Anyone uses LaGuardia – or, frankly anyone who uses the roadways within a five mile radius of the airport -- understands how difficult it already is to maneuver in, out, or around the area at almost any time of day.

But as bad as that travel is today, can you imagine what it will be like in 10 years when an anticipated additional 6 million passengers will be using the airport!

Aside from the larger burden on the entire region's roads and bridges, what would such a tremendous increase mean for the neighborhoods bordering the airport that already suffer disproportionately from gridlock for a most of the hours in the day. Is 24 hour a day/365 days a year gridlock in order?

And what about the wasted man-hours for the over 10,000 employees who report for work there each day? The loss in worker productivity could be staggering.

The only sensible solution to help alleviate the existing and anticipated burden is predictable, frequent and reliable transit service.

For those of us who were around when the JFK AirTrain was first proposed, there were skeptics who thought no one would use it. They said it would be inconsequential – perhaps something akin to Disney's monorail.

Instead, there is little argument about its success. It has outstripped even the most optimistic ridership projections.

Millions of travelers have changed their travel patterns – and their airport choices – by using this hugely successful and efficient system.

The proof is in the numbers. Over the last dozen years, the JFK AirTrain has carried well over 60 million passengers – all of whom would have otherwise come by car, taxi, or inadequate and lengthy shuttle bus services.

With the LaGuardia AirTrain projected to serve as many, if not more riders – some 6-10 million a year -- thousands of cars will be taken off the road, congestion will be reduced, air quality will be improved, and our economic and physical health will benefit.

Our message is clear -- there is absolutely no question that this project is one of the linchpins of the LaGuardia redevelopment and one that must move quickly to construction in order to benefit the traveling public.



There are a couple of suggestions we have in terms of how the project should be approached:

- First, **frequency and length of service are essential**. They will figure into the calculus made by the business community when they decide how and when to access the airport. Or, perhaps more importantly, when they decide where to locate their businesses!

Anything less than 15 minute service windows will not make AirTrain a convenient alternative for most of the traveling public.

Adhering to the stated promise of 30-minute maximum travel time between Midtown Manhattan and LaGuardia is an equally important factor individuals will use in making the decision to take the train or not.

- Secondly, it is important that the **service plans and fare payment systems between the MTA and the Port Authority be seamless and collaborative**.
- Third, **physical transfers from one mode to another**, in this case from the LIRR to the AirTrain, **need to be as convenient and welcoming as possible**. Walking distances need to be minimized and accessibility should be of primary concern.
- Fourth, while transit links are clearly the most important element, **accommodations should be made to provide convenient access to as many other off-property transportation modes as possible**, including interfaces with long-term parking, or vehicle rental or sharing services.

In conclusion, we hope that you will advance the process as quickly and thoughtfully as possible, since getting this project underway is fundamental to the success of the airport and the region.

We look forward to continuing a productive dialogue with the FAA, the Port Authority and the MTA as this project continues to be scoped out and as it moves to final approval and construction phases.

Thank you again for soliciting our input.

# # #



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## EIS LGA Access Improvement Project – Formal Comment

1 message

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**Calena Jamieson** <Calena.Jamieson@laguardiab.com>  
To: "comments@lgaaccessseis.com" <comments@lgaaccessseis.com>

Wed, Jun 12, 2019 at 4:47 PM

To Whom it May Concern:

Please find attached the AirTrain LGA testimony on behalf of Stewart Steeves, CEO of LaGuardia Gateway Partners, to be submitted as a formal comment for the scoping phase of the Environmental Impact Statement (EIS) for LaGuardia Airport Access Improvement Project.

Thank you,

Calena Jamieson



**Calena Jamieson**

Assistant to CEO

LaGuardia Gateway Partners

LaGuardia Airport Terminal B

Office (646) 357-3676, ext. 158

Mobile (718) 501-2328

[www.laguardiab.com](http://www.laguardiab.com)

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### 2 attachments



**image001.png**  
20K

 **Stewart Steeves LGA AirTrainTestimony.docx**  
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**Stewart Steeves, CEO of LaGuardia Gateway Partners**

My name is Stewart Steeves, and I am Chief Executive Officer of LaGuardia Gateway Partners, the private entity operating and redeveloping LaGuardia Airport's Terminal B in partnership with the Port Authority of New York and New Jersey.

I want to thank you for allowing me the opportunity to join members of the community and provide testimony.

As CEO of LaGuardia Gateway Partners, I have experienced firsthand the issues that our passengers and employees face on a daily basis when commuting to LaGuardia given the lack of efficient and reliable transit options and surrounding roadway congestion. Now is the time for us to change that. Our goal with the Terminal B redevelopment is to build a state-of-the-art, 21<sup>st</sup> century airport, and to provide our customers with a seamless travel experience. To fulfill this vision, we must provide our customers with a transportation experience to the airport that allows them to arrive in an efficient and expedient manner.

By 2030, an additional six million passengers will fly in or out of LaGuardia Airport. This will result in increased traffic and congestion on the Grand Central Parkway, which carries the majority of air travelers to and from LaGuardia Airport. With the airport experiencing record-setting passenger numbers every year, demand for better airport access and services continues to grow. Today, the only public transportation for passengers and the more than 10,000 airport employees is a series of congested, and inconvenient local bus routes, which pushes many people to take taxis and personal vehicles, further exacerbating surrounding traffic. We need a fast and reliable transit alternative.

AirTrain LGA will assist in solving the access challenges to LaGuardia and will reduce roadway congestion. With the new rail service, travel time from Midtown Manhattan will only be 30 minutes, ensuring a quick and reliable commute for the 50% of LaGuardia passengers that originate or terminate in Manhattan.

AirTrains have proven effective in the NYC market: from 2007 to 2016, AirTrain Newark handled more than 21 million paid passengers, while AirTrain JFK handled more than 58 million – keeping cars off local streets, and smog out of the air. The new rail service at LGA would remove approximately 28,000 cars from the road per week by shifting travelers from cars to transit, resulting in 6,250 metric tons less CO2 emitted per year. The project will also generate approximately 3,000 union construction jobs, as well as permanent employment opportunities in operation and maintenance.

With the overall redevelopment of the airport, we must also develop an infrastructure outside of the airport that allows our passengers to access the terminals smoothly and efficiently. The LGA AirTrain is a key component to make the new LaGuardia best in class.

Thank you again for your consideration.

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**FORMAL COMMENT**

1 message

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**Karen Imas** <kimas@waterfrontalliance.org>  
To: "comments@lgaaccessseis.com" <comments@lgaaccessseis.com>

Thu, Jun 13, 2019 at 2:08 PM

Comment also attached in PDF.

Mr. Andrew Brooks  
Environmental Program Manager – Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, NY 11434  
[comments@lgaaccessseis.com](mailto:comments@lgaaccessseis.com)

Re: LaGuardia Airport Access Improvement Project/Scoping Meeting Comments

Dear Mr. Brooks,

On behalf of the Waterfront Alliance, I submit these comments to the Federal Aviation Administration with recommendations for consideration as part of the environmental review process for the LaGuardia Airport Access Improvement Project.

Waterfront Alliance is a non-profit civic organization and coalition of more than 1,000 community and recreational groups, educational institutions, businesses, and other stakeholders. Our mission is to inspire and enable resilient, revitalized and accessible coastlines for all communities.

In recent years, New York City has seen remarkable progress with respect to water quality and waterfront recreation, as well as waterborne transit, reclaiming waterfronts that were historically actively used but became blighted through industrial use or cut off from communities through various infrastructure projects. Flushing Bay and Flushing Creek could benefit from the many improvements New York City's waterfronts have experienced in recent years but currently face barriers with respect to access, investment and environmental issues.

We offer the following comments for the FAA's review as the Agency undertakes drafting a project EIS:

**Potential Impacts on Open Space:** We are concerned by the impacts of the Port Authority's proposed action (the above ground fixed guideway) on the Flushing Bay Promenade and access to Flushing Bay. The promenade and the connected World's Fair Marina is an important open space asset to the community, and to the City, as part of Flushing Meadows Corona Park. Waterfronts and open space have known benefits for mental and physical health, and are critical for equitably supporting the growing communities of East Elmhurst, Jackson Heights, Corona, and Flushing. Flushing Bay also serves as a vital route for pleasure boats, ferries and other vessels heading to the East River. The promenade stretches 1.4 miles, from the base of the 27th Avenue overpass to the west to a new \$1.6 million boat ramp to the east.

However, the Grand Central Parkway to the South, LaGuardia airport to the West and Willets Point to the East already surround this waterfront open space. Inaccessible overpasses and dark underpasses make getting to the promenade difficult. The potential impacts on access caused by construction followed by the more permanent impacts from the 35 foot-wide guideway just 30 feet overhead should be analyzed in the EIS. Shading of natural park areas and safety around darkened areas caused by stanchions should be analyzed in the EIS.

Waterfront Alliance, in partnership with Riverkeeper, was part of a visioning process that looked at habitat restoration, climate resilience, and public recreation around Flushing Bay, beyond remediation. Using the Waterfront Edge Design Guidelines, the visioning process encouraged more resilient, accessible, and ecologically friendly decision-making at the water's edge. We encourage the EIS process to examine the results of the Visioning Plan that called for restoration of the World's Fair Marina, improved pedestrian bridges, a large-scale oyster reef and new educational and recreational facilities.

**Consideration of Alternatives:** The "30-minute" ride, widely publicized as the travel time from Midtown to LGA, merits much greater analysis as this timeframe does not appear realistic. It might apply if you take the LIRR, but Willets Point currently only gets LIRR service when Citi Field is holding events such as Mets games and the trains run approximately 30 minutes apart. The LIRR has not committed to a more robust schedule. Another major question is how many riders would opt for the LIRR in the first place when the 7 train at Willets Point is a more affordable alternative. The 7 train, however, takes about 33 minutes itself to get from Grand Central to Willets Point. Capacity on the 7 train raises significant concerns, especially for peak hour trains.

Waterfront Alliance believes other viable transportation options should be thoroughly evaluated and seriously considered. These options require a fraction of the infrastructure investment and offer a competitive travel time to and from Manhattan. Ferries are increasingly recognized as combatting traffic congestion and air pollution and apply 21st-century solutions to New York's mobility needs. They give the city's commuters and visitors more options for getting where they need to go.

- A combination of improved bus connections and dedicated bus lanes around existing ferry terminals at Astoria and Long Island City would improve travel time to LGA. NYC Ferry routes launched recently have seen much higher than expected ridership and the EIS should consider the existing routes and how they can connect to LGA.
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We thank you for your review of this important project, and look forward to commenting the EIS. Please feel free to reach out to me directly at (212) 935-9831 x101 with any questions.

Sincerely,

Roland Lewis

President and CEO

Waterfront Alliance

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 **2019-06-06\_FAA-LGAAirTrain-comments.pdf**  
296K



June 6, 2019

Mr. Andrew Brooks  
Environmental Program Manager – Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, NY 11434  
[comments@lgaaccessseis.com](mailto:comments@lgaaccessseis.com)



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Roland Lewis,  
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**Impacts to Flushing Creek:** To serve the maintenance needs of the proposed AirTrain, the overall construction is proposed to include building a new Operations, Maintenance, and Storage Facility (OMSF) on the bank of Flushing Creek. This same area is also proposed to turn an existing temporary/overflow parking lot into permanent LGA employee parking. Flushing Creek is under a New York State approved Long Term Control Plan to preserve its recreational uses, and potentially raise them to primary contact recreation. In addition, the US Army Corps of Engineers is currently studying wetland ecosystem restoration for the Creek in areas immediately alongside the proposed OMSF and permanent parking lot within the NYC Department of City Planning's Flushing Waterfront Revitalization Plan. Both construction and operations of the OMSF and employee parking lot would create significant additional polluted runoff into the adjacent Creek, carrying increased levels of contaminated silt and road salt into the water, adversely impacting the improvement of the Creek that is already underway. Finally, this part of the project, establishing an employee parking lot, does not serve the stated Project Purpose to "not contribute to roadway congestion."

We thank you for your review of this important project, and look forward to commenting the EIS. Please feel free to reach out to me directly at (212) 935-9831 x101 with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Roland Lewis", written in a cursive style.

Roland Lewis

President and CEO  
Waterfront Alliance

# INSTITUTE FOR RATIONAL URBAN MOBILITY, INC.

**George Haikalis**  
President

One Washington Square Village, Suite 5D  
New York, NY 10012  
[geo@irum.org](mailto:geo@irum.org)   [www.irum.org](http://www.irum.org)   212-475-3394

June 13, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager  
Environmental Program Manager, Eastern Regional Office  
AEA-610, Federal Aviation Administration  
1 Aviation Plaza  
Jamaica, NY 11434

Dear Mr. Brooks:

Re: Comments on proposed LaGuardia Airport Access Improvement Project Environmental Study

The Institute for Rational Urban Mobility, Inc. (IRUM) is a NYC-based non-profit concerned with reducing motor vehicular congestion and improving the livability of dense urban places. IRUM has long supported sensible, equitable and sustainable alternatives to the current auto-dominated ground access systems to the airports serving the 23 million person NY-NJ-CT metropolitan area, the nation's largest.

IRUM appreciates the opportunity to comment on the proposed scoping of the LaGuardia Airport Access Improvement Project Environmental Study and urges the FAA to withhold approval of the current scoping document published in the May 3, 2019 Federal Register until concerns raised in this letter are addressed.

While the description of the thirteen alternatives outlined in FAA's May 3, 2019 letter is helpful, IRUM believes that the specific modifications to these alternatives outlined in this letter would enhance the analysis needed and speed the completion of the Environmental Impact Statement (EIS).

IRUM also notes that the notices for the two public hearings on the scoping document, held on June 5, 2019 and June 6, 2019 were, extremely limited and offered little time for interested parties to participate. Furthermore, the "poster session" type of hearing greatly limits interaction among participants and degrades the value of a public hearing.

Ground access improvements to the region's major airports are of great concern to the entire region and a broader effort should have been made to reach affected individuals, organizations and other stakeholders.

To resolve these concerns, IRUM urges the FAA to invite New York City officials, together with representatives of other affected public agencies in the metropolitan area and interested citizens to participate in a comprehensive environmental review of the full range of all credible ground access and land development alternatives as described in the May 3, 2019 draft EIS, including the modifications to these alternatives that are described in this letter. IRUM urges the FAA make the changes in the scoping document outlined in this letter to better describe several of these alternatives which need additional clarification:

PANYNJ proposal to construct a new "AirTrain" link between LGA Airport and the MTA Willets Point #7 subway station and the adjacent LIRR rail station, identified as Alternative One, is one of thirteen described in the current proposed scope.

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It is very important to define the specific “automated peplemover technology” proposed in this action. It should be noted that during the discussion and the ULURP that preceded the initial JFK AirTrain project in 1999, Queens Borough President Claire Shulman insisted that this technology not preclude the operation of a “one-seat ride” rail service using AirTrain tracks and LIRR tracks between JFK Airport and Manhattan. The well-regarded engineering firm AECOM conducted this study which is posted on the IRUM website:

[https://www.irum.org/200102\\_JFK\\_One-Seat\\_Feasibility\\_Study\\_MTA.pdf](https://www.irum.org/200102_JFK_One-Seat_Feasibility_Study_MTA.pdf)

IRUM urges the PANYNJ to commit to a similar compatibility for its proposed LGA peplemover.

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First, the NY-NJ-CT region lacks a coherent metropolitan transportation planning process that can address this regional-scale issue. The current MAP Forum lacks resources to conduct even a skeletal effort, and its public outreach effort is seriously deficient. There is no comprehensive regionwide aviation system plan and attempts to use the PANYNJ to prepare such a plan are seriously flawed because that agency is controlled by two individuals – the Governors of NY and NJ with no significant participation by units of local government and the general public.

This alternative not only requires a careful analysis of the ability of the region’s other existing airports to accommodate current and future aviation demand, but also the ability of the existing LGA airport site to be repurposed for alternative uses.

One of the region’s most serious problems is a lack of affordable housing. This 680 acre site could easily accommodate over 30,000 units of housing, if built at the density of Coop City in the Bronx, which has 16,000 housing units on a 338 acre site. Even more housing could be developed in Queens and on Rikers Island if LGA were repurposed for housing. This should be part of the analysis that would be included in an EIS.

A number of major airports throughout the world have been repurposed, and most recently the planning process has begun for Berlin-Tegel, currently its main airport. The author of this letter has proposed a similar plan, which is described a May 8, 2015 NY Times oped:

<https://www.nytimes.com/2015/05/08/opinion/dont-rehab-la-guardia-airport-close-it.html>

A comprehensive site plan for the reuse of this valuable real estate asset would be needed.

The degree that air passengers at LGA can be shifted to other regional airports requires a careful analysis of their capacity to handle this load, a review of strategies to enhance ground access to these airports and a comprehensive analysis of the environmental and economic consequences of such a shift, among many other factors.

One such analysis was conducted in 1971:

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At present, the approach to regional aviation systems planning is a classic example of “segmentation”, clearly a classic violation of NEPA.

Efforts to enhance access to JFK have been made on an *ad hoc* basis:

<https://www.irum.org/QTA-Capstone-Final-Report-v2.pdf>

Some planners have characterized planning for the NY-NJ-CT metro area as a “mockery of ad hocery”.

**Alternative Three—Use of Other Modes of Transportation: Use of other modes of transportation, including automobiles, buses, ferry service, existing passenger trains, proposed high-speed rail facilities or other emerging transportation technologies.**

The three commuter rail lines that serve the metro area are the “sleeping giant of regional mobility”. IRUM has long called for remaking these lines into comprehensive *regional rail system* with integrated fares, frequent service and through running, first at Penn Station and then by connecting Penn Station and Grand Central Terminal. IRUM presented some of these comments to senior planning officials at the PANYNJ on January 15, 2019:

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A comprehensive plan for regional rail and for regional aviation systems is needed for this region to compete with its global rivals.

One example of a regional rail alternative, recently proposed by Alexander Garvin, a well-regarded urban planner, is “LGAX”. This plan would provide a high-speed one-seat ride rail link between LGA and Grand Central Terminal and Penn Station using the Hell Gate right of way adjacent to an industrial area along 30th Avenue in Queens:

[https://www.irum.org/20190605\\_LGAX\\_Presentation.pdf](https://www.irum.org/20190605_LGAX_Presentation.pdf)

This option should be part of this environmental review. It would be a superior alternative to the seriously flawed proposed \$1.5 billion AirTrain shuttle to Willets Point.

**Alternative Four—Transportation Demand Management: Use of measures to reduce vehicular travel to and from the Airport.**

A “carrot and stick” approach to demand management is the core strategy of a recently approved plan for a Manhattan CBD cordon toll that would provide substantial revenues to fund much needed capital improvements for the City’s subways and buses and region’s commuter rail lines. This same strategy could be applied to roadways leading to the region’s major airports. This alternative should also be considered for pricing the existing AirTrain services at JFK and Newark Airports and the proposed AirTrain services to LGA. Instead of perversely “penalizing” air passengers, visitors and employees “who are doing the right thing” by using public transit, all fares on AirTrain should be eliminated and revenues made up by charging motorists who currently pay nothing to use the costly array of roadways that serve the terminals. Congestion pricing technology can be applied to these airport roadway users.

**Alternative Five—Off-Airport Roadway Expansion: Increase the capacity of roadways surrounding and providing access to the Airport, potentially including I-495, the Brooklyn-Queens Expressway (BQE), the Grand Central Parkway, Queens Boulevard, and/or Astoria Boulevard.**

A number of proposals are being advanced to eliminate highways like portions of the BQE and the Sheridan Expressway. Additional highway closings, in consultation with affected communities, should be considered as part of this alternative.

**Alternative Six—Subway Extension from Astoria Boulevard Subway Station: Elevated Above Grand Central Parkway:** Construction of an elevated subway structure that would extend service of the NYCT N and W Lines eastward from the existing Astoria Boulevard Subway Station to a new station at the Airport; the alignment would be along Grand Central Parkway.

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For each of these three alternatives, IRUM recommends that two on-airport rapid transit stations be considered, one at the Central Hall Station and the other at East Station. "On-airport" passengers should be allowed to use this service without payment of extra fares. MTA's new fare payment system can be designed accordingly.

For Alternatives Seven and Eight consideration should be given to the addition of a third on-line subway station adjacent to the historic Marine Air Terminal as detailed plans for its reuse are being developed. Also, the detailed plan and profile of these subway extensions should be developed in consultation with community residents, transit agencies and interested members of the public. New soft-soil tunnel boring machine (TBM) technology should be considered for alignments that would pass under runways or taxiways.

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**Alternative Thirteen—No Action Alternative: Under this alternative, the Port Authority would take no action to develop an APM system or other alternative form of transportation to and from the Airport.**

IRUM would be happy to discuss these alternatives in more detail as you prepare the scoping document.

Sincerely,



George Haikalis, President, IRUM





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## IRUM comments on LGA access EIS

1 message

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**George Haikalis** <geo@irum.org>  
To: comments@lgaaccessseis.com

Fri, Jun 14, 2019 at 1:27 PM

To: Andrew Brooks

Attached are IRUM's comments.

We will be sending a hard copy by USPS.

Please let me know if you received this email and its attachment

Thanks you very much

geo

--

**George Haikalis**

President

Institute for Rational Urban Mobility, Inc

One Washington Square Village, Suite 5D

New York, NY 10012

(212) 475 3394

geo@irum.org

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 **190613 LGA rail access.pdf**  
321K

# INSTITUTE FOR RATIONAL URBAN MOBILITY, INC.

**George Haikalis**  
President

One Washington Square Village, Suite 5D  
New York, NY 10012

[geo@irum.org](mailto:geo@irum.org)    [www.irum.org](http://www.irum.org)    212-475-3394

June 13, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager  
Environmental Program Manager, Eastern Regional Office  
AEA-610, Federal Aviation Administration  
1 Aviation Plaza  
Jamaica, NY 11434

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Sincerely,



George Haikalis, President, IRUM



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## Formal Comment - LaGuardia AirTrain

1 message

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**Charles Yu** <CYu@licpartnership.org>

Fri, Jun 14, 2019 at 4:54 PM

To: "comments@lgaaccessseis.com" <comments@lgaaccessseis.com>

To whom it may concern:

Please see the attached Formal Comment on the LaGuardia AirTrain Project from the Long Island City Partnership.  
Thank you.

Charles Yu, Director of Business Assistance  
Long Island City Partnership  
Phone: 718-786-5300 x205 | Cell: 917-579-8396  
Email: [cyu@licpartnership.org](mailto:cyu@licpartnership.org)

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 **FINAL - Written Testimony LaGuardia AirTrain.pdf**  
452K



**Statement from  
Elizabeth Lusskin, President, Long Island City Partnership  
on  
LaGuardia AirTrain Project**

**June 14, 2019**

My name is Elizabeth Lusskin and I am the President of the Long Island City Partnership, a neighborhood development corporation that is an advocate for economic development that benefits the area's industrial, commercial, tech, cultural, tourism, and residential sectors. Thank you to the FAA for holding this public scoping meeting.

We always tout Long Island City as the ideal place for businesses, residents and tourists because of the proximity to Midtown and LaGuardia, the mix of uses, and the transportation connectivity. To stay competitive and continue to attract people to our neighborhood we need an AirTrain to LaGuardia Airport to remove cars from our streets and reduce congestion. Backups on the Grand Central Parkway turn into traffic on the Brooklyn Queens Expressway, which spills onto our local streets. These delays impact many LIC businesses that engage in global commerce and depend on an easily accessible LaGuardia for their work.

To put it into dollars and cents, a 2017 survey conducted by the Partnership for New York City stated that more than half of all business travelers made a conscious decision to avoid flying to the New York City region for a meeting at some point in the preceding twelve months. This translates to lost economic activity-money that would be spent on travel, hotels, and accommodations -and at cultural institutions, restaurants, and small businesses. That results in lost revenue for LIC businesses since we have become a tourist destination since adding more than 3,300 hotel rooms to the neighborhood since 2006 with more than 6,400 rooms in construction or announced.

Air travelers need a fast and reliable transit alternative and the AirTrain LGA is a solution to the congestion and mobility problems we currently face while helping LaGuardia remain globally competitive with more modern airports. The Airtrain would lower traffic congestion by removing approximately 28,000 cars from the road per week. Throughout the year, the AirTrain LGA is projected to serve anywhere from 6.6 to 10 million riders with reliable, predictable travel times.

For these reasons, the Long Island City Partnership supports constructing an AirTrain to LaGuardia Airport. Thank you for your time.





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## AirTrainProject

1 message

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**SHEILA COX** <SCOX@tommy.com>

Fri, Jun 14, 2019 at 5:36 PM

To: "comments@lgaaccessseis.com" <comments@lgaaccessseis.com>

Per Mr. Brooks suggestion, forwarding to "comments" to ensure proper cataloging of our letter regarding the proposed LaGuardia Airport Access Improvement Project.

Sincerely,

Sheila Cox on behalf of Empire Dragons NYC

---

**From:** SHEILA COX  
**Sent:** Friday, June 14, 2019 4:24 PM  
**To:** 'Andrew.Brooks@faa.gov' <Andrew.Brooks@faa.gov>  
**Subject:** AirTrainProject

Dear Mr. Brooks,

On behalf of the Empire Dragons NYC, please kindly find attached letter regarding the proposed LaGuardia Airport Access Improvement Project.

Sincerely yours,

Sheila Cox

President

Empire Dragons NYC

---

 **AndrewBrooksFAA.Empire.pdf**  
423K



# EMPIRE DRAGONS NYC

June 14<sup>th</sup>, 2019

## BOARD MEMBERS

SHEILA COX  
PRESIDENT

HEATHER MALONEY  
VICE - PRESIDENT

JANE MARTIN  
TREASURER

NEVA SHARON  
SECRETARY

DONNA WILSON  
HEAD COACH

KAREN CRADDOCK

ALEXANDRA HERZAN

CARMEN MELIAN

EILEEN MURPHY

Mr. Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration  
Eastern Regional Office  
1 Aviation Plaza  
Jamaica, NY 11434

Dear Mr. Brooks:

On behalf of the Empire Dragons NYC, thank you for the opportunity to comment on the proposed LaGuardia Airport Access Improvement Project.

Empire Dragons NYC is a dragon boat team of cancer survivors from the tri-state area. We practice two or three times a week in Flushing Bay and race in competitions nationally and internationally. We have been practicing in Flushing Bay since the inception of our team in 2009, and our team members come from all over New York City as well as parts of Connecticut and New York.

Empire Dragons NYC has long had an interest in improving conditions on the Bay. We created an annual cleanup of the shoreline in 2011, began water quality testing in 2012 and initiated an oyster gardening program on the bay also in 2012. In addition, Empire Dragons served as the catalyst for the formation of the Guardians of Flushing Bay, a consortium of dragon boaters and environmental advocates who care about the bay.

We have been shocked by the manner in which the Air Train Project appears to have been "railroaded" through governmental processes over the past year. Our team only became aware of the plan to alienate parkland shortly before the state Legislature voted on this just at the end of last year's session. Port Authority claims of community involvement in their plans for LaGuardia are very exaggerated in our estimation.

As community members who use the bay regularly, we would like you consider our concerns about the Marina and the Bay and about the EIS process in general:

1. We are very concerned that the way this process has been conducted has resulted in a "done deal" for alienation of park land and the further encroachment of Flushing Bay which is one of the very few locations in New York City that has the appropriate conditions for our sport

**STRENGTH  
SPIRIT  
SUCCESS**

2. Had some success in advocating for improved water quality in the Bay and the DEP has pledged \$800 million to mitigate more of the ongoing sewage runoff. This part of the park is poised to make huge improvements and The Guardians of Flushing Bay and Riverkeeper have released a plan showing ways in which it can become more of a resource to the community.
3. We are concerned about the viability of building the Air Train in the 100- year flood plain.
4. The preferred plan put forth by the Port Authority effectively takes away one third of the promenade and park and does nothing to improve access to the waterfront or improve environmental conditions there.
5. The pressure on the already overburdened #7 train and the not very convenient LIRR train will be tremendous. Please consider doing an independent ridership study to assess whether travelers are likely to use the air train rather than other forms of transit.
6. Flushing Bay and marina are an important resource not just for the immediate community, but for a community of stake holders who live outside of Queens. Please take this into account as you complete a thorough environmental review
7. Thank you for considering our concerns. We hope that the entire EIS process will be conducted transparently and with full community engagement, and a thorough review of all alternatives for LaGuardia Airport.

Sincerely,



Sheila M. Cox  
Board President  
Empire Dragons NYC

**STRENGTH  
SPIRIT  
SUCCESS**



# EMPIRE DRAGONS NYC

June 14<sup>th</sup>, 2019

## BOARD MEMBERS

**SHEILA COX**  
PRESIDENT

**HEATHER MALONEY**  
VICE – PRESIDENT

**JANE MARTIN**  
TREASURER

**NEVA SHARON**  
SECRETARY

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HEAD COACH

**KAREN CRADDOCK**

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**CARMEN MELIAN**

**EILEEN MURPHY**

Mr. Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration  
Eastern Regional Office  
1 Aviation Plaza  
Jamaica, NY 11434

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SPIRIT  
SUCCESS**



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## Guardians of Flushing Bay LGA Access EIS Comments

1 message

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**Rebecca Pryor** <rpryor@riverkeeper.org>

Fri, Jun 14, 2019 at 4:18 PM

To: comments@lgaaccessseis.com, "Brooks, Andrew (FAA)" <Andrew.Brooks@faa.gov>

Dear Mr. Brooks,

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Thank you for your consideration.

Best,  
Rebecca Pryor

--

Rebecca Blythe Pryor  
[Riverkeeper](#) and [Guardians of Flushing Bay](#)  
Program Coordinator  
pronouns: she/her



**RIVERKEEPER**

20 Secor Rd., Ossining, NY 10562

**Mobile: 202-460-2065**

[riverkeeper.org](http://riverkeeper.org)

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June 14, 2019

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Environmental Program Manager - Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, New York 11434

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As a result of such advocacy plans are now underway to bring the bay back to life. Under an agreement with the state, New York City is investing 670 million dollars to capture and treat roughly one third of the 2.3 billion gallons of yearly sewage discharges. The Department of Environmental Protection allocated 34 million dollars to dredging the Bay and restoring wetland grasses. At the same time, Riverkeeper and Guardians of Flushing Bay, along with community partners, have developed a vision plan to restore the bay and improve the park. In an area already starved for park space, the AirTrain would obstruct connectivity and recreational opportunities at the park and potentially destroy local ecological habitats, disrupt enjoyment of the waterfront and interfere with one of the few public marinas for human powered boaters in the city. It is crucial that these impacts be avoided.

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More specifically, the DEIS must consider the following impacts:

1. **Accessibility to the World's Fair Marina and Flushing Bay Promenade as a public space for local residents, boaters, and commuters.** The preferred PA route will cut off more than ¼ of the existing Flushing Bay promenade in an area starved of parkland. The promenade constitutes a critical bike and pedestrian route for Queens and the Marina is one of the few public marinas in the City, hosting thousands of human powered boaters, power boaters, and commercial boaters every year. East Elmhurst residents are already hemmed in by a highway and cut off from their waterfront, more transit infrastructure could further disconnect residents from the water.



Obstruction to the Promenade and Marina from all existing entry points during construction and use of the AirTrain must be studied in the full.

2. **Climate vulnerability.** World's Fair Marina is in a 100-year floodplain and vulnerable to climate change as was made clear in Superstorm Sandy when the Marina, Pier 1, and Promenade were deeply flooded. As the FAA considers investing in large, impervious transportation infrastructure in or alongside parkland, they must study the potential impacts of climate change including sea level rise and storm surge.
3. **The biological resources and ecosystem services of Flushing Bay.** The fragile ecosystem of native wetland species are hard at work to restore the heavily polluted and depleted Bay. Disruption to these species will have a profound impact on the health of the Bay and consequently the quality of life for those who live around it. The impact of the LGA AirTrain project on these wetland species must be considered.
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To fulfill state and city goals of sustainable planning, and to mitigate impacts on local communities and Flushing Bay, the environmental review must be completed with full community involvement. The communities surrounding the proposed routes are diverse and languages spoken include Spanish, Chinese and Korean, and information regarding the environmental review process should be produced in these language and translators available at public hearings.

Thus far, we have been disappointed in the FAA's failure to host an open and transparent scoping meeting in which neighbors and stakeholders could hear each other's testimony. Open dialogue is crucial to understand a plurality of perspectives and to ensure the best possible outcome for our communities and New York City as a whole. Going forward, we urge the FAA to incorporate public hearings that facilitate dialogue into the environmental review process.

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Thank you for your consideration of our concerns and suggestions. We hope that the entire environmental review is conducted with full community engagement, substantial review of all impacts, and a robust study for the best alternative to LaGuardia Airport for all New Yorkers.

Sincerely,

Rebecca Pryor  
Program Coordinator  
Guardians of Flushing Bay and Riverkeeper, Inc.



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## Guardians of Flushing Bay LGA Access EIS Comments

1 message

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**Rebecca Pryor** <rpryor@riverkeeper.org>  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 2:08 PM

Please accept the attached comments on the LaGuardia Airport Access Improvement Project.

Thank you for your consideration.

Best,  
Rebecca Pryor

--

Rebecca Blythe Pryor  
[Riverkeeper](#) and [Guardians of Flushing Bay](#)  
Program Coordinator  
pronouns: she/her



**RIVERKEEPER**

20 Secor Rd., Ossining, NY 10562

**Mobile: 202-460-2065**

[riverkeeper.org](http://riverkeeper.org)

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June 17, 2019

Mr. Andrew Brooks  
Environmental Program Manager - Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, New York 11434

Sent via email  
comments@lgaaccesses.com

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Port Authority's preferred AirTrain route would impose significant hardship on local communities and the bay, which have been shouldering the burden of LaGuardia Airport for decades. Part of the bay was filled in to construct the airport and now receives polluted stormwater runoff from runways and local highways. The bay is heavily polluted by 2.3 billion gallons of raw sewage discharging yearly from New York City's sewer system.

For years residents have had to live beside the fumes and noise emitted by LaGuardia Airport and withstand the stench emanating from the sewage and stormwater soaked waters of the Bay. Despite these

current conditions/hazards, thousands of kayakers, dragon boaters, and power boaters take to the bay each year, and nearby residents use the promenade as a local park and the view of the Bay from their homes as a respite from the noise, smell, and air pollution from the airport and multiple highways. In addition to people, the waters are home to many native wetland species, such as oysters, blue crabs, flounder, striped bass, and great blue heron. This committed group of water users, which attracts people from the tri-state area, have not given up on the Bay--but instead have fought to clean the water.

As a result of such advocacy plans are now underway to bring the bay back to life. Under an agreement with the state, New York City is investing 670 million dollars to capture and treat roughly one third of the 2.3 billion gallons of yearly sewage discharges. The Department of Environmental Protection allocated 34 million dollars to dredging the Bay and restoring wetland grasses. At the same time, Riverkeeper and Guardians of Flushing Bay, along with community partners, have developed a vision plan to restore the bay and improve the park. In an area already starved for park space, the AirTrain would obstruct connectivity and recreational opportunities at the park and potentially destroy local ecological habitats, disrupt enjoyment of the waterfront and interfere with one of the few public marinas for human powered boaters in the city. It is crucial that these impacts be avoided.

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June 17, 2019

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Sincerely,

*Rebecca B Pryor*

Rebecca B. Pryor  
Program Coordinator  
Guardians of Flushing Bay and Riverkeeper, Inc.



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: brent.oleary@gmail.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 11:18 AM

**Name:** Brent O'Leary

**Email:** [brent.oleary@gmail.com](mailto:brent.oleary@gmail.com)

**Organization:** Hunters Point Civic Association

**Address 1:** [474 48th Ave](#)

**Address 2:** Apt 11E

**City:** Long Island City

**State:** New York

**Zip:** 11109

**Comment Topic:** Laguardia Airtran

**Formal Comment:** The proposed Airtran from Laguardia should not connect at Willets Point. There are many problems with this proposal and it should be re-thought. The 7 Train is overcapacity and falling apart, it can not handle any additional passengers and would place a huge burden on the existing ridership which we would protest. The Port Washington Line of the LIRR is also overcrowded and this would add a larger cost to the trip. In addition, visitors will not want to go away from Manhattan before going back in as this will add more time to their journey. In addition passengers want a one stop solution, not changing between different carriers which is also confusing. The best solution is a ferry which could take the passengers directly into Manhattan and not impact our already overburdened infrastructure. This would be pleasant, fast and could be its own revenue source. Dedicated bus lanes would also be a practicable efficient solution. If there is a need to connect to a subway line it should be the N/W line as this has capacity and would be quick and easy compared with the Willets Point proposal. Thank you. Brent O'Leary President, Hunters Point Civic Association

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

---

**Squarespace** <no-reply@squarespace.info>  
Reply-To: lenmaniace@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 3:52 PM

**Name:** Len Maniace

**Email:** [lenmaniace@gmail.com](mailto:lenmaniace@gmail.com)

**Organization:** Director, Jackson Heights Beautification Group (for identification.)

**Address 1:** [35-41 80 St.](#)

**Address 2:** Apt 32

**City:** Jackson Heights

**State:** New York

**Zip:** 11372

**Comment Topic:** The wrong route to LGA

**Formal Comment:** I have serious doubts about the proposed Air Train proposal from Citifield to LGA. This travel over NYC parkland and wall off the public from the waterfront at a time when the government agencies are working on a plan to significantly improved the water quality there. What's more the proposal req

(Sent via [LGA Access Improvement Project EIS](#))



---

## Formal Comments - LGA EIS Study

1 message

---

**Ditmars Blvd. Block Association** <ditmarsblvdblockassn@gmail.com>

Mon, Jun 17, 2019 at 2:35 PM

To: comments@lgaaccesses.com

Cc: Frank Taylor <Franktaylor9@aol.com>

We would like the FAA EIS team to review and consider the information contained in the attached report entitled "Aircraft Nox Emissions..." regarding LGA. This report is from 2005, but the findings are even more pertinent today.

Please consider info in this report as part of your EIS analysis.

Thank you.

Best regards,

Ditmars Blvd. Block Association, Inc.



**Aircraft-Nox-Emissions-Analysis-of-New-Certification-Standard-and-Options-for-Introducing-an-Airport-**

**Bubble\_CCAP-February-2005.pdf**

509K

# TRANSPORTATION

Aviation Air Quality

## Aircraft NO<sub>x</sub> Emissions: Analysis of New Certification Standard and Options for Introducing an Airport Bubble

Jake Schmidt

THE CENTER FOR CLEAN AIR POLICY

February 2005



Center for  
Clean Air Policy

Dialogue. Insight. Solutions.

## **Acknowledgments**

The author, Jake Schmidt, is a Senior Policy Analyst with the Center for Clean Air Policy (CCAP). The report relies on an analysis of airport emissions conducted by the Environmental Consulting Group, LLC. Many components of this report built upon a report submitted by Environmental Consulting Group, LLC to CCAP; however, this report is the result of the author's analysis and is not necessarily those of the Environmental Consulting Group, LLC. This report benefited greatly from the input of a number of individuals during the thinking on the subject. This report was conducted with the partial financial support through a cooperative agreement with the United State Environmental Protection Agency.

## **About the Center for Clean Air Policy**

As a recognized world leader in air quality and climate policy since 1985, the Center for Clean Air Policy, an independent non-profit entity, seeks to promote and implement innovative solutions to major environmental and energy problems which balance both environmental and economic interests. The Center's work is guided by the belief that market-based approaches to environmental problems offer the greatest potential to reach common ground between these often conflicting interests. CCAP staff have participated in domestic and international deliberations on aviation emissions through the International Civil Aviation Organization and Framework and various U.S. forums. For more information on CCAP, see: [www.ccap.org](http://www.ccap.org)



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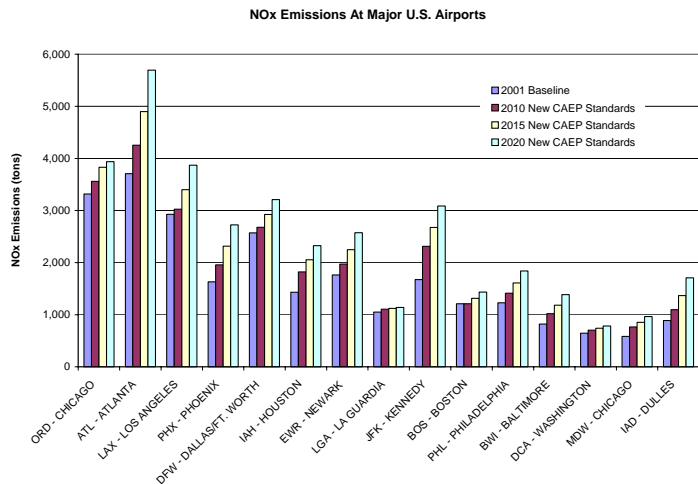
## Executive Summary

The Sixth Meeting of the International Civil Aviation Organization’s (ICAO) Committee on Aviation Environmental Protection (CAEP) proposed an amendment to ICAO’s Annex 16, Volume II: Aircraft Engine Emissions. The amendment lowers the NO<sub>x</sub> certification standards for certain turbojet and turbofan aircraft engines by 12 percent below the current standard (CAEP/3). The standard would apply to all newly certified engines beginning in 2008. This CAEP recommendation was adopted at the ICAO Assembly in October 2004. Since the standard adopted by ICAO is typically adopted by the US Environmental Protection Agency under its aircraft engine standard setting authority, the level chosen by ICAO can have important implications for US aircraft emissions in the coming years.

Analysis conducted prior to adoption of the standard found that global NO<sub>x</sub> emissions in 2020 from aircraft would be around 148 and 151 percent above 2002 levels after introduction of the new standard—a 3-4 percent reduction from the reference case. Other analysis conducted prior to adoption of the standard found that total U.S. NO<sub>x</sub> emissions from aircraft operated by major US carriers in 2020 would be around 59-62 percent above 2000 levels after the standard was introduced—2-4 percent below the reference case.

The Center for Clean Air Policy (CCAP) hired Environmental Consulting Group, LLC to evaluate the impact of the new CAEP standard on NO<sub>x</sub> emissions at the 15 largest U.S. airports located in areas classified as serious, severe, and extreme 1-hr ozone nonattainment areas. Emissions were calculated for the major passenger and cargo airlines. This report summarizes the findings of that analysis.

Introduction of the new CAEP standard is estimated to decrease the rate at which emissions are projected to grow at each of the airports—1-4 percent reduction from what is projected without the standard. Despite these reductions, emissions are projected to increase at each airport (see Figure).



Given the projected growth in emissions at these airports, it is relevant to consider alternative options to reduce aircraft emissions in the coming years, such as emissions “bubbles” or “budgets”. Conceptually, a “bubble” is placed around total emissions, either for the airport as a whole or for a distinct category of sources or operations within the airport (e.g. aircraft, APUs, GSE, GAV and stationary sources). Emissions within the bubble are then limited by a defined cap or budget. Emissions from any individual source within the bubble may vary as long as the overall cap or budget is not exceeded. This report summarizes the possible application of a bubble by applying it only to aircraft operations by using data from one airport analyzed in this study.

## I. Introduction

Airport-related activities result in the emission of a host of air pollutants, including nitrous oxide (NO<sub>x</sub>), that adversely affect public health and the environment. Of airport-related air emissions, aircraft typically contribute a dominant share (CCAP and NESCAUM, 2003). Efforts are being undertaken to reduce NO<sub>x</sub> emissions from a variety of sources as a result of efforts to reduce ozone and particulate matter formation to meet air quality goals. As a result, states and localities in the coming months and years will be considering the various emissions sources and options to reduce those emissions to assist in meeting the respective air quality goals. In this context, it is useful to understand emissions from aircraft in the coming decades.

The Sixth Meeting of the International Civil Aviation Organization's (ICAO) Committee on Aviation Environmental Protection (CAEP) proposed an amendment to ICAO's Annex 16, Volume II: Aircraft Engine Emissions. The amendment lowers the NO<sub>x</sub> certification standards for certain turbojet and turbofan aircraft engines by 12 percent below the current standard (CAEP/3). The standard would apply to all newly certified engines beginning in 2008 (see Appendix A for details on the amendment). This CAEP recommendation was adopted at the ICAO Assembly in October 2004. Since the standard adopted by ICAO is typically adopted by the US Environmental Protection Agency (EPA) under its aircraft engine standard setting authority, the level chosen by ICAO can have important implications for US aircraft emissions (CCAP and NESCAUM, 2003).

Analysis conducted prior to adoption of the standard found that global NO<sub>x</sub> emissions in 2020 from aircraft would be around 148 and 151 percent above 2002 levels as a result of the new standard—a 3-4 percent reduction from the reference case (FESG, 2004).<sup>1</sup> Other analysis conducted prior to adoption of the standard found that total U.S. NO<sub>x</sub> emissions from aircraft in 2020 would be around 59-62 percent above 2000 levels as a result of the new standard—2-4 percent below the reference case (EPA, 2003).<sup>2</sup>

While it is useful to understand the global and national implications of the new standard, it is more relevant to understand the impact at specific locations since airports are predominately located in or near major metropolitan areas. Therefore, the Center for Clean Air Policy (CCAP) hired Environmental Consulting Group, LLC to evaluate the impact of the new CAEP standard on NO<sub>x</sub> emissions at major U.S. airports (ECG, 2004). This report summarizes the findings of that analysis and discusses one possible approach to address the estimated growth in emissions from aircraft operations—an airport “bubble”.

The remainder of this section discusses the approach utilized, airports studied, and airlines considered in this analysis. Section II presents results of the analysis including detailed results

---

<sup>1</sup> It is important to note that this analysis looked at adoption of a standard of -10 and -15 percent below the CAEP/3 standard, while the standard recommended was -12 percent. Therefore, we have presented a range reflecting -10 and -15 percent.

<sup>2</sup> It is important to note that this analysis looked at adoption of a standard of -10 and -15 percent below the CAEP/3 standard to be implemented in 2012. CAEP/6 recommended a level of -12 percent to be adopted in 2008, so the impact of the recommended standard is likely to vary from the options analyzed.

for each airport. Section III discusses the implications of including regional jets. Section IV highlights the key conclusions and possible next steps.

### ***IA Approach Utilized***

This study is based in part on an earlier study, Analysis of NO<sub>x</sub> Stringency Options, done for the US Environmental Protection Agency (EPA). The model and analytical procedures developed for that study were used for this work (EPA, 2003). Additional information on the study methodology can be found in Appendix B.

This analysis considered emissions for both a “baseline case,” that is, assuming no new NO<sub>x</sub> standard, and a “CAEP case,” with the new standards. (See Appendix A for the new certification standards.) Results were computed for 2001, 2010, 2015, and 2020. These years were chosen for two reasons: (1) aircraft operations were available for each airport in these years and (2) states and localities are required to meet the National Ambient Air Quality Standards for ozone prior to 2020. The new standard, however, will likely have impacts beyond 2020 since fleet turnover will continue beyond that year. Comparing the results of the two cases—the baseline and CAEP cases—shows an estimate of the effect of the rule on NO<sub>x</sub> emissions in these years.

#### *III.A.1 Airports Included*

To analyze the impact of the new CAEP standard at specific airports, NO<sub>x</sub> emissions at the 15 largest airports that were also located in serious, severe, and extreme 1-hr ozone nonattainment areas were analyzed. While the analysis only captures a share—33 percent—of the entire scheduled enplanements in 2001, the airports considered in this analysis account for over 50 percent of the passenger enplanements for the top 36 airports in the US. Table 1 shows the largest US airports in terms of total enplaned passengers in 2001, the 1-hr and 8-hr ozone attainment status of the area, and whether the airport was analyzed in this study (denoted in red).

**Table 1. Rank of Major U.S. Airports by Enplaned Passengers**

<b>Rank</b>	<b>City</b>	<b>Airport</b>	<b>Total Enplaned Passengers</b>	<b>1-hr Ozone Nonattainment Status</b>	<b>8-hr Ozone Nonattainment Status</b>
1	Atlanta	ATL	36,378,501	Severe	Marginal
2	Chicago	ORD	28,625,264	Severe	Moderate
3	Dallas/Ft. Worth	DFW	25,197,150	Serious	Moderate
4	Los Angeles	LAX	22,862,216	Extreme	Severe
5	Phoenix	PHX	16,539,155	Serious	Basic
6	Denver	DEN	16,384,990	Attain	Basic -- EAC
7	Las Vegas	LAS	16,099,776	Attain	Basic
8	Minneapolis	MSP	15,648,293	Attain	Attainment
9	Houston	IAH	15,637,528	Severe	Moderate
10	Detroit	DTW	15,463,770	Maintenance	Moderate
11	San Francisco	SFO	13,846,425	Maintenance	Marginal

**Table 1. Rank of Major U.S. Airports by Enplaned Passengers**

Rank	City	Airport	Total Enplaned Passengers	1-hr Ozone Nonattainment Status	8-hr Ozone Nonattainment Status
12	Newark	EWR	13,813,852	Severe	Moderate
13	St. Louis	STL	12,864,305	Maintenance	Moderate
14	Seattle	SEA	12,694,210	Maintenance	Attainment
15	Orlando	MCO	12,597,086	Maintenance	Attainment
16	Miami	MIA	11,492,541	Maintenance	Attainment
17	Philadelphia	PHL	10,383,439	Severe	Moderate
18	New York	LGA	10,296,767	Severe	Moderate
19	Charlotte	CLT	10,225,979	Maintenance	Moderate
20	Boston	BOS	9,989,937	Serious	Moderate
21	New York	JFK	9,645,995	Severe	Moderate
22	Baltimore	BAL	9,450,116	Severe	Moderate
23	Pittsburgh	PIT	8,710,821	Maintenance	Basic
24	Cincinnati	CVG	8,349,380	Maintenance	Basic
25	Salt Lake City	SLC	7,835,901	Maintenance	Attainment
26	Honolulu	HNL	7,789,539	Attain	Attainment
27	Tampa	TMP	7,452,492	Maintenance	Attainment
28	Fort Lauderdale	FLL	7,371,233	Maintenance	Attainment
29	San Diego	SAN	7,245,787	Maintenance	Basic
30	Chicago	MID	7,062,993	Severe	Moderate
31	Portland	PDX	5,973,721	Maintenance	Attainment
32	San Jose	SJC	5,865,502	Maintenance	Marginal
33	Washington	DCA	5,779,214	Severe	Moderate
34	Washington	IAD	5,745,399	Severe	Moderate
35	Cleveland	CLE	5,528,666	Maintenance	Moderate
36	Kansas City	MCI	5,494,516	Sub-Marginal	Attainment

Source: Enplanement data from FAA Terminal Area Forecast (FAA, 2004a) and attainment status from EPA Green Book.

Since the designation of nonattainment areas for the 8-hr ozone standard was made after the analysis had been completed, only the largest airports located in 1-hr ozone nonattainment areas (see Table 1 for 8-hr ozone classifications) were considered. As can be seen, the status of several of these areas under the 8-hour standard is different than under the 1-hour standard.

Each of the airports in the study are projected to experience growth in landing and take-offs (LTOs) during the analyzed period. The extent of that growth varies from airport to airport (see Figure 1).<sup>3</sup>

<sup>3</sup> All projections for activity at the airports are from FAA, 2004.

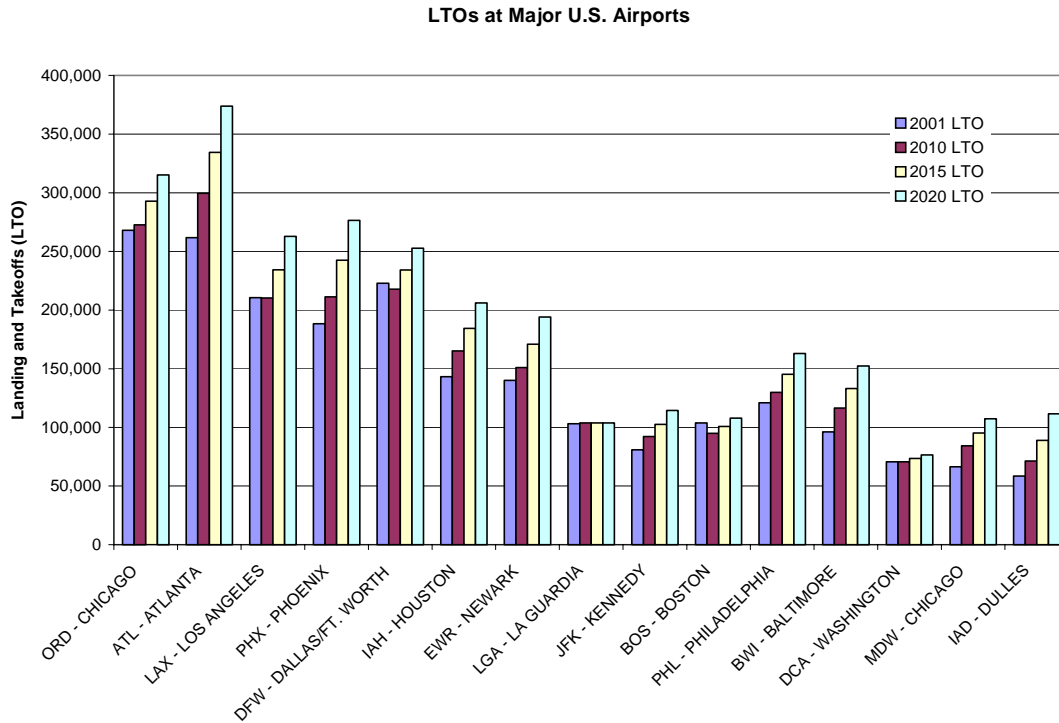


Figure 1. Landing and Take-Offs (LTOs) at Analyzed Airports (FAA, 2004a)

*III.A.2 Airlines Included*

Previous analysis (EPA, 2003) had looked at emissions from the operations of twenty large passenger airlines and cargo carriers, which represent a dominant segment of the U.S. aviation industry. Since this report was building upon previous analysis, the modeling considered operations from the same airlines and only calculated emissions from these airlines. Table 2 lists the passenger and cargo airlines analyzed in this study.

<b>Table 2. Airlines Analyzed</b>	
<i>Passenger Airlines</i>	<i>Cargo Airlines</i>
Alaska Airlines	Atlas Air
Aloha Airlines	DHL Airways
America West Airlines	Evergreen International Airline
American Airlines (including TWA)	FedEx Corporation
American Trans Air	Polar Air Cargo
Continental Airlines	United Parcel Service Airline
Delta Airlines (including shuttle)	
Hawaiian Airlines	
JetBlue Airways	
Midwest Express Airlines	
Northwest Airlines	
Southwest Airlines	
United Airlines	
US Airways (including shuttle)	

These airlines account for the vast majority of US aircraft operations—approximately 69 percent of total U.S. operations and essentially all large current commercial aircraft operations. Operations from regional jets (e.g., 10 percent of commercial aircraft operations and a much lower percentage of emissions) were not included in this analysis due to limited resources. However, as discussed in section III, this assumption is not anticipated to greatly impact the results.

## II. Results

Overall results of the analysis are presented below. Summary results for each airport are included in Appendix C. Detailed results for each airport and carrier are included in Appendix D. Section II.B discusses the implications of excluding regional jets from this analysis.

### II.A Overall Results

Introduction of the new CAEP standard decreases the rate at which emissions are projected to grow at each of the airports—1-4 percent reduction from what is projected without the standard. Despite these reductions, emissions are projected to increase at each airport (see Figure 2). For example, emissions at Dulles International Airport are estimated to be 92 percent above 2001 levels with the introduction of the new standard.

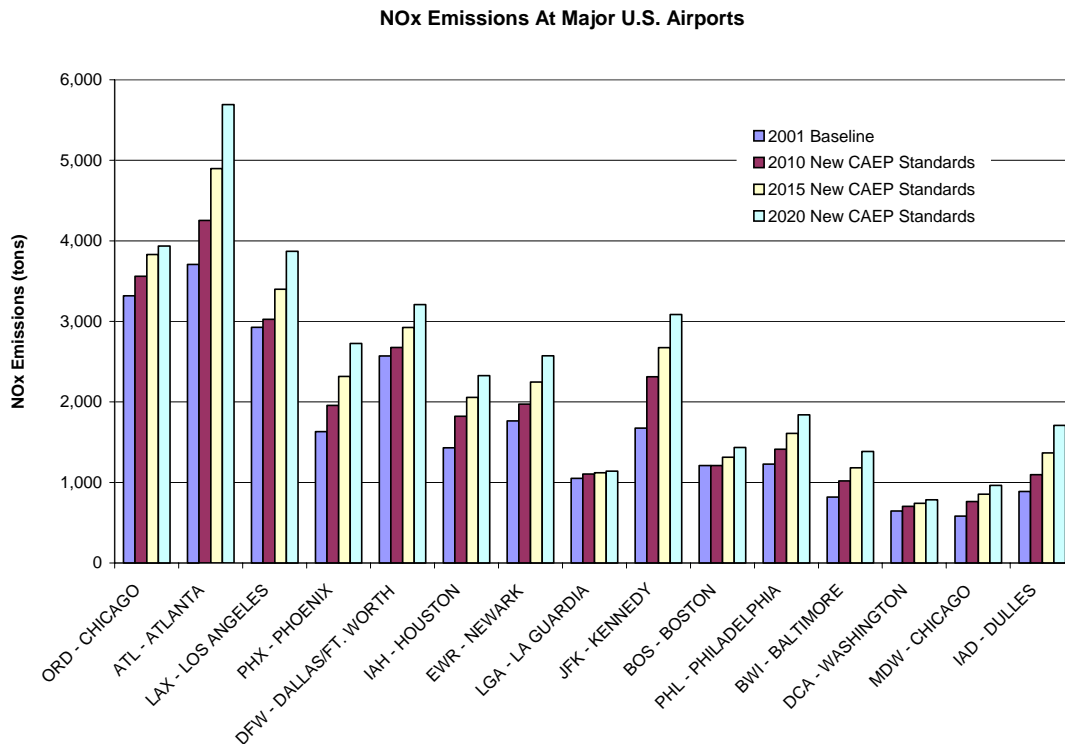


Figure 2. NO<sub>x</sub> Emissions at Major US Airports with the New CAEP Standard

On the other hand, LaGuardia Airport in New York presents an interesting case since essentially no growth is forecast over the 20-year analysis period because it already operates at capacity. The results for LaGuardia show that even without growth in operations, NO<sub>x</sub> still increases almost 12 percent in the baseline case. This is due to the higher NO<sub>x</sub> emissions from new aircraft compared to the aircraft that will be retiring during this period.



## II.B Regional Aircraft

One change that will be significant during the next 20 years is the growth of regional airlines and the addition of regional jets to the commercial passenger airline fleet. These aircraft are not included in this analysis, as mentioned above. However, from the standpoint of NO<sub>x</sub> emissions, the results would not be substantially different for a number of reasons.

Regional aircraft growth rates are higher than rates for large commercial aircraft. Among regional aircraft, the growth is almost exclusively due to the addition of regional jets (RJ). Regional revenue passenger miles (RPM) are forecast to almost double as percentage of all commercial RPM between 2002 and 2015, from 6.7% to 12.6% (FAA, 2004b).

Much of the RJ growth is replacement of turboprops. Regional airline passengers have shown a distinct preference for the quieter, smoother flight of a RJ compared to a similar sized turboprop. NO<sub>x</sub> emissions per available seat per LTO are similar for large commercial jets, regional jets, and turboprops as shown in Table 18. The study methodology forecasts air travel demand in terms of fleet capacity measured in seats. To the extent capacity (seats) forecasts are represented by larger jets rather than regional jets, the impact on forecast emissions would be small (see Table 3).

<b>Table 3: Comparison of Aircraft NO<sub>x</sub> Emissions for Different Aircraft Types</b>			
	<b>No. Seats</b>	<b>NO<sub>x</sub> Emissions (lb/lto)</b>	<b>NO<sub>x</sub> Emissions (lb/seat/lto)</b>
<b>Turboprops</b>			
ATR72-500	68	5.36	0.08
BAE ATP	64-72	5.14	0.08
DHC-8-300	50-56	4.92	0.09
DO 328	32-34	5.00	0.15
<b>Regional Jets</b>			
BAE 146-300	95-112	10.00	0.10
CRJ-700	75	7.06	0.09
EMB ERJ 145	50	4.72	0.09
AVRO-RJ85	80-100	10.10	0.11
<b>Large Jets</b>			
A319	124	16.02	0.13
B737-300	126	11.52	0.09
B737-500	110	16.50	0.15

Source: Seat data from Aviation Week & Space Technology, *Aerospace Source Book*, January 19, 2004 and emissions per LTO computed by EDMS 4.11.

### III. Controlling Aircraft Emissions through Airport Bubbles or Budgets

As shown above, the new NO<sub>x</sub> emissions standard will have a limited impact in slowing the estimated growth in aircraft NO<sub>x</sub> emissions over the coming 15 years at these airports, since aircraft operations are projected to grow significantly at most major US airports and fleet turnover is typically relatively slow.<sup>4</sup> Given this situation, it is useful to consider alternative options to reduce aircraft emissions in the coming years. One such option is to introduce an emissions “bubble” or “budget” (CCAP and NESCAUM, 2003).<sup>5</sup>

Conceptually, a “bubble” is placed around total emissions, either for the airport as a whole or for a distinct category of sources or operations within the airport (e.g. aircraft, APUs, GSE, GAV and stationary sources). Emissions within the bubble are then limited by a defined cap or budget. Emissions from any individual source within the bubble may vary as long as the overall cap or budget is not exceeded. Covered entities could meet the emissions limit through reducing emissions from the covered operations or through emissions trading. Trading could be allowed between the covered entities (air carriers or airports)<sup>6</sup>—a closed system—or between the covered entity (air carriers or airports) and other emissions sources covered by an emissions cap—an open system.<sup>7</sup> The focus is only an open trading system in order to achieve emissions reductions at the lowest cost.<sup>8</sup> Below we summarize the possible application of a bubble by applying it only to aircraft operations.<sup>9</sup> Information from one of the airports above is utilized to make the concept as real as possible.

#### III.A Emissions Limit

The emission limit may be fixed, decline over time, or allow for growth. The limit could be established at an absolute level or dynamic. It is important to keep in mind that the emissions limits as applied to the sector are shown; however, the actual emissions levels within the sector may exceed these limits with open emissions trading, as discussed in section IV.C.

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<sup>4</sup> While future standards and the development of advanced aircraft and engine designs introduced during the coming years will impact these estimated trends, overall emissions for aircraft will likely increase. If, however, these advances outpace the projected increase in operations, emissions could potentially stabilize or decline.

<sup>5</sup> Other options are discussed in CCAP and NESCAU, 2003.

<sup>6</sup> Alternatively, trading could be allowed between a smaller segment of the covered entities. Such a system may be more interesting in the case where the bubble covers a variety of distinct types of entities, such as both ground service equipment and aircraft.

<sup>7</sup> Another alternative is to allow trading between the covered entity and other emissions sources not covered by an emissions cap (i.e., so-called “open-market” trading). Open market trading has been subject of considerable debate and may not be a likely option in the coming years.

<sup>8</sup> Emissions reductions from aviation sources are likely to be higher cost than those from other sources, such as electric generating facilities.

<sup>9</sup> It is important to note that extending the bubble to other sources of emissions (e.g., ground service equipment) both increases the emissions coverage of the system and provides more opportunities to find cost-effective reductions.

### III.A.1 Absolute Emissions Targets

One potential option is to establish an absolute emissions limit. This type of target could be established to limit emissions to current levels or below current levels (e.g., not to exceed 2001 levels) or to allow for growth (e.g., 5 percent above current levels). Figure 3 shows potential absolute emissions limits for several example levels. Total emissions at the example airport was 1,763 tons in 2001 and is projected to be 2,663 tons in 2020.<sup>10</sup> To meet an emissions limit of 10 percent above 2001 levels—a growth limit—by 2020, emissions would have to be reduced by 635 tons below 2020 levels. To meet the more aggressive fixed cap of having emissions maintained at 2001 levels by 2020, emissions would have to be reduced by 811 tons below 2020 levels. It is important to keep in mind that the new CAEP standard is estimated to reduce emissions at this airport by 59 tons below the reference level in 2020.

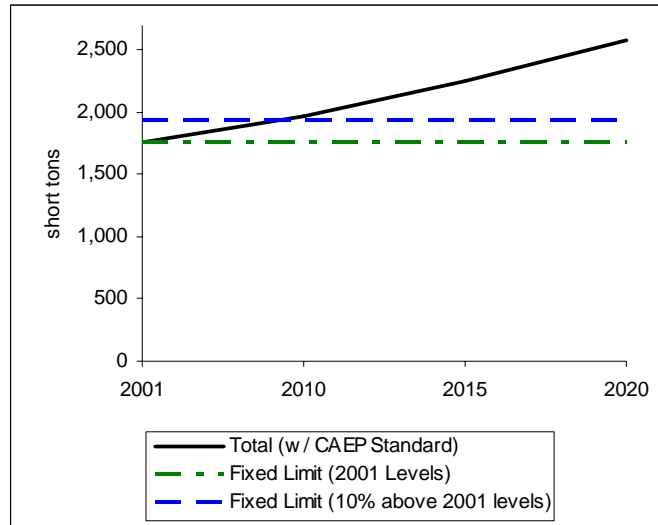


Figure 3. Example Fixed Caps

### III.A.2 Dynamic Emissions Targets

Another potential structure for the emissions limit is a dynamic emissions target, with a variety of potential structures. Two of the more likely options are emissions per LTO and emissions per passenger. Figure 4 shows total emissions levels for a number of potential dynamic emissions targets for the same airport based upon emissions per LTO. In 2001, the emissions rates at this airport are 0.012 tons per LTO. The rates are estimated to increase to 0.013 tons per LTO. Meeting a dynamic target to maintain emissions at the 2001 rate will result in emissions of 2,445 tons in 2020—39 percent above 2001 levels. If the target were set to reduce the intensity of emissions to 10 percent below the 2001 emissions rate—0.011 tons per LTO—emissions would be 2,200 tons in 2020—25 percent above 2001 levels. Alternatively, reducing the intensity by 2 percent per year below the 2001 intensity level would result in emissions

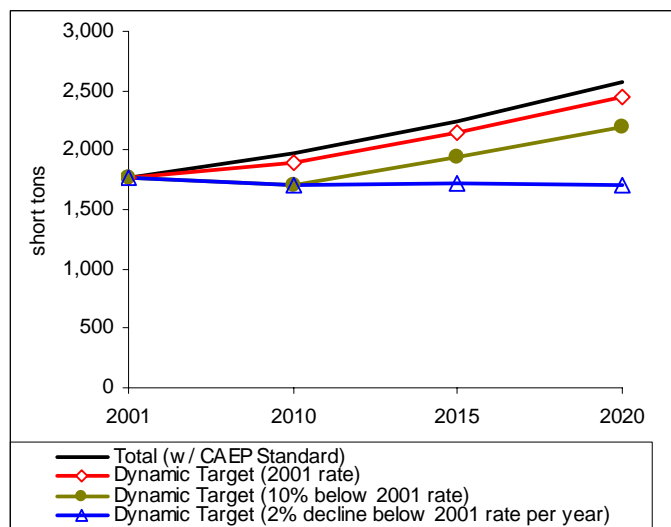


Figure 4. Example Dynamic Targets

<sup>10</sup> All values for 2020 used for the remainder of the report are with the introduction of the new CAEP standard. We will use short tons throughout this discussion.

of 1,711 tons—3 percent below 2001 levels.

**III.B Responsibility for Maintaining Emissions Limit**

One key question in the design of a bubble or budget program is who is responsible for meeting the limitation. There are a number of legal considerations that impact the choice of entity and the structure of that responsibility (CCAP and NESCAUM, 2003).<sup>11</sup> The three most likely options are the: (1) state where the airport is located, (2) airport operator; and (3) covered entities. Typically, it is most desirable to place responsibility on the entity that has the greatest control over emissions. In the case of the program discussed here that applies to aircraft emissions, it may be most desirable to place the requirement on airlines since they have control over a large share of emissions from aircraft.<sup>12</sup> An additional number of actors influence emissions at an airport, including airport authorities, air traffic managers, engine and airframe manufacturers, and regulators. The system could be structured in such a way to make these entities responsible for a share of the emissions.

**III.C Emissions Trading Under the Bubble**

Since a number of emissions trading systems for NOx are in place in large sections of the US or have recently been proposed, there may be a variety of opportunities to offset aircraft’s projected growing emissions through an open trading system. For example, the NOx State Implementation Plan Call and the recently proposed Clean Air Interstate Rule (CAIR) cover NOx emissions from facilities in the eastern portion of the US.<sup>13</sup> Estimates of the cost of meeting CAIR are around \$1,300 per ton (EPA, 2004). Table 3 shows the costs in a single year of meeting the various targets mentioned above for the example airport assuming that all emissions reductions were purchased from the market.<sup>14</sup>

Table 3: Emissions Reductions and Cost to Meet Various Caps through Open Trading				
	Emission Reductions Below CAEP Case (tons)		Cost of Offsetting Emissions Above Limit	
	Target met in 2010	Target met in 2020	Target met in 2010	Target met in 2020
<b>Fixed Limit</b>				
Maintain at 2001 Levels	211	811	\$274,300	\$1,054,300
10% above 2001 levels	35	635	\$45,500	\$825,500
<b>Dynamic Target</b>				
Maintain below 2001 rate	73	129	\$94,900	\$167,700
Reduce to 10% below 2001 rate	263	373	\$341,900	\$484,900
Decline by 2% below 2001 rate per year	263	862	\$341,900	\$1,220,600
Note: Assumes that all emissions reductions are purchased from the market. Both emissions reductions and costs reflect reductions and costs for a single year.				

<sup>11</sup> A further exploration of these issues and the legal issues surrounding implementation of an airport bubble will require further analysis outside the scope of this paper.

<sup>12</sup> For a system where other emissions sources (e.g., ground service equipment) would be subject to the limitation, the airlines could responsible for pieces of equipment they own or operate and other entities, such as fixed based operators and the airport authority, could be responsible for the equipment they own or operation

<sup>13</sup> In the case of the NO<sub>x</sub> SIP Call, it covers facilities in 19 states. The Interstate Transport Rule covers facilities in 19 states.

<sup>14</sup> Costs use the value of NO<sub>x</sub> reductions estimated for the Clean Air Interstate Rule (EPA, 2004)

It is important to note that the values in Table 19 assume that no emissions reductions are made within the industry and therefore assumes all reductions are purchased from other sources.<sup>15</sup> Both emissions reductions and costs reflect reductions and costs for a single year. Maintaining the target beyond that single year would require similar or greater reductions and costs for the out years.<sup>16</sup>

### ***III.D Airport Coverage—Regional and National Programs***

Such a program could also be extended to cover a number of airports in an area. In essence, this would mean introducing airport bubbles in a city, airshed, and/or region and allowing trading among the emissions sources within those bubbles. This provides the added incentive of increasing the size of the market and providing greater opportunities to find cost-effective reductions. Alternatively, the covered airports could be extended to the nation as a whole, as is done for the Acid Rain Trading program under Title IV of the Clean Air Act.

### ***III.E Other Design Issues***

There are a number of other important design issues for the development of an airport bubble or budget. First, a system needs to be developed to monitor, verify, and track emissions. Since aircraft are unlikely to use continuous emissions monitors (CEMs) as is utilized by electric generating facilities, it will likely be necessary to use other means. One possible way to calculate emissions is to use modeling data. In this case decisions will need to be made about whether default emissions factors are used to reflect aircraft operations (e.g., the duration of take-off, landing, and taxiing) or whether means will be introduced to track actual operations for all covered entities.

Second, the consequences of non-compliance would need to be defined, particularly if the entity responsible for compliance is an airport authority or locality. If airport emissions exceed the cap, such an authority could be required to purchase allowances or offsets from sources outside the airport to compensate. The costs associated with this requirement could in turn be passed on to air carriers and other source operators or owners according to their contribution to the overall inventory. This approach effectively creates a monetary incentive for all covered sources to do their part toward ensuring compliance.

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<sup>15</sup> This influences the amount of reductions purchased as well as the cost. To the extent that emissions reductions are made within the industry at a lower cost, both emissions reductions purchased and the costs of those reductions will be lower.

<sup>16</sup> To the extent that reductions are made within the industry, maintaining emissions below the target in the out years may not require additional payments.

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## Appendix A: Proposed Amendments to Annex 16, Volume II

Below is the proposed text for an Amendment to Annex 16, Volume II which outlines the specific details of the new CAEP standard.

Chapter 2. Turbo-jet and turbofan engines intended for propulsion only at subsonic speeds

### 2.3 Gaseous emissions

#### 2.3.2 Regulatory levels

d) for engines of a type or model for which the date of manufacture of the first individual production model was after 31 December 2007

1) for engines with a pressure ratio of 30 or less

i) For engines with a maximum rated thrust of more than 89.0 kN:

$$D_p/F_{oo} = 16.72 + (1.4080 * \Pi_{oo})$$

ii) For engine with a maximum rated thrust of more than 26.7 kN but not more than 89.0 kN

$$D_p/F_{oo} = 38.5486 + (1.6823 * \Pi_{oo}) - (0.2453 * F_{oo}) - (0.0031 * \Pi_{oo} * F_{oo})$$

2) for engines with a pressure ratio of more than 30 but less than 82.6

i) For engines with a maximum rated thrust of more than 89.0 kN:

$$D_p/F_{oo} = -1.04 + (2.0 * \Pi_{oo})$$

ii) For engine with a maximum rated thrust of more than 26.7 kN but not more than 89.0 kN

$$D_p/F_{oo} = 46.1504 + (1.4285 * \Pi_{oo}) - (0.5298 * F_{oo}) + (0.00642 * \Pi_{oo} * F_{oo})$$

3) for engines with a pressure ratio of 82.6 or more:

$$D_p/F_{oo} = 32 + (1.6 * \Pi_{oo})$$

## Appendix B: Methodology

- Aircraft fleet information is from JP Airline-Fleets International. Information compiled on aircraft includes Tail Number (i.e., N-number), Type of Aircraft, Manufacturers Serial Number, Month and Year of Manufacture, Engine Number and Type, Remarks (including information on orders), Number of Seats, Maximum Take Off Weight, and Delivery Date.
- Aircraft are sorted by Type, Engine, and Month and Year of Manufacture. Other data categories are occasionally used to sort data further. Number of seats is used as a measure of capacity for passenger aircraft.
- Unique “aircraft type,” “engine type,” and “number of seats” (for passenger airlines only) combinations are summarized according to “year of manufacture” by Narrow Body or Wide Body designations.
- Passenger aircraft are assumed to be retired according to the FESG Passenger Retirement “Survivor” Curves (see Revisions to FESG Retirement Forecast Methodology for Passenger Aircraft, FESG member, August 21, 2002). No aircraft are retired during first six years following delivery (outside of useful range of FESG equation). Retirement curve is applied for years 7 to 35, then all remaining passenger carrier aircraft are retired at the end of year 35. Aircraft retirements are calculated yearly from 2000 to 2040.
- Cargo aircraft are assumed to be retired after 35 years for general freight (applied to Atlas, Evergreen, and Polar) and after 45 years for express freight (applied to DHL, FedEx, and UPS), as recommended by FESG.
- A fleet forecast for passenger airlines is developed by adding additional aircraft to each carrier’s fleet to maintain an annual growth in total seats (as a measure of capacity) that tracks the capacity growth rates forecast by FESG. Aircraft are added only for new models, generally those aircraft for which the airline already has future orders in place. Also, an attempt is made to keep the mix of aircraft sizes relatively constant. For example, a major passenger airline operates both B737s and B757s in the Narrow Body classification so growth for each type was assumed.
- A fleet forecast for cargo airlines is developed by adding additional aircraft to each carrier’s fleet to maintain annual growth in the fleet size that tracks the FESG forecast. Because cargo airlines have larger aircraft on order than those being retired/replaced, the average aircraft size is increasing. For example, several carriers are retiring B727s and adding B757s, 1<sup>st</sup> generation 747s are being replaced with larger B747-400s, and DC-10s and 1<sup>st</sup> generation 747s are being replaced with A300-600s. In addition, several cargo airlines that have relied on Narrow Body aircraft in the past have Wide Body aircraft on order. The increase in average cargo aircraft size is consistent with trends seen in the industry and expected to continue.
- For 2001, LTOs from Airport Activity Statistics are allocated to the various aircraft/engine combinations represented in the fleet. For example, Airport Activity Statistics reports a major



passenger airline making 176,539 departures in B727-200s during 2001. These departures were allocated between the airline's B727s with JT8D-15 engines having 149 seats and those B727s with JT8D-15 engines having 157 seats according to the number of each type in this airline's fleet (45 with 149 seats and 6 with 157 seats). The same methodology would have been applied if these aircraft had different types of engines.

- The forecast operations for passenger airlines in future years are assumed to increase according to the FAA Terminal Area Forecast (TAF) rates. Growth rates intervals include 2001-2005, 2005-2010, 2010-2020. These operations are allocated to individual aircraft/engine combinations according to their representation in the fleet for a given year.
- The forecast operations for cargo airlines are also assumed to grow at TAF forecast rates. These operations are allocated to individual aircraft/engine combinations according to their representation in a given year's fleet with 30% of the added aircraft new and the balance converted passenger aircraft.
- The resulting fleet mix for each study year with appropriately allocated LTOs is used as the basis for an EDMS 4.11 run to calculate NO<sub>x</sub> emissions. Performance-based values for times-in-mode at maximum takeoff weight are used for each aircraft/engine combination with a 26-minute taxi time.

#### Methodology to evaluate new CAEP certification standards

- No changes to engine type are assumed for an airline's current fleet or any aircraft now on order. Firm orders generally do not extend beyond 2005. New aircraft added for growth or replacement are of the same aircraft and engine model until new certification standards are implemented in 2008.
- For new aircraft added for growth or to replace retirements after 2008, the study assumes the engines meet the new NO<sub>x</sub> certification standards.
- For study periods beyond the effective date of the rule (i.e., 2010, 2015, 2020) all new engines added to the fleet are assumed to meet the new certification standards exactly (i.e., a 0% certification margin).
- To calculate NO<sub>x</sub> reduction due to new standards, the emissions calculated by EDMS were reduced by the amount necessary for an aircraft/engine combination to meet the allowable NO<sub>x</sub> rate. For example, assume an airline added a B737-800 with a CFM56-7B26 engine to its fleet after 2008, which is subject to the options for new NO<sub>x</sub> standards. NO<sub>x</sub> emissions would be calculated by EDMS for the number of forecast LTOs. The characteristic NO<sub>x</sub> of the B737-800/CFM56-7B26 (62.20g/kN) exceeds the allowable NO<sub>x</sub> (55.59g/kN) under the new standards. The emissions calculated by EDMS are reduced  $((62.20-55.59)/62.20 = 10.6\%)$  to determine the expected emissions under the new ICAO NO<sub>x</sub> standards. The resulting emissions are then summed for all operations for each airline and then for all airlines to arrive at the total emissions for each airport for each study year.

- Data on air carrier operations by aircraft type for individual airports comes from Airport Activity Statistics 2001 (most recent data available). See Appendix C for operations by aircraft type by airline for each airport. Total departures are used to represent LTO. TWA operations were reassigned to American.

## Appendix C: Results for Each Airport

The following section presents results for each of the 15 airports analyzed for this study. Information is presented on activity level, emissions in the baseline, and emissions after the introduction of the standard.

### Chicago O'Hare International Airport – ORD

<b>Table 4. Chicago O'Hare</b>				
<b>Year</b>	<b>Activity (LTOs)</b>	<b>Baseline NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP compared to Baseline (% benefit)</b>
2001	267,990	3,317.3	3,317.3	
2010	272,644	3,578.3	3,559.0	0.54%
2015	292,779	3,883.6	3,828.9	1.41%
2020	315,180	4,027.8	3,934.9	2.31%
Change (2001-2020)	17.6%	21.4%	18.6%	

### Hartsfield- Atlanta International Airport – ATL

<b>Table 5. Atlanta International Airport</b>				
<b>Year</b>	<b>Activity (LTOs)</b>	<b>Baseline NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP compared to Baseline (% benefit)</b>
2001	261,590	3,706.5	3,706.5	
2010	299,587	4,287.5	4,253.2	0.80%
2015	334,490	4,993.8	4,897.6	1.93%
2020	373,937	5,851.8	5,693.3	2.71%
Change (2001-2020)	42.9%	57.9%	53.6%	

### Los Angeles International Airport – LAX

<b>Table 6. Los Angeles -LAX</b>				
<b>Year</b>	<b>Activity (LTOs)</b>	<b>Baseline NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP compared to Baseline (% benefit)</b>
2001	210,597	2,926.5	2,926.5	
2010	210,275	3,040.9	3,026.1	0.49%
2015	234,290	3,439.9	3,398.4	1.21%
2020	262,865	3,942.4	3,871.7	1.79%
Change (2001-2020)	24.8%	34.7%	32.3%	

**Phoenix Sky Harbor International Airport - PHX**

**Table 7. Phoenix Sky Harbor**

<b>Year</b>	<b>Activity (LTOs)</b>	<b>Baseline NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP compared to Baseline (% benefit)</b>
2001	188,352	1,631.7	1,631.7	
2010	211,335	1,966.6	1,956.8	0.50%
2015	242,408	2,345.0	2,315.7	1.25%
2020	276,444	2,778.3	2,724.0	1.95%
Change (2001-2020)	46.8%	70.3%	66.9%	

**Dallas/Fort Worth International Airport - DFW**

**Table 8. Dallas/Fort Worth**

<b>Year</b>	<b>Activity (LTOs)</b>	<b>Baseline NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP compared to Baseline (% benefit)</b>
2001	222,846	2,570.6	2,570.6	
2010	217,793	2,706.8	2,677.4	1.09%
2015	234,215	3,008.3	2,924.5	2.79%
2020	252,792	3,351.2	3,208.7	4.25%
Change (2001-2020)	13.4%	30.4%	24.8%	

**Houston George Bush Intercontinental Airport – IAH**

**Table 9. Houston George Bush**

<b>Year</b>	<b>Activity (LTOs)</b>	<b>Baseline NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP compared to Baseline (% benefit)</b>
2001	143,255	1,430.2	1,430.2	
2010	165,054	1,831.2	1,821.0	0.55%
2015	184,312	2,090.5	2,055.5	1.67%
2020	206,023	2,390.3	2,326.6	2.66%
Change (2001-2020)	43.8%	67.1%	62.7%	

**Newark Liberty International Airport - EWR**

**Table 10. Newark Liberty**

<b>Year</b>	<b>Activity (LTOs)</b>	<b>Baseline NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP compared to Baseline (% benefit)</b>
2001	139,941	1,762.8	1,762.8	
2010	150,895	1,984.0	1,974.0	0.05%
2015	170,881	2,281.4	2,248.7	1.43%
2020	194,096	2,632.6	2,573.9	2.23%
Change (2001-2020)	38.7%	49.3%	46.0%	

**New York LaGuardia Airport - LGA**

**Table 11. New York LaGuardia**

<b>Year</b>	<b>Activity (LTOs)</b>	<b>Baseline NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP compared to Baseline (% benefit)</b>
2001	103,181	1,051.3	1,051.3	
2010	103,722	1,114.2	1,105.0	0.83%
2015	103,739	1,144.0	1,120.5	2.05%
2020	103,751	1,175.2	1,139.3	3.05%
Change (2001-2020)	0.6%	11.8%	8.4%	

**John F. Kennedy International Airport - JFK**

**Table 12. JFK Airport**

<b>Year</b>	<b>Activity (LTOs)</b>	<b>Baseline NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP compared to Baseline (% benefit)</b>
2001	80,808	1,675.8	1,675.8	
2010	92,170	2,317.5	2,312.5	0.22%
2015	102,584	2,690.0	2,675.7	0.53%
2020	114,406	3,111.2	3,087.0	0.78%
Change (2001-2020)	41.6%	85.7%	84.2%	

**Boston Logan International Airport - BOS****Table 13. Logan Airport**

<b>Year</b>	<b>Activity (LTOs)</b>	<b>Baseline NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP compared to Baseline (% benefit)</b>
2001	103,865	1,210.4	1,210.4	
2010	94,826	1,219.7	1,212.3	0.60%
2015	100,777	1,335.2	1,315.3	1.49%
2020	107,801	1,467.6	1,435.2	2.21%
Change (2001-2020)	3.8%	21.3%	18.6%	

**Philadelphia International Airport - PHL****Table 14. Philadelphia International**

<b>Year</b>	<b>Activity (LTOs)</b>	<b>Baseline NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP compared to Baseline (% benefit)</b>
2001	121,060	1,229.2	1,229.2	
2010	129,984	1,416.2	1,412.7	0.24%
2015	145,297	1,629.6	1,608.6	1.29%
2020	162,851	1,873.9	1,839.1	1.86%
Change (2001-2020)	34.5%	52.5%	49.6%	

**Baltimore/Washington International Airport - BWI****Table 15. Baltimore/Washington**

<b>Year</b>	<b>Activity (LTOs)</b>	<b>Baseline NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP compared to Baseline (% benefit)</b>
2001	96,278	818.8	818.8	
2010	116,493	1,026.8	1,020.4	0.63%
2015	133,077	1,202.7	1,184.2	1.54%
2020	152,331	1,417.5	1,384.2	2.35%
Change (2001-2020)	58.2%	73.1%	69.1%	

**Ronald Reagan Washington National Airport - DCA****Table 16. Reagan National**

<b>Year</b>	<b>Activity (LTOs)</b>	<b>Baseline NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP compared to Baseline (% benefit)</b>
2001	70,579	646.3	646.3	
2010	70,659	709.3	704.2	0.73%
2015	73,473	755.7	742.2	1.78%
2020	76,507	806.4	785.1	2.64%
Change (2001-2020)	8.4%	24.8%	21.5%	

**Chicago Midway Airport - MDW****Table 17. Chicago Midway**

<b>Year</b>	<b>Activity (LTOs)</b>	<b>Baseline NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP compared to Baseline (% benefit)</b>
2001	66,313	582.5	582.5	
2010	84,212	772.0	764.5	0.98%
2015	95,119	876.0	856.3	2.25%
2020	107,399	996.7	964.1	3.27%
Change (2001-2020)	62.0%	71.1%	65.5%	

**Washington Dulles International Airport - IAD****Table 18. Dulles Airport**

<b>Year</b>	<b>Activity (LTOs)</b>	<b>Baseline NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP NO<sub>x</sub> Emissions (tons)</b>	<b>CAEP compared to Baseline (% benefit)</b>
2001	58,489	888.0	888.0	
2010	71,338	1,101.0	1,097.2	0.34%
2015	88,985	1,378.2	1,366.6	0.85%
2020	111,475	1,730.4	1,708.2	1.28%
Change (2001-2020)	90.6%	94.9%	92.4%	

## Appendix D: Detailed Results of Airport NO<sub>x</sub> Emissions

<b>Table 19. Landing and Takeoffs by Airport and Carrier</b>			
	<b>Landing and Takeoffs (LTOs)</b>		
	<b>2010</b>	<b>2015</b>	<b>2020</b>
<b>ORD - CHICAGO</b>			
Alaska	369	396	427
America West	2,790	2,995	3,224
American	89,412	95,997	103,320
American Trans	727	707	760
Atlas	138	149	160
Continental	6,471	6,952	7,485
Delta	8,411	9,037	9,730
DHL	261	280	302
Evergreen	46	50	53
Federal Express	3,443	3,699	3,983
Midwest Express	10	11	12
Northwest	9,163	9,844	10,598
Polar Air	690	741	798
United	142,192	152,766	164,472
United Parcel	1,232	1,324	1,425
US Air	7,289	7,831	8,431
<b>Total</b>	<b>272,644</b>	<b>292,779</b>	<b>315,180</b>
<b>ATL - ATLANTA</b>			
America West	1,989	2,220	2,482
American	9,372	10,464	11,697
American Trans	11	4	4
Atlas	55	62	69
Continental	6,579	7,345	8,211
Delta	255,013	284,731	318,309
DHL	357	399	446
Evergreen	17	19	21
Federal Express	2,163	2,415	2,701
Midwest Express	1,872	2,090	2,336
Northwest	7,353	8,210	9,178
Polar Air	55	61	69
Southwest	3	4	4
United	7,303	8,154	9,117
United Parcel	1,575	1,758	1,966
US Air	5,870	6,554	7,327
<b>Total</b>	<b>299,587</b>	<b>334,490</b>	<b>373,937</b>
<b>LAX - LOS ANGELES</b>			
Alaska	12,801	14,309	16,057
Aloha	1	1	1
America West	7,763	8,666	9,717
American	41,011	45,780	51,337
American Trans	2,239	1,814	2,036



<b>Table 19. Landing and Takeoffs by Airport and Carrier</b>			
	<b>Landing and Takeoffs (LTOs)</b>		
	<b>2010</b>	<b>2015</b>	<b>2020</b>
Atlas	294	329	369
Continental	7,546	8,435	9,465
Delta	17,149	19,169	21,511
DHL	1,224	1,371	1,540
Evergreen	85	95	106
Federal Express	3,783	4,229	4,745
Hawaiian	1,788	1,999	2,243
Midwest Express	1,115	1,246	1,398
Northwest	7,816	8,737	9,804
Polar Air	153	171	192
Southwest	40,359	45,114	50,624
United	58,925	65,868	73,913
United Parcel	562	628	705
US Air	5,661	6,329	7,102
<b>Total</b>	<b>210,275</b>	<b>234,290</b>	<b>262,865</b>
<b>PHX - PHOENIX</b>			
Alaska	4,388	5,013	5,741
America West	88,403	100,963	115,610
American	10,641	12,153	13,916
American Trans	1,826	2,084	2,373
Atlas	1	1	1
Continental	4,639	5,300	6,070
Delta	8,027	9,171	10,505
DHL	564	644	737
Federal Express	1,414	1,616	1,851
Hawaiian	1	1	1
Midwest Express	721	824	944
Northwest	4,595	5,250	6,013
Southwest	70,000	79,976	91,595
United	10,810	13,451	14,146
United Parcel	1,620	1,751	2,120
US Air	3,685	4,210	4,821
<b>Total</b>	<b>211,335</b>	<b>242,408</b>	<b>276,444</b>
<b>DFW - DALLAS/FT. WORTH</b>			
America West	2,112	2,271	2,451
American	145,147	156,115	168,460
American Trans	1,343	1,318	1,423
Atlas	98	106	114
Continental	6,154	6,626	7,155
Delta	39,250	42,266	45,636
DHL	51	58	67
Federal Express	1,703	1,834	1,980
Midwest Express	1,181	1,271	1,373
Northwest	5,516	5,940	6,414

<b>Table 19. Landing and Takeoffs by Airport and Carrier</b>			
	<b>Landing and Takeoffs (LTOs)</b>		
	<b>2010</b>	<b>2015</b>	<b>2020</b>
Southwest	1	1	1
United	7,733	8,327	8,991
United Parcel	3,704	3,989	4,308
US Air	3,800	4,093	4,419
<b>Total</b>	<b>217,793</b>	<b>234,215</b>	<b>252,792</b>
<b>IAH - HOUSTON</b>			
America West	2,264	2,529	2,827
American	5,434	6,068	6,784
American Trans	459	497	555
Atlas	13	14	16
Continental	134,804	150,547	168,319
Delta	3,493	3,901	4,362
DHL	308	344	384
Federal Express	1,015	1,134	1,267
Northwest	5,329	5,951	6,653
Southwest	2,452	2,738	3,016
United	5,056	5,646	6,313
United Parcel	53	59	66
US Air	4,374	4,884	5,461
<b>Total</b>	<b>165,054</b>	<b>184,312</b>	<b>206,023</b>
<b>EWR - NEWARK</b>			
America West	2,361	2,670	3,030
American	12,442	14,067	15,965
American Trans	343	375	426
Atlas	12	13	15
Continental	88,495	100,194	113,788
Delta	11,479	12,996	14,760
DHL	273	309	352
Federal Express	8,366	9,472	10,757
Hawaiian	1	1	1
Midwest Express	1,436	1,626	1,846
Northwest	8,147	9,298	10,602
Polar Air	3	4	4
Southwest	8	9	10
United	10,009	11,331	12,869
United Parcel	2,072	2,347	2,665
US Air	5,448	6,169	7,006
<b>Total</b>	<b>150,895</b>	<b>170,881</b>	<b>194,096</b>
<b>LGA - LA GUARDIA</b>			
American	19,654	19,658	19,661
American Trans	1,990	1,988	1,988
Continental	5,214	5,215	5,216
Delta	26,228	26,233	26,235
Midwest Express	1,952	1,953	1,953

<b>Table 19. Landing and Takeoffs by Airport and Carrier</b>			
	<b>Landing and Takeoffs (LTOs)</b>		
	<b>2010</b>	<b>2015</b>	<b>2020</b>
Northwest	6,783	6,784	6,785
Trans World (AMR)	2,446	2,446	2,447
United	9,323	9,325	9,326
US Air	30,132	30,137	30,140
<b>Total</b>	<b>103,722</b>	<b>103,739</b>	<b>103,751</b>
<b>JFK - KENNEDY</b>			
America West	3,000	3,342	3,727
American	33,375	37,180	41,468
American Trans	79	11	13
Atlas	4,519	5,033	5,612
Continental	549	611	682
Delta	20,089	22,373	24,949
DHL	1,668	1,857	2,071
Evergreen	176	196	219
Federal Express	1,026	1,142	1,274
Hawaiian	2	3	3
Jet Blue	14,899	16,593	18,503
Northwest	2,608	2,904	3,239
Polar Air	611	680	758
United	8,854	9,861	10,997
United Parcel	715	798	891
<b>Total</b>	<b>92,170</b>	<b>102,584</b>	<b>114,406</b>
<b>BOS - BOSTON</b>			
America West	1,614	1,716	1,835
American	17,232	18,331	19,595
American Trans	961	993	1,063
Continental	6,993	7,453	7,973
Delta	22,854	24,142	25,829
DHL	228	243	260
Federal Express	1,452	1,548	1,656
Midwest Express	1,472	1,569	1,679
Northwest	5,850	6,235	6,670
United	12,012	12,802	13,696
United Parcel	547	583	624
US Air	23,611	25,162	26,921
<b>Total</b>	<b>94,826</b>	<b>100,777</b>	<b>107,801</b>
<b>PHL - PHILADELPHIA</b>			
America West	1,774	1,981	2,219
American	8,446	9,434	10,569
American Trans	1,150	1,268	1,421
Atlas	15	17	19
Continental	2,804	3,134	3,513
Delta	7,026	7,855	8,804
DHL	538	601	674

<b>Table 19. Landing and Takeoffs by Airport and Carrier</b>			
	<b>Landing and Takeoffs (LTOs)</b>		
	<b>2010</b>	<b>2015</b>	<b>2020</b>
Evergreen	1	1	1
Federal Express	1,110	1,242	1,392
Hawaiian	1	1	1
Midwest Express	1,050	1,174	1,316
Northwest	5,551	6,207	6,957
Polar Air	1	1	1
Southwest	3	4	4
United	8,259	9,233	10,349
United Parcel	7,024	7,853	8,803
US Air	85,231	95,291	106,808
<b>Total</b>	<b>129,984</b>	<b>145,297</b>	<b>162,851</b>
<b>BWI - BALTIMORE</b>			
Alaska	1	1	2
America West	2,473	2,828	3,238
American	7,772	8,890	10,176
American Trans	126	8	9
Atlas	5	6	6
Continental	4,283	4,898	5,606
Delta	5,846	6,684	7,652
DHL	312	357	409
Federal Express	636	728	833
Midwest Express	5	6	6
Northwest	4,983	5,698	6,523
Southwest	53,981	61,728	70,658
United	5,730	6,553	7,501
United Parcel	401	457	524
US Air	29,939	34,235	39,188
<b>Total</b>	<b>116,493</b>	<b>133,077</b>	<b>152,331</b>
<b>DCA - WASHINGTON</b>			
Alaska	34	35	37
America West	1,342	1,395	1,452
American	7,605	7,904	8,229
American Trans	754	782	815
Continental	5,720	5,949	6,194
Delta	15,455	16,072	16,736
Midwest Express	2,117	2,202	2,293
Northwest	5,862	6,096	6,348
United	4,450	4,628	4,819
US Air	27,320	28,410	29,584
<b>Total</b>	<b>70,659</b>	<b>73,473</b>	<b>76,507</b>
<b>MDW - CHICAGO</b>			
American	30	34	38
American Trans	23,027	26,009	29,367
Continental	756	853	964

<b>Table 19. Landing and Takeoffs by Airport and Carrier</b>			
	<b>Landing and Takeoffs (LTOs)</b>		
	<b>2010</b>	<b>2015</b>	<b>2020</b>
Delta	436	492	556
Midwest Express	23	26	29
Northwest	5,918	6,684	7,547
Southwest	52,924	59,780	67,497
US Air	1,098	1,241	1,401
<b>Total</b>	<b>84,212</b>	<b>95,119</b>	<b>107,399</b>
<b>IAD - DULLES</b>			
Alaska	103	128	161
America West	4	4	6
American	7,109	8,866	11,105
American Trans	253	302	378
Atlas	1	1	1
Continental	1,589	1,983	2,484
Delta	7,024	8,764	10,980
Federal Express	1,311	1,636	2,049
Jet Blue	75	84	94
Midwest Express	926	1,155	1,447
Northwest	4,594	5,732	7,182
Southwest	8	11	13
United	42,832	53,444	66,961
United Parcel	274	343	429
US Air	5,235	6,532	8,185
<b>Total</b>	<b>71,338</b>	<b>88,985</b>	<b>111,475</b>

**Table 20. Detailed Airport NO<sub>x</sub> Emissions Results by Airport and Carrier**

	Baseline Emissions (short tons)					Emissions with new CAEP Standard (short tons)					CAEP Standard Change from Baseline in 2020
	2001	2010	2015	2020	Change 2001- 2020	2010	2015	2020	Change 2001- 2020		
	<b>ORD - CHICAGO</b>										
Alaska	3.01	3.16	3.42	3.71	23%	3.14	3.36	3.62	20%	-3%	
America West	29.12	27.24	31.35	35.40	22%	27.20	31.19	35.11	21%	-1%	
American	1,017.20	1,178.09	1,323.00	1,284.48	26%	1,164.52	1,283.73	1,216.77	20%	-5%	
American Trans	10.02	12.98	9.70	10.10	1%	12.86	9.41	9.68	-3%	-4%	
Atlas	7.00	7.20	7.85	8.48	21%	7.20	7.85	8.46	21%	0%	
Continental	52.81	64.58	71.49	79.06	50%	64.21	70.15	76.69	45%	-3%	
Delta	99.70	102.27	113.06	126.34	27%	101.04	109.75	121.13	21%	-4%	
DHL	4.43	4.98	5.54	6.38	44%	4.97	5.53	6.36	44%	0%	
Evergreen	5.41	2.79	2.96	3.07	-43%	2.79	2.95	3.07	-43%	0%	
Federal Express	82.78	80.10	85.77	90.65	10%	80.07	85.68	90.48	9%	0%	
Midwest Express	0.07	0.08	0.09	0.10	46%	0.08	0.09	0.10	46%	0%	
Northwest	98.23	91.91	97.48	104.08	6%	91.11	96.16	102.22	4%	-2%	
Polar Air	5.02	37.36	38.37	40.05	698%	37.36	38.37	40.05	698%	0%	
United	1,822.00	1,865.72	1,984.53	2,116.80	16%	1,862.81	1,976.14	2,102.79	15%	-1%	
United Parcel	30.50	30.32	31.49	32.81	8%	30.31	31.45	32.73	7%	0%	
US Air	49.97	69.52	77.53	86.29	73%	69.38	77.15	85.64	71%	-1%	
<b>Total</b>	<b>3,317</b>	<b>3,578</b>	<b>3,884</b>	<b>4,028</b>	<b>21%</b>	<b>3,559</b>	<b>3,829</b>	<b>3,935</b>	<b>19%</b>	<b>-2%</b>	
<b>ATL - ATLANTA</b>											
America West	17.82	19.39	23.22	27.25	53%	19.36	23.10	27.02	52%	-1%	
American	83.79	103.15	119.29	137.33	64%	101.61	114.66	129.04	54%	-6%	

**Table 20. Detailed Airport NO<sub>x</sub> Emissions Results by Airport and Carrier**

	Baseline Emissions (short tons)					Emissions with new CAEP Standard (short tons)					CAEP Standard Change from Baseline in 2020
	2001	2010	2015	2020	Change 2001- 2020	2010	2015	2020	Change 2001- 2020		
American Trans	0.29	0.45	0.04	0.05	-83%	0.45	0.04	0.05	-84%	-6%	
Atlas	2.55	2.82	3.27	3.66	43%	2.82	3.27	3.66	43%	0%	
Continental	44.00	65.65	75.51	86.72	97%	65.27	74.09	84.11	91%	-3%	
Delta	3,314.49	3,803.26	4,443.48	5,223.75	58%	3,771.58	4,354.88	5,078.78	53%	-3%	
DHL	2.69	4.57	5.52	7.47	178%	4.56	5.49	7.40	175%	-1%	
Evergreen	5.41	1.03	1.12	1.21	-78%	1.03	1.12	1.21	-78%	0%	
Federal Express	44.08	47.40	53.11	59.17	34%	47.38	53.11	59.03	34%	0%	
Midwest Express	10.30	15.75	17.70	19.80	92%	15.75	17.70	19.80	92%	0%	
Northwest	58.41	66.79	74.56	83.40	43%	66.35	73.97	82.60	41%	-1%	
Polar Air	2.66	3.04	3.11	3.46	30%	3.04	3.11	3.46	30%	0%	
Southwest	0.02	0.01	0.02	0.03	45%	0.01	0.02	0.03	45%	0%	
United	63.19	72.41	79.52	87.81	39%	72.25	79.04	86.98	38%	-1%	
United Parcel	21.96	25.86	29.43	35.66	62%	25.85	29.43	35.65	62%	0%	
US Air	34.88	55.99	64.90	75.03	115%	55.87	64.58	74.46	113%	-1%	
<b>Total</b>	<b>3,707</b>	<b>4,288</b>	<b>4,994</b>	<b>5,852</b>	<b>58%</b>	<b>4,253</b>	<b>4,898</b>	<b>5,693</b>	<b>54%</b>	<b>-3%</b>	
<b>LAX - LOS ANGELES</b>											
Alaska	109.58	109.58	123.47	139.64	27%	108.76	121.23	135.93	24%	-3%	
Aloha	0.01	0.01	0.01	0.01	0%	0.01	0.01	0.01	0%	0%	
America West	73.15	75.79	90.74	106.69	46%	75.68	90.27	105.81	45%	-1%	
American	588.10	693.12	818.06	960.05	63%	687.77	801.96	931.15	58%	-3%	
American	53.53	55.22	24.89	27.09	-49%	54.93	24.14	25.95	-52%	-4%	

**Table 20. Detailed Airport NO<sub>x</sub> Emissions Results by Airport and Carrier**

	Baseline Emissions (short tons)					Emissions with new CAEP Standard (short tons)					CAEP Standard Change from Baseline in 2020
	2001	2010	2015	2020	Change 2001- 2020	2010	2015	2020	Change 2001- 2020		
	Trans										
Atlas	15.30	15.33	17.33	19.55	28%	15.33	17.33	19.55	28%	0%	
Continental	105.77	113.04	127.71	145.56	38%	112.57	126.09	142.55	35%	-2%	
Delta	354.62	351.62	419.74	502.96	42%	350.25	415.92	496.69	40%	-1%	
DHL	17.05	22.55	26.33	31.89	87%	22.54	26.29	31.79	86%	0%	
Evergreen	5.23	5.14	5.66	6.21	19%	5.14	5.66	6.20	19%	0%	
Federal Express	107.20	95.06	104.84	113.76	6%	95.05	104.78	113.64	6%	0%	
Hawaiian	66.94	45.93	51.35	57.62	-14%	45.28	50.06	55.75	-17%	-3%	
Midwest Express	8.75	9.39	10.55	11.85	35%	9.39	10.55	11.85	35%	0%	
Northwest	185.44	122.88	128.78	139.18	-25%	120.88	124.34	132.34	-29%	-5%	
Polar Air	8.44	8.35	8.85	9.64	14%	8.35	8.85	9.64	14%	0%	
Southwest	253.23	280.87	325.46	379.17	50%	278.68	319.38	368.14	45%	-3%	
United	875.17	964.72	1,072.43	1,194.62	37%	963.58	1,069.06	1,189.76	36%	0%	
United Parcel	10.19	10.91	12.18	14.08	38%	10.91	12.17	14.07	38%	0%	
US Air	88.82	61.42	71.56	82.84	-7%	61.01	70.34	80.93	-9%	-2%	
<b>Total</b>	<b>2,927</b>	<b>3,041</b>	<b>3,440</b>	<b>3,942</b>	<b>35%</b>	<b>3,026</b>	<b>3,398</b>	<b>3,872</b>	<b>32%</b>	<b>-2%</b>	
<b>PHX - PHOENIX</b>											
Alaska	34.25	37.56	43.26	49.93	46%	37.28	42.47	48.60	42%	-3%	
America West	687.71	862.91	1,057.15	1,269.31	85%	861.65	1,051.65	1,258.86	83%	-1%	
American	91.79	117.40	138.89	163.86	79%	115.65	133.52	154.00	68%	-6%	
American Trans	29.23	26.39	29.06	31.61	8%	26.06	28.20	30.28	4%	-4%	



**Table 20. Detailed Airport NO<sub>x</sub> Emissions Results by Airport and Carrier**

	Baseline Emissions (short tons)					Emissions with new CAEP Standard (short tons)					CAEP Standard Change from Baseline in 2020
	2001	2010	2015	2020	Change 2001- 2020	2010	2015	2020	Change 2001- 2020		
	Atlas	0.05	0.00	0.00	0.05	6%	0.00	0.00	0.05	6%	
Continental	39.02	46.29	54.49	64.11	64%	46.02	53.47	62.18	59%	-3%	
Delta	98.12	103.37	122.24	145.91	49%	102.25	119.02	140.50	43%	-4%	
DHL	7.45	9.90	11.85	14.84	99%	9.89	11.83	14.78	98%	0%	
Federal Express	24.58	29.55	34.28	39.41	60%	29.54	34.23	39.30	60%	0%	
Hawaiian	0.04	0.03	0.03	0.03	-35%	0.03	0.03	0.02	-40%	-8%	
Midwest Express	5.59	6.07	6.99	8.00	43%	6.07	6.99	8.00	43%	0%	
Northwest	64.13	54.40	60.03	67.39	5%	53.75	58.70	65.34	2%	-3%	
Southwest	394.04	487.15	576.96	686.05	74%	483.35	566.19	666.09	69%	-3%	
United	88.35	109.36	122.88	138.87	57%	109.13	122.78	137.59	56%	-1%	
United Parcel	28.82	41.08	45.24	49.59	72%	41.08	45.17	49.47	72%	0%	
US Air	38.51	35.12	41.70	49.35	28%	35.04	41.50	48.97	27%	-1%	
<b>Total</b>	<b>1,632</b>	<b>1,967</b>	<b>2,345</b>	<b>2,778</b>	<b>70%</b>	<b>1,957</b>	<b>2,316</b>	<b>2,724</b>	<b>67%</b>	<b>-2%</b>	
<b>DFW - DALLAS/FT. WORTH</b>											
America West	15.00	20.61	23.80	26.91	79%	20.58	23.68	26.69	78%	-1%	
American	1,716.11	1,779.45	1,994.45	2,227.06	30%	1,756.66	1,928.36	2,112.83	23%	-5%	
American Trans	19.54	23.59	18.08	18.93	-3%	23.36	17.54	18.13	-7%	-4%	
Atlas	4.83	5.11	5.58	6.09	26%	5.11	5.58	6.09	26%	0%	
Continental	49.87	61.40	68.13	75.55	51%	61.04	66.85	73.28	47%	-3%	
Delta	502.23	521.14	581.67	655.71	31%	515.75	567.13	632.74	26%	-4%	
DHL	0.90	1.12	1.29	1.53	70%	1.12	1.29	1.53	70%	0%	

**Table 20. Detailed Airport NO<sub>x</sub> Emissions Results by Airport and Carrier**

	Baseline Emissions (short tons)					Emissions with new CAEP Standard (short tons)					CAEP Standard Change from Baseline in 2020
	2001	2010	2015	2020	Change 2001- 2020	2010	2015	2020	Change 2001- 2020		
Federal Express	38.66	37.36	40.45	43.42	12%	37.34	40.40	43.32	12%	0%	
Midwest Express	8.25	9.94	10.77	11.63	41%	9.94	10.77	11.63	41%	0%	
Northwest	42.28	50.10	53.96	58.28	38%	49.77	53.53	57.72	37%	-1%	
Southwest	0.01	0.00	0.00	0.01	-20%	0.00	0.00	0.01	-30%	-13%	
United	72.89	77.03	81.56	87.00	19%	76.86	81.07	86.18	18%	-1%	
United Parcel	71.33	83.68	88.04	93.87	32%	83.64	87.93	93.69	31%	0%	
US Air	28.68	36.25	40.54	45.22	58%	36.17	40.34	44.88	56%	-1%	
<b>Total</b>	<b>2,571</b>	<b>2,707</b>	<b>3,008</b>	<b>3,351</b>	<b>30%</b>	<b>2,677</b>	<b>2,924</b>	<b>3,209</b>	<b>25%</b>	<b>-4%</b>	
<b>IAH - HOUSTON</b>											
America West	13.36	22.09	26.48	31.04	132%	22.06	26.34	30.79	130%	-1%	
American	47.97	59.83	69.27	79.81	66%	58.94	66.58	75.01	56%	-6%	
American Trans	5.45	7.04	6.82	7.39	36%	6.96	6.61	7.08	30%	-4%	
Atlas	0.57	0.68	0.74	0.85	49%	0.68	0.74	0.85	49%	0%	
Continental	1,192.64	1,516.84	1,734.01	1,984.33	66%	1,508.90	1,704.99	1,930.86	62%	-3%	
Delta	31.59	38.01	43.18	49.66	57%	37.46	41.66	47.16	49%	-5%	
DHL	2.81	3.94	4.74	6.43	129%	3.94	4.72	6.37	127%	-1%	
Federal Express	20.81	24.14	26.75	29.25	41%	24.13	26.73	29.21	40%	0%	
Northwest	37.17	48.41	54.06	60.48	63%	48.09	53.63	59.89	61%	-1%	
Southwest	13.31	17.06	19.75	22.93	72%	16.93	19.39	22.26	67%	-3%	
United	39.36	50.15	55.04	60.78	54%	50.04	54.71	60.21	53%	-1%	

**Table 20. Detailed Airport NO<sub>x</sub> Emissions Results by Airport and Carrier**

	Baseline Emissions (short tons)				Emissions with new CAEP Standard (short tons)				CAEP Standard Change from Baseline in 2020	
	2001	2010	2015	2020	Change 2001- 2020	2010	2015	2020		Change 2001- 2020
United Parcel	0.93	1.25	1.34	1.47	58%	1.25	1.34	1.47	58%	0%
US Air	24.24	41.72	48.36	55.90	131%	41.63	48.12	55.47	129%	-1%
<b>Total</b>	<b>1,430</b>	<b>1,831</b>	<b>2,091</b>	<b>2,390</b>	<b>67%</b>	<b>1,821</b>	<b>2,056</b>	<b>2,327</b>	<b>63%</b>	<b>-3%</b>
<b>EWI - NEWARK</b>										
America West	21.80	23.06	27.96	33.27	53%	23.03	27.81	32.99	51%	-1%
American	143.44	171.98	203.81	240.47	68%	170.13	198.19	230.26	61%	-4%
American Trans	4.03	5.32	5.14	5.67	41%	5.26	4.99	5.44	35%	-4%
Atlas	0.56	0.63	0.68	0.85	51%	0.63	0.68	0.85	51%	0%
Continental	1,035.05	1,150.75	1,324.84	1,533.74	48%	1,145.40	1,305.53	1,497.58	45%	-2%
Delta	95.42	125.07	144.07	168.30	76%	123.27	138.98	159.85	68%	-5%
DHL	2.79	3.50	4.26	5.96	114%	3.50	4.26	5.91	112%	-1%
Federal Express	165.08	182.23	207.62	234.90	42%	182.16	207.35	234.33	42%	0%
Hawaiian	0.04	0.03	0.03	0.03	-35%	0.03	0.03	0.02	-40%	-8%
Midwest Express	8.44	12.08	13.77	15.64	85%	12.08	13.77	15.64	85%	0%
Northwest	58.61	74.02	84.87	96.38	64%	73.53	83.80	95.44	63%	-1%
Polar Air	0.17	0.16	0.21	0.20	18%	0.16	0.21	0.20	18%	0%
Southwest	0.04	0.05	0.06	0.08	105%	0.05	0.06	0.08	100%	-2%
United	137.97	127.66	142.79	160.70	16%	127.45	142.16	159.60	16%	-1%
United Parcel	48.15	55.51	60.24	64.67	34%	55.47	60.14	64.49	34%	0%
US Air	41.19	51.98	61.07	71.73	74%	51.87	60.77	71.19	73%	-1%
<b>Total</b>	<b>1,763</b>	<b>1,984</b>	<b>2,281</b>	<b>2,633</b>	<b>49%</b>	<b>1,974</b>	<b>2,249</b>	<b>2,574</b>	<b>46%</b>	<b>-2%</b>

**Table 20. Detailed Airport NO<sub>x</sub> Emissions Results by Airport and Carrier**

	Baseline Emissions (short tons)					Emissions with new CAEP Standard (short tons)					CAEP Standard Change from Baseline in 2020
	2001	2010	2015	2020	Change 2001- 2020	2010	2015	2020	Change 2001- 2020		
	<b>LGA - LA GUARDIA</b>										
American	204.10	216.61	224.35	231.04	13%	213.38	215.65	217.10	6%	-6%	
American Trans	31.73	28.32	27.28	26.47	-17%	27.96	26.46	25.36	-20%	-4%	
Continental	36.16	52.05	53.60	55.09	52%	51.74	52.60	53.44	48%	-3%	
Delta	316.40	332.42	343.39	357.29	13%	328.69	334.05	343.62	9%	-4%	
Midwest Express	15.68	16.44	16.54	16.54	5%	16.44	16.54	16.54	5%	0%	
Northwest	69.86	61.58	61.61	61.65	-12%	61.18	61.12	61.06	-13%	-1%	
Trans World (AMR)	26.32	26.92	27.88	28.73	9%	26.51	26.79	27.00	3%	-6%	
United	106.93	92.47	90.93	89.79	-16%	92.27	90.38	88.94	-17%	-1%	
US Air	244.14	287.38	298.43	308.57	26%	286.78	296.96	306.23	25%	-1%	
<b>Total</b>	<b>1,051.32</b>	<b>1,114.19</b>	<b>1,144.00</b>	<b>1,175.17</b>	<b>12%</b>	<b>1,104.96</b>	<b>1,120.54</b>	<b>1,139.28</b>	<b>8%</b>	<b>-3%</b>	
<b>JFK - KENNEDY</b>											
America West	27.90	29.27	34.98	40.91	47%	29.23	34.80	40.57	45%	-1%	
American	603.88	915.70	1,094.45	1,291.23	114%	913.37	1,087.44	1,278.71	112%	-1%	
American Trans	3.01	3.72	0.15	0.17	-94%	3.72	0.14	0.16	-95%	-5%	
Atlas	206.72	235.58	265.17	297.36	44%	235.58	265.17	297.36	44%	0%	
Continental	3.94	5.48	6.28	7.23	83%	5.45	6.16	7.01	78%	-3%	
Delta	333.74	441.11	526.61	628.67	88%	439.74	522.80	622.45	87%	-1%	
DHL	29.35	36.86	42.11	48.10	64%	36.86	42.10	48.09	64%	0%	
Evergreen	9.77	10.65	11.57	12.71	30%	10.65	11.56	12.69	30%	0%	

**Table 20. Detailed Airport NO<sub>x</sub> Emissions Results by Airport and Carrier**

	Baseline Emissions (short tons)				Emissions with new CAEP Standard (short tons)				CAEP Standard Change from Baseline in 2020	
	2001	2010	2015	2020	Change 2001- 2020	2010	2015	2020		Change 2001- 2020
Federal Express	24.47	28.30	30.90	32.51	33%	28.30	30.90	32.50	33%	0%
Hawaiian	0.07	0.03	0.08	0.08	10%	0.03	0.08	0.07	6%	-4%
Jet Blue	133.80	152.12	169.42	188.92	41%	151.69	168.29	187.13	40%	-1%
Northwest	57.29	44.82	46.60	49.73	-13%	44.12	44.84	47.02	-18%	-5%
Polar Air	29.81	33.14	35.21	38.04	28%	33.14	35.21	38.04	28%	0%
United	201.76	368.66	412.70	459.09	128%	368.56	412.48	458.72	127%	0%
United Parcel	10.29	12.06	13.76	16.51	60%	12.06	13.75	16.50	60%	0%
<b>Total</b>	<b>1,675.80</b>	<b>2,317.51</b>	<b>2,689.97</b>	<b>3,111.24</b>	<b>86%</b>	<b>2,312.49</b>	<b>2,675.72</b>	<b>3,087.04</b>	<b>84%</b>	<b>-1%</b>
<b>BOS - BOSTON</b>										
America West	18.19	15.77	17.99	20.15	11%	15.75	17.90	19.98	10%	-1%
American	274.27	293.76	330.48	369.85	35%	291.53	324.08	358.89	31%	-3%
American Trans	13.98	14.74	13.63	14.16	1%	14.57	13.22	13.56	-3%	-4%
Continental	63.13	69.93	76.82	84.36	34%	69.52	75.38	81.83	30%	-3%
Delta	285.40	297.19	328.06	366.10	28%	294.05	319.68	352.98	24%	-4%
DHL	2.75	2.91	3.33	4.38	59%	2.90	3.32	4.34	58%	-1%
Federal Express	41.36	36.10	38.04	39.42	-5%	36.09	38.02	39.37	-5%	0%
Midwest Express	11.48	12.39	13.28	14.24	24%	12.39	13.28	14.24	24%	0%
Northwest	87.74	63.82	66.28	69.92	-20%	63.15	65.08	68.23	-22%	-2%
United	171.57	173.51	183.48	194.50	13%	173.27	182.80	193.36	13%	-1%
United Parcel	12.42	14.31	14.56	14.87	20%	14.30	14.53	14.84	19%	0%

**Table 20. Detailed Airport NO<sub>x</sub> Emissions Results by Airport and Carrier**

	Baseline Emissions (short tons)					Emissions with new CAEP Standard (short tons)					CAEP Standard Change from Baseline in 2020
	2001	2010	2015	2020	Change 2001- 2020	2010	2015	2020	Change 2001- 2020		
US Air	228.06	225.26	249.25	275.68	21%	224.78	248.01	273.58	20%	-1%	
<b>Total</b>	<b>1,210.35</b>	<b>1,219.68</b>	<b>1,335.21</b>	<b>1,467.62</b>	<b>21%</b>	<b>1,212.31</b>	<b>1,315.30</b>	<b>1,435.19</b>	<b>19%</b>	<b>-2%</b>	
<b>PHL - PHILADELPHIA</b>											
America West	16.54	17.31	20.73	24.36	47%	17.28	20.62	24.16	46%	-1%	
American	83.21	93.04	107.65	124.19	49%	91.65	103.48	116.70	40%	-6%	
American Trans	13.58	16.94	17.40	18.91	39%	16.74	16.88	18.12	33%	-4%	
Atlas	0.71	0.84	0.84	1.01	42%	0.84	0.84	1.01	42%	0%	
Continental	18.61	27.99	32.21	37.11	99%	27.83	31.60	36.00	93%	-3%	
Delta	70.34	76.62	87.13	100.53	43%	75.52	84.05	95.49	36%	-5%	
DHL	4.70	6.85	8.28	11.29	140%	6.83	8.24	11.19	138%	-1%	
Evergreen	0.07	0.05	0.05	0.05	-23%	0.05	0.05	0.05	-23%	0%	
Federal Express	22.55	23.47	30.24	33.03	46%	27.47	30.22	33.09	47%	0%	
Hawaiian	0.01	0.01	0.01	0.01	0%	0.01	0.01	0.01	0%	0%	
Midwest Express	6.26	8.84	9.94	11.15	78%	8.84	9.94	11.15	78%	0%	
Northwest	46.21	50.51	56.52	63.33	37%	50.18	56.06	62.70	36%	-1%	
Polar Air	0.06	0.06	0.06	0.05	-17%	0.06	0.06	0.05	-17%	0%	
Southwest	0.02	0.01	0.02	0.03	45%	0.01	0.02	0.03	45%	0%	
United	66.67	81.90	90.01	99.63	49%	81.72	89.47	98.69	48%	-1%	
United Parcel	128.91	143.67	158.95	180.87	40%	143.62	158.81	180.61	40%	0%	
US Air	750.72	868.06	1,009.55	1,168.38	56%	864.10	998.18	1,150.03	53%	-2%	
<b>Total</b>	<b>1,229.17</b>	<b>1,416.17</b>	<b>1,629.60</b>	<b>1,873.94</b>	<b>52%</b>	<b>1,412.74</b>	<b>1,608.55</b>	<b>1,839.08</b>	<b>50%</b>	<b>-2%</b>	

**Table 20. Detailed Airport NO<sub>x</sub> Emissions Results by Airport and Carrier**

	Baseline Emissions (short tons)					Emissions with new CAEP Standard (short tons)					CAEP Standard Change from Baseline in 2020
	2001	2010	2015	2020	Change 2001- 2020	2010	2015	2020	Change 2001- 2020		
	<b>BWI - BALTIMORE</b>										
Alaska	0.01	0.01	0.01	0.02	80%	0.01	0.01	0.02	100%	11%	
America West	34.44	24.14	29.61	35.55	3%	24.11	29.46	35.46	3%	0%	
American	65.31	85.59	101.46	119.56	83%	84.31	97.53	112.35	72%	-6%	
American Trans	4.53	6.31	0.12	0.12	-97%	6.30	0.12	0.11	-98%	-4%	
Atlas	0.20	0.26	0.32	0.27	33%	0.26	0.32	0.27	33%	0%	
Continental	33.00	42.72	50.36	59.23	79%	42.48	49.42	57.45	74%	-3%	
Delta	61.64	64.09	74.65	87.89	43%	63.18	72.04	83.52	36%	-5%	
DHL	2.23	4.04	4.95	6.91	210%	4.03	4.93	6.85	207%	-1%	
Federal Express	8.28	12.74	14.78	17.19	108%	12.73	14.75	17.14	107%	0%	
Midwest Express	0.03	0.03	0.04	0.05	70%	0.03	0.04	0.05	70%	0%	
Northwest	45.11	45.29	51.75	59.29	31%	44.99	51.34	58.72	30%	-1%	
Southwest	289.76	375.66	445.32	529.23	83%	372.73	437.01	513.84	77%	-3%	
United	63.06	67.51	76.32	86.45	37%	67.39	75.95	85.79	36%	-1%	
United Parcel	7.83	12.77	13.80	14.36	83%	12.76	13.77	14.30	83%	0%	
US Air	203.35	285.66	339.19	401.40	97%	285.06	337.50	398.34	96%	-1%	
<b>Total</b>	<b>818.77</b>	<b>1,026.82</b>	<b>1,202.67</b>	<b>1,417.52</b>	<b>73%</b>	<b>1,020.37</b>	<b>1,184.16</b>	<b>1,384.20</b>	<b>69%</b>	<b>-2%</b>	
<b>DCA - WASHINGTON</b>											
Alaska	0.30	0.60	0.61	0.64	114%	0.60	0.60	0.63	110%	-2%	
America West	16.24	13.10	14.59	15.93	-2%	13.08	14.52	15.80	-3%	-1%	
American	77.70	83.73	90.12	96.63	24%	82.48	86.62	90.80	17%	-6%	

**Table 20. Detailed Airport NO<sub>x</sub> Emissions Results by Airport and Carrier**

	Baseline Emissions (short tons)					Emissions with new CAEP Standard (short tons)				CAEP Standard Change from Baseline in 2020
	2001	2010	2015	2020	Change 2001- 2020	2010	2015	2020	Change 2001- 2020	
American Trans	11.93	10.78	10.74	10.85	-9%	10.64	10.42	10.40	-13%	-4%
Continental	45.30	57.09	61.15	65.45	44%	56.76	60.00	63.48	40%	-3%
Delta	162.28	168.24	177.95	190.55	17%	165.83	171.66	180.95	12%	-5%
Midwest Express	15.36	17.82	18.64	19.43	26%	17.82	18.64	19.43	26%	0%
Northwest	51.27	53.26	55.37	57.68	12%	52.91	54.93	57.12	11%	-1%
United	43.71	44.15	45.12	46.39	6%	44.05	44.84	45.95	5%	-1%
US Air	222.21	260.56	281.37	302.86	36%	260.01	279.97	300.56	35%	-1%
<b>Total</b>	<b>646.30</b>	<b>709.33</b>	<b>755.66</b>	<b>806.41</b>	<b>25%</b>	<b>704.17</b>	<b>742.21</b>	<b>785.12</b>	<b>21%</b>	<b>-3%</b>
<b>MDW - CHICAGO</b>										
American	0.20	0.31	0.40	0.46	129%	0.30	0.39	0.43	116%	-6%
American Trans	267.17	326.72	356.91	390.97	46%	322.52	346.13	374.51	40%	-4%
Continental	4.58	7.53	8.76	10.20	123%	7.49	8.59	9.89	116%	-3%
Delta	2.13	4.76	5.46	6.33	197%	4.69	5.26	6.01	182%	-5%
Midwest Express	0.14	0.18	0.21	0.24	69%	0.18	0.21	0.24	69%	0%
Northwest	36.23	53.76	60.69	68.59	89%	53.40	60.23	67.93	87%	-1%
Southwest	266.21	368.31	431.27	505.55	90%	365.44	423.22	490.84	84%	-3%
US Air	5.79	10.47	12.31	14.33	148%	10.45	12.25	14.22	146%	-1%
<b>Total</b>	<b>582.45</b>	<b>772.03</b>	<b>876.02</b>	<b>996.66</b>	<b>71%</b>	<b>764.48</b>	<b>856.30</b>	<b>964.08</b>	<b>66%</b>	<b>-3%</b>
<b>IAD - DULLES</b>										
Alaska	0.75	1.77	2.23	2.82	276%	1.75	2.19	2.74	265%	-3%



**Table 20. Detailed Airport NO<sub>x</sub> Emissions Results by Airport and Carrier**

	Baseline Emissions (short tons)					Emissions with new CAEP Standard (short tons)					CAEP Standard Change from Baseline in 2020
	2001	2010	2015	2020	Change 2001- 2020	2010	2015	2020	Change 2001- 2020		
America West	0.02	0.02	0.04	0.07	225%	0.02	0.04	0.06	220%	-2%	
American	74.34	105.63	138.58	180.74	143%	104.62	135.18	173.93	134%	-4%	
American Trans	3.82	3.98	4.14	5.03	32%	3.94	4.02	4.82	26%	-4%	
Atlas	0.01	0.01	0.01	0.01	0%	0.01	0.01	0.01	0%	0%	
Continental	10.64	15.85	20.42	26.32	147%	15.76	20.04	25.53	140%	-3%	
Delta	61.20	77.13	97.92	126.22	106%	76.04	94.50	119.95	96%	-5%	
Federal Express	24.99	31.90	39.47	48.02	92%	31.89	39.44	47.96	92%	0%	
Jet Blue	0.69	0.77	0.86	0.96	39%	0.76	0.85	0.95	38%	-1%	
Midwest Express	5.04	7.81	9.78	12.26	143%	7.81	9.78	12.26	143%	0%	
Northwest	38.54	52.06	63.21	77.79	102%	51.47	61.94	75.66	96%	-3%	
Southwest	0.05	0.05	0.08	0.09	80%	0.05	0.08	0.09	74%	-3%	
United	632.71	749.21	930.64	1,158.14	83%	748.39	927.97	1,152.96	82%	0%	
United Parcel	3.87	4.89	6.17	8.14	110%	4.89	6.17	8.13	110%	0%	
US Air	31.38	49.96	64.70	83.79	167%	49.86	64.38	83.15	165%	-1%	
<b>Total</b>	<b>888.05</b>	<b>1,101.01</b>	<b>1,378.24</b>	<b>1,730.39</b>	<b>95%</b>	<b>1,097.24</b>	<b>1,366.58</b>	<b>1,708.21</b>	<b>92%</b>	<b>-1%</b>	



Center for Clean Air Policy  
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## Formal Comment

1 message

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**Korin Tangtrakul** <korin@nycswcd.net>  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 3:57 PM

Hello,

Thank you for the opportunity to comment on the scoping phase of the LGA AirTrain. Please find comments attached from the [SWIM Coalition](#).

Regards,  
Korin Tangtrakul  
SWIM Coalition Steering Committee Member

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Korin Tangtrakul  
Stormwater Technician  
NYC Soil & Water Conservation District  
[121 Sixth Avenue, Suite 501](#)  
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[www.soilandwater.nyc](http://www.soilandwater.nyc)

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 **SWIM\_comments\_LGAairtrain.pdf**  
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# SWIM Coalition

## Stormwater Infrastructure Matters

June 17, 2019

Mr. Andrew Brooks  
Environmental Program Manager - Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, New York 11434

Sent via email  
comments@lgaaccessseis.com

Dear Mr. Brooks:

On behalf of the Stormwater Infrastructure Matters (SWIM) Coalition steering committee and our members, we thank you for the opportunity to comment on the proposed LaGuardia Airport Access Improvement Project.

SWIM Coalition represents over 70 organizations dedicated to ensuring swimmable and fishable waters around New York City through natural, sustainable stormwater management practices. Our members are a diverse group of community based, citywide, regional and national organizations, water recreation user groups, institutions of higher education, and businesses.

We are concerned with the water quality implications of the proposed LaGuardia Airport Access Improvement Project. Flushing Bay and Creek have been neglected for decades continue to be plagued with billions of gallons of sewage and stormwater pollution each year. Some of the largest combined sewer outfalls in the city are in Flushing Bay and Creek. Our partners, Guardians of Flushing Bay and Riverkeeper, have been raising awareness of the disproportionate burden of sewage pollution by advocating for improved sewer infrastructure and bringing people to the waterfront for clean ups and recreational activities.

The NYC Department of Environmental Protection has committed 670 million dollars to build a storage tunnel to reduce combined sewer overflows, and recently completed a 34 million dollar project to dredge and restore wetland grasses in the Bay. These investments, funded by NYC ratepayers, improve water quality and waterfront spaces for the public. In an area already starved for park space, the AirTrain would obstruct connectivity and recreational opportunities at the park and potentially destroy local ecological habitats, disrupt enjoyment of the waterfront and interfere with one of the few public marinas for human powered boaters in the city. It would also shade significant areas of green spaces, areas that could be beneficially used for stormwater management or resilient coastal green infrastructure. It is crucial that these impacts be avoided.

We urge the Federal Aviation Administration consider the following impacts in the DEIS:

1. **Accessibility to the World's Fair Marina and Flushing Bay Promenade as a public space for local residents, boaters, and commuters.** The preferred Port Authority route will cut off more than a quarter of the existing Flushing Bay promenade in an area starved of parkland. The promenade provides unique waterfront access and

the Marina is one of the few public marinas in the City, hosting thousands of human powered boaters, power boaters, and commercial boaters every year. East Elmhurst residents are already hemmed in by a highway and cut off from their waterfront, more transit infrastructure could further disconnect residents from the water. Obstruction to the Promenade and Marina from all existing entry points during construction and use of the AirTrain must be studied in the full.

2. **Climate vulnerability.** World's Fair Marina is in a 100-year floodplain and vulnerable to climate change as was made clear in Superstorm Sandy when the Marina, Pier 1, and Promenade were deeply flooded. As the FAA considers investing in large, impervious transportation infrastructure in or alongside parkland, they must study the potential impacts of climate change including sea level rise and storm surge.
3. **The biological resources and ecosystem services of Flushing Bay.** The fragile ecosystem of native wetland species are hard at work to restore the heavily polluted and depleted Bay. Disruption to these species will have a profound impact on the health of the Bay and consequently the quality of life for those who live around it. The impact of the LGA AirTrain project on these wetland species must be considered.

Thank you for your consideration of our concerns and suggestions. We hope that the entire environmental review is conducted with full community engagement, substantial review of all impacts, and a robust study for the best alternative to LaGuardia Airport for all New Yorkers.

Sincerely,



Korin Tangtrakul

On behalf of the SWIM Coalition Steering Committee:

Mike Dulong – Riverkeeper

Michelle Luebke – Bronx River Alliance

Larry Levine – Natural Resources Defense Council

Paul Mankiewicz - The Gaia Institute

Korin Tangtrakul – NYC Soil & Water Conservation District

Shino Tanikawa - NYC Soil & Water Conservation District



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## Riverkeeper Comments on the Scope of Review for the LGAIP EIS

1 message

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**Mike Dulong** <mdulong@riverkeeper.org>  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 4:38 PM

Dear Mr. Brooks:

I have attached Riverkeeper's comments on the Scope of Review for the LaGuardia Airport Access Improvement Project. I have also attached Riverkeeper's and Guardians of Flushing Bay's Vision Plan for Flushing Waterways (Attachment A); a recording from the June 13, 2019 AirTrain People's Hearing (Attachment B); and 25 comment letters collected at the February 12 AirTrain Community Forum (Attachment C). Due to their size, the Vision Plan and People's Hearing will be sent as Google Drive links. Please let me know if you have trouble accessing any of these documents.

Thank you for your consideration of our comments.

Sincerely,

Mike

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Riverkeeper---Defending the Hudson. Protecting Our Communities.

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 Attachment\_B\_AirTrain\_People's\_Hearing\_Recordin...

 Attachment\_A\_-\_Flushing\_Waterways\_Vision\_plan\_2...

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### 3 attachments



 Attachment\_C\_-\_AirTrain\_Comments\_PublicForum\_2-12-2019.pdf  
14548K

LO00019



**06.17.2019 - Riverkeeper AirTrain Scoping Comments.pdf**

347K



June 17, 2019

**VIA E-MAIL to [comments@lgaaccessseis.com](mailto:comments@lgaaccessseis.com)**

Andrew Brooks  
 Environmental Program Manager  
 Eastern Regional Office, AEA-610  
 Federal Aviation Administration  
 1 Aviation Plaza  
 Jamaica, NY 11434

**Re: Comments on Scope of Review for the LaGuardia Access Improvement Project Environmental Impact Statement**

Dear Mr. Brooks:

Riverkeeper, Inc. (“Riverkeeper”), respectfully submits these comments on the Federal Aviation Administration’s (“FAA”) Proposed Scope of Review for the LaGuardia Access Improvement Project (the “AirTrain” or the “Proposed Project”) Environmental Impact Statement (“EIS”), as published in the *Federal Register*.<sup>1</sup>

Riverkeeper is a member supported environmental watchdog organization dedicated to defending the Hudson River and its tributaries and to protecting the drinking water supply of nine million New York City and Hudson Valley residents. Through enforcement and litigation, policy and legislation, as well as educational outreach, Riverkeeper focuses on three overarching problems facing Hudson River communities: preserving the New York City Watershed, restoring the Hudson River ecosystem, and improving public access to the Hudson River.

The Port Authority of New York and New Jersey (“Port Authority”) proposes to construct an elevated AirTrain to operate between the LaGuardia Airport and a transfer station at the New York City Transit Authority (“NYCT”) Mets-Willets Point Station, as well as potential appurtenant buildings, including passenger walkway systems; parking garages; ground transportation facilities; a multi-level operations, maintenance, and storage facility (“OMSF”) that includes 500 Airport employee parking spaces; traction power substations: one located at the on-airport East Station, another at Mets-Willets Point Station, and the third at the OMSF to

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<sup>1</sup> Notice of Intent to Prepare an Environmental Impact Statement (EIS) and Initiate Section 106 Consultation for the Proposed LaGuardia Access Improvement Project at LaGuardia Airport (LGA), New York City, Queens County, New York, 84 Fed. Reg. 19,151, 19,151-53. (May 3, 2019), *available at* <https://www.federalregister.gov/documents/2019/05/03/2019-08863/notice-of-intent-to-prepare-an-environmental-impact-statement-eis-and-initiate-section-106>.



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provide power to the automated people mover guideway; a 27kV main substation; and utilities infrastructure.<sup>2</sup> The proposed AirTrain system would include two on-airport stations and a terminus station at Willets Point, connecting to the Long Island Railroad (“LIRR”) Port Washington Branch and the and the NYCT Number 7 subway line. The rail system would span approximately 2.3 miles in length, traversing the Flushing Bay Promenade at World’s Fair Marina and continuing through the East Elmhurst community of Queens. Starting from the airport north of the Grand Central Parkway, the proposed rail line would tower over a 2,100-foot stretch of promenade until the 31st Drive pedestrian bridge, where it will pass over the westbound lanes of the Grand Central Parkway and follow the highway median until crossing over to the Citi Field parking lots.

The Proposed Project would entail largescale construction of infrastructure expected to cost more than \$1.5 billion.<sup>3</sup> Before investing these resources on infrastructure expected to remain in place for potentially more than 100 years, FAA and Port Authority must consider all other options and design and implement the best possible project for all New Yorkers that has the least impact on local communities. It has been and remains Riverkeeper’s goal to ensure a thorough environmental review that details the potential significant environmental and community impacts from construction and use of the Air Train, identifies mitigation measures to minimize any impacts that are unavoidable, and evaluates a range of reasonable alternatives.

We have identified a number of areas of particular importance for the FAA’s forthcoming EIS, and we urge your agency to consider the following throughout the environmental review.

## **I. Background on Flushing Bay Marina and Promenade**

Flushing Bay has borne the impacts of LaGuardia Airport for decades. Part of the bay had been filled in to construct the airport and now receives polluted stormwater runoff from runways and local highways. The bay is also heavily polluted by 2.3 billion gallons of raw sewage discharging yearly from New York City’s sewer system. Despite these hazards, thousands of intrepid kayakers and dragon boaters take to the bay each year. Even more New Yorkers utilize the Flushing Bay Promenade and historic World’s Fair Marina for recreation and boat launching. East Elmhurst residents and others regularly walk, jog, bike and picnic on the waterfront. Families celebrate their special occasions with a view of the marina and bay at the World’s Fair Marina Restaurant. In addition to people, the waters are home to many wetland species, such as oysters, blue crabs, horseshoe crabs, flounder, striped bass, American eels, and great blue heron, as well as mummichog and Atlantic menhaden, two species critical to the food web.

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<sup>2</sup> *Id.* at 19,151.

<sup>3</sup> Aaron Gordon, *Cuomo’s LaGuardia AirTrain Looks Like a \$1.5 Billion Boondoggle*, Village Voice (June 26, 2018), available at <https://www.villagevoice.com/2018/06/26/cuomos-laguardia-airtrain-looks-like-a-1-5-billion-boondoggle/>.

## II. Flushing Waterways Visioning Project

Restoration plans are now underway to bring Flushing Bay and waterfront back to life. Under an agreement with the state, New York City is investing \$670 million to capture and treat roughly one third of the 2.3 billion gallons of yearly sewage discharges. The Department of Environmental Protection allocated 34 million dollars to dredging the bay and restoring wetland grasses.

Riverkeeper and Guardians of Flushing Bay, along with community partners developed a 2018 Flushing Waterways Vision Plan to reshape the bay, enhance its amenities and increase public access to the promenade. The Vision Plan contains more than 50 flexible community-driven projects. These include oyster reef creation throughout the LaGuardia waterfront, Grand Central Parkway pedestrian bridge upgrades, walkway and landscape refurbishments, and the development of a Queens Water Exploration Center to bring essential amenities to the bay. The full Vision Plan is available at [www.riverkeeper.org/flushingwaterways](http://www.riverkeeper.org/flushingwaterways). The Vision Plan is incorporated herein by reference and included as Attachment A.

A path of the AirTrain along the promenade or over the bay would prohibit many of the Vision Plan projects from becoming a reality. It would obstruct connectivity and recreational opportunities at the park and also destroy local ecological habitats, disrupt quiet enjoyment of the waterfront and interfere with one of the few public marinas for human powered boaters in the city.

In particular, it could potentially obstruct efforts to improve pedestrian access across the Grand Central Parkway to the western portion of the promenade. “Currently, the communities of Corona, Jackson Heights, and East Elmhurst access the promenade by crossing old, featureless, and narrow overpasses; and when they reach the waterfront, paths are cut through grass medians as the overpass designs failed to account for ease of access for pedestrians or cyclists.”<sup>4</sup> The Vision Plan recommends enhanced crossings, with informational signs, landscaping, green infrastructure, and separate bike and pedestrian lanes that will open the waterfront to more people, while providing community safety improvements and stormwater control.<sup>5</sup> Depending on the design of the proposed AirTrain, the project could further limit these pedestrian access options through shading, decreased visibility, or obstruction of pedestrian access points.

The Vision Plan also recommends improvements to the waterfront including “family fun” areas, such as playgrounds, fountains, picnic tables, sculptures and shade trees, that would make the area more inviting and increase the use of the waterfront.<sup>6</sup> A new sound barrier (doubling as a flood protection berm) could help shield the park from the Grand Central Parkway.<sup>7</sup> In addition, signage befitting the promenade’s history, community and ecosystem in the form of

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<sup>4</sup> Riverkeeper, Inc. & Guardians of Flushing Bay, Flushing Waterways Vision Plan 46 (2018)

<sup>5</sup> *Id.*

<sup>6</sup> *Id.* at 60.

<sup>7</sup> *Id.* at 65.

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informational plaques and murals could help educate, engage and inform park visitors.<sup>8</sup> The AirTrain could potentially crowd out these amenities physically or with noise and shading, rendering them impossible. No part of the park needs these improvements more than the west side of the promenade by East Elmhurst, where the AirTrain might be routed.

In addition to improvements to pedestrian-exclusive spaces, the Vision Plan recommends improvements to the promenade's parking lots and road layout, which are used by Citi Field on game days, LaGuardia Airport for taxi overflow, and visitors to the marina and the park. Given the importance of stormwater capture for the clean water future of the bay, improvements are needed to the design of these lots; strategic use of green infrastructure stormwater controls (e.g., rain gardens and catchment basins) should be the cornerstone of that redesign.<sup>9</sup> Smart, green lots will cool the park, reduce runoff, and create more open space, without losing any parking. By relocating the entirety of Marina Road behind waterfront parking lots, and creating vertical parking structures, the promenade could be made safer for pedestrians, cyclists, and drivers alike. According to maps provided by the Port Authority and the FAA, the AirTrain likely would be built over what little grassy areas currently surround the parking lots. The AirTrain would add another piece of impervious infrastructure abutting the impervious parking lots and potentially inhibit these stormwater management practices.

We request that the FAA mitigate any AirTrain design by avoiding any impacts that would prevent these forthcoming improvements to the park. If impacts to parkland are unavoidable, we demand that park space in the immediate vicinity be added and improved. The projects identified in the Vision Plan should serve as a guide for potential mitigation measures.

### III. Purpose

The FAA must identify the purpose and need to approve the Proposed Project. See 40 C.F.R. § 1502.13. As the FAA approval is required to assess a passenger facility charge to fund the project, the FAA should consider the purpose of this action to reflect the types of projects for which a passenger facility charge may be assessed. Those include projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition.<sup>10</sup> The FAA should keep in mind its broad authorities and expand the purpose of its action accordingly.

In the draft scope of review, FAA provides two purposes:

1. Provide air passengers and employees with a time-certain option for access to LaGuardia; and

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<sup>8</sup> *Id.* at 84.

<sup>9</sup> *Id.* at 98.

<sup>10</sup> FAA, Passenger Facility Charge (PFC) Program Airports, <https://www.faa.gov/airports/pfc/> (last accessed June 17, 2019).

2. Permit the Port Authority to provide adequate employee parking for the geographically constrained airport.<sup>11</sup>

Regarding access to LaGuardia, it should be noted that there is no such thing as a “time-certain” option, especially in New York City. NYCT and LIRR trains are often delayed or cancelled for various reasons, including construction and human error. Moreover, platform waiting times can significantly increase overall duration of travel, depending on frequency and timing of trains. For instance, the LIRR operates only once every half hour on the Port Washington Branch, and the 7-train from Manhattan is overcrowded with frequent stops.

Instead of a largely meaningless “time-certain” goal, the purpose of this project should be to increase the reliability and convenience of public transit to LaGuardia Airport without significantly increasing congestion on the Grand Central Parkway. This change to the purpose of FAA’s action is crucial to ensure that the EIS facilitates review of all alternatives that could ultimately benefit capacity at LaGuardia, best serve New Yorkers and visitors, and minimize adverse impacts on the region. Choosing the wrong action could potentially result in a suboptimal project and preclude future capacity increases.

Additionally, the purpose of providing adequate employee parking should not hamper review of feasible and prudent options. First, the need for employee parking in conjunction with the AirTrain has not been demonstrated. Second, the *Federal Register* Notice of Intent to prepare an EIS on the AirTrain is insufficient because not a single one of the alternatives identified describe where or how a parking structure would be created. This omission emphasizes how relatively unimportant the parking structure is in comparison to a proposal for regional transit infrastructure. The Port Authority’s previous alternatives analysis is fundamentally flawed and rendered unreliable by the agency’s insistence on incorporating adjacent employee parking structures into the AirTrain design. While options for employee parking should be assessed for each alternative, the lack of ability to construct immediately adjacent parking structures must not alone preclude full consideration of any option. If necessary, offsite parking could instead be facilitated by running employee shuttle buses to the airport or to nearby public transit serving the airport.

We urge the FAA to eliminate the employee parking element of the purpose and need for the action, as we believe such a modification will result in a more effective alternatives analysis for all stakeholders. In the alternative, FAA should evaluate a robust array of options for parking structures that are nearby, but not adjacent to public transit options, especially where adjacent employee parking structures might require permanent conversion of parkland.

#### **IV. Need**

While the need for an employee parking garage still must be established, so too must the need for the proposed AirTrain. There is good reason for FAA to investigate assumptions made

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<sup>11</sup> 84 Fed. Reg. 19,151 (May 3, 2019).

by Port Authority with respect to ridership.<sup>12</sup> Previous estimates of JFK AirTrain ridership were later shown to have been grossly overinflated. While ridership on the JFK Airport AirTrain has been growing annually, from 2004-2014 it reached only half of its projected ridership.<sup>13</sup> For JFK Airport, roughly 12% of employees and travelers use the AirTrain; at LaGuardia, already 9% take public bus transit options, which options likely will remain faster and cheaper than the Port Authority's proposed AirTrain.<sup>14</sup> The FAA must assess the plausibility of the Port Authority's preferred alternative to support any significant improvement for travelers in this region and determine how many riders will actually use the AirTrain instead of other options.

The Port Authority's traffic study seems likewise flawed.<sup>15</sup> It states that traffic congestion has slowed travel times to LaGuardia Airport in recent years. There is no significant discussion of the on-airport construction that has drastically slowed traffic in the area, nor major recent construction on the Robert F. Kennedy and the Kosciuszko bridge, two common routes to the airport. The FAA must evaluate what baseline conditions will be for traffic when these projects are completed and then reassess the need to relieve congestion.

## V. Section 4(f) Determination

“Municipally-owned parkland, including recreational facilities, trails, and passive conservation areas, is a nonrenewable resource that should be protected. Once lost to another use recreational or open space is difficult to recover.”<sup>16</sup> It is the policy of the United States that “special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands. 49 U.S.C. § 303; 23 U.S.C. § 138. Before approving the AirTrain route on or adjacent to Flushing Bay Promenade and Marina and/or through the Citi Field parking lots, FAA must determine that there is no feasible and prudent alternative that avoids these “Section 4(f)” properties and that the project includes all possible planning to minimize harm to them. Under 49 U.S.C. section 303, FAA may approve a project:

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<sup>12</sup> Port Authority of N.Y. & N.J., AirTrain LGA; LGA Ground Access Mode Choice Model and AirTrain Ridership Forecast 2025-2045 (2018).

<sup>13</sup> Press Release: Governor Cuomo Announces AirTrain JFK Reaches Record High Ridership of 6.4 Million in 2014 (Feb. 10, 2015), *available at* <https://www.governor.ny.gov/news/governor-cuomo-announces-airtrain-jfk-reaches-record-high-ridership-64-million-2014>; John Holusha, Commercial Property; Jamaica Seeks to Build on Air Train, N.Y. Times (Feb. 29, 2004).

<sup>14</sup> *See* Press Release: Governor Cuomo Announces AirTrain JFK Reaches Record High Ridership of 6.4 Million in 2014 (Feb. 10, 2015), *available at* <https://www.governor.ny.gov/news/governor-cuomo-announces-airtrain-jfk-reaches-record-high-ridership-64-million-2014>.

<sup>15</sup> Port Authority of N.Y. & N.J., New York City and the LGA Access Traffic Conditions: Current and Projected Assessment (2018).

<sup>16</sup> N.Y. State Dep't of Parks, Recreation and Historic Preservation, Handbook on the Alienation and Conversion of Municipal Parkland 1 (2017), *available at* <https://parks.ny.gov/publications/documents/AlienationHandbook2017.pdf>.

requiring the use of publicly owned land of a public park [or] recreation area . . . of national, State, or local significance, or land of an historic site of national, State, or local significance . . . **only if—**

- (1) there is no prudent and feasible alternative to using that land; and
- (2) the program or project includes all possible planning to minimize harm to the park [or] recreation area . . . resulting from the use.”

49 U.S.C. § 303(d) (emphasis added); *see also* 23 C.F.R. § 774. If a feasible and prudent alternative avoids impacts to parkland, it must be selected. To perform such analysis, FAA must define and characterize the proposed AirTrain route and design, determining where it may affect parkland usage. This analysis will include identifying property types and those entities that hold property rights over them. Upon information and belief, the Flushing Bay Promenade and Marina are in the possession of New York City for parkland purposes. Detailed maps will be necessary for the public to understand the potential impact on parkland uses and access. We request that FAA provide a shapefile with the coordinates of the route.

In considering the significance of the impacts of the proposed project, the FAA should note the current uses of the parkland. As stated above, the promenade and marina are used for walking, jogging, biking, picnicking, resting and relaxing, and boating (human- and motor-powered), among other things. These uses depend on the aesthetic enjoyment of the surroundings, especially on the bay and promenade. The serenity and quiet are significant attributes of the park, especially in the East Elmhurst neighborhood of Queens which is otherwise starved for parkland. The benefits of the bay and promenade include presence of wildlife, natural light, and limited noise and visual disruptions.

The Port Authority’s Proposed Project, depending on its design and route, may use or constructively use these areas. Construction of the AirTrain on or adjacent to the promenade could substantially impair enjoyment of the park by limiting and/or decreasing accessibility of the parkland, increasing noise, causing vibrations during construction and throughout operation, diminishing the value of habitat, scaring away wildlife, and hampering aesthetic enjoyment.

In addition, we understand that the Citi Field Parking lot is technically parkland, though currently used during Mets games. This land, if unaffected by the proposed project, could one day revert to recreational use when no longer needed to support Citi Field operations. If the AirTrain is built on or adjacent to parkland, any potential impacts must be mitigated to a condition equal to or better than the no-build option, as discussed below in Section VIII.

## **VI. Alternatives Analysis**

We appreciate that FAA has selected thirteen reasonable alternatives and urge the agency to follow through with a full evaluation of each. However, each alternative should not be evaluated only in its silo. Instead, the alternatives should be considered both separately and

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combined to potentially enhance their overall effectiveness. For instance, alternatives three (use of other modes of transportation, including buses, ferry service, existing passenger trains, proposed high-speed rail facilities); four (use of measures to reduce vehicular travel to and from the airport); and five (off-airport roadway capacity expansion) should be considered in conjunction with each other. Ferry service should be evaluated from all five New York City boroughs, both direct service and connections to other ferry routes currently operating throughout New York. These grouped measures should also include installation of signage and instructions, as well as development of online guides to help passengers and employees navigate public transit to and from their destinations. Such guidance is sorely lacking today.

In evaluating rail alternatives, FAA should examine potential for underground, above-ground, and at-grade construction, or a potential combination of the three, as feasible. The FAA should take note that options other than the Port Authority's preferred route might offer better transportation opportunities for the region. Consider especially the direct connection of NYCT N and W lines, and the train to Woodside or Jackson Heights. Because the Port Authority's Proposed Project provides less transit connection opportunities and would result in longer travel times to the airport than other alternatives, multiple transit experts have criticized the Port Authority's preferred alternative. For instance, Kirk Hovenkotter, Senior Program Associate for the Transit Center, stated:

The LaGuardia AirTrain is the "Wrong Way AirTrain." As proposed, it will spend over a billion dollars to increase the time it takes to get to LaGuardia from most of NYC over the existing subway and bus service. Travelers and airport employees would be better served by making the MTA buses that connect to the airport like LaGuardia Link, the Q70, the Q72, and the Q47 more frequent & reliable.

Tri-State Transportation Campaign Executive Director Nick Sifuentes stated: "Sometimes there are projects that can cause temporary pain but are necessary. We don't think this project meets that standard." Given these concerns, FAA should analyze the overall transit benefits of the other alternatives to make the airport accessible to all and increase affordable local transit in Queens.

In evaluating alternative one, Port Authority's Preferred Project, we expect that FAA will review multiple potential route options for an AirTrain from the Mets-Willets Point NYCT station that best avoid or mitigate impacts to the Flushing Bay Promenade and Marina as well as impacts to local residents and the environment.

We note FAA must abide by multiple laws, regulations, and agency policies in evaluating alternatives. First, as described above, FAA must comply with the Section 4(f) review of all feasible and prudent alternatives, pursuant to 49 U.S.C. section 303. The FAA must also comply with the U.S. Department of Transportation Final Environmental Justice Order<sup>17</sup> to avoid discrimination and disproportionately high and adverse effects on minority populations and low-income populations. In Community Board 3, 25% of residents have incomes under the New

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<sup>17</sup> Department of Transportation, Final DOT Environmental Justice Order, Order 5610.2(a) §§ 7(c)(3); 8(c) (2012).

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York City poverty level, compared to 20% for Queens and 20% for NYC; and 54% of residents are rent burdened, compared to 45% for New York City and 48% for Queens.<sup>18</sup> The FAA must consider “alternatives to . . . activities, where such alternatives would result in avoiding and/or minimizing disproportionately high and adverse human health or environmental impacts.”<sup>19</sup>

Regarding potential impacts on Flushing Bay and Flushing Creek wetlands, “new construction located in wetlands shall be avoided unless there is no practicable alternative to the construction and the proposed action includes all practicable measures to minimize harm to wetlands which may result from such construction.”<sup>20</sup> Specifically, the FAA document titled Environmental Desk Reference for Airport Actions defines a practicable alternative as “an alternative that is possible (i.e., feasible), after considering the alternative’s: (1) safety aspects; (2) ability to meet the action’s transportation objectives; and (3) ability to meet accepted design, engineering, environmental, economic, or any other applicable factors.”<sup>21</sup>

Floodplains must also be avoided if possible. The FAA, states in its Environmental Desk Reference for Airport Actions that “[t]o meet Executive Order 11988 . . . and the U.S. Department of Transportation (DOT) Order 5650.2, Floodplain Management and Protection, all airport development actions must avoid the floodplain, if a practicable alternative exists.”<sup>22</sup> Later, the FAA notes that “a practicable alternative outside a floodplain must be selected if it is practicable, but that decision must be made after considering other factors.”<sup>23</sup>

Accordingly, FAA must evaluate and avoid the potential adverse impacts on parkland, local communities, wetlands, floodplains and the environment of each proposed alternative.

## VII. Community and Environmental Impacts

The Port Authority’s preferred alternative would impose significant hardship on local communities and Flushing Bay, which are already shouldering the burden of LaGuardia Airport. The proposal could upend recent investments to improve neighborhoods and prevent implementation of the Vision Plan for Flushing Waterways discussed above in Section II.

The local community of East Elmhurst, and especially the residents living on and around Ditmars Boulevard, may be significantly burdened by construction and operation of the AirTrain.

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<sup>18</sup> N.Y. City Planning Dep’t, Community District Profiles, Queens Community District 3, <https://communityprofiles.planning.nyc.gov/queens/3> (last accessed June 17, 2019).

<sup>19</sup> Department of Transportation, Final DOT Environmental Justice Order, Order 5610.2(a) §§ 7(c)(3); 8(c) (2012).

<sup>20</sup> U.S. Dep’t of Transportation, DOT Order 5660.1A, Preservation of the Nation’s Wetlands § 5 (1978) (emphasis added).

<sup>21</sup> FAA, Environmental Desk Reference for Airport Actions, Ch. 21 § 1.d. (2007).

<sup>22</sup> *Id.* at Ch. 12, § 1.a.

<sup>23</sup> *Id.* at Ch. 12, § 1.f.



They have already borne the impacts of LaGuardia reconstruction for years. The potential for additional noise, vibrations and traffic congestion during AirTrain construction should be evaluated. Different noise, vibration, and traffic impacts may also occur during operation of the AirTrain, as well as disruption of waterfront views.

Community Board 3, consisting of parts of East Elmhurst, Jackson Heights and North Corona, ranks in the bottom quarter of citywide community boards for walking access to parkland.<sup>24</sup> Construction impacts could make this situation worse by temporarily cutting off access to the park entirely. Operation of the AirTrain on the preferred route would impair park use and enjoyment and limit future access in perpetuity. In addition to potentially harming access, the train could increase shading, visual impacts, noise and vibrations for park goers. It could also exacerbate traffic congestion in the local area during construction and use. The design could result in the relocation of Flushing Bay Marina facilities, including a boat lift, marina office and boat storage.

Construction and operation of the AirTrain could have impacts on the bay and promenade, including disrupting fish spawning beds, causing subsurface noise during construction, disturbing sediment stability from tidal erosion at piling bases (if in the water), potentially shading the water or intertidal zones from overhead infrastructure that disrupts the natural light cycle, depositing debris from construction, as well as oil, grease, rust, etc., that would shed from the train or infrastructure during long-term use. Native wetland species that may be affected include oysters, blue crabs, horseshoe crabs, flounder, striped bass, American eels, and great blue heron, as well as mummichog and Atlantic menhaden.

The entire Flushing Bay Promenade is in a FEMA special flood hazard zone. Much of the areas around Flushing Bay and Creek flooded significantly during Superstorm Sandy.<sup>25</sup> The risks of sea level rise and storm surge damaging any new infrastructure should be evaluated. There is also potential for a structure placed in the flood zone to increase flooding hazards in the surrounding areas. Structures that encroach on wetlands could undermine the natural capacity of the area to absorb storms. Although mostly hardened, recent efforts have been made to install wetlands and green portions of Flushing Bay and Creek. There remains great potential in the Flushing Bay Promenade and in Flushing Creek to install more wetland and oyster habitats. The design for the AirTrain should consider both the potential to stymie flood mitigation and habitat installation projects, especially with the cumulative impacts of ongoing Flushing Creek waterfront development.

It seems from the preliminary designs that Flushing Creek wetlands may be affected by the OMSF or other structures proposed by the Port Authority. Flushing Creek is a heavily

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<sup>24</sup> N.Y. City Planning Dep't, Community District Profiles, Queens Community District 3, <https://communityprofiles.planning.nyc.gov/queens/3> (last accessed June 17, 2019).

<sup>25</sup> NYC Open Data, Sandy Inundation Zone, <https://data.cityofnewyork.us/Environment/Sandy-Inundation-Zone/uyj8-7rv5> (last accessed June 16, 2019); QNS.Com, Editorial: *Looking Back at Unforgettable Images of Queens after Hurricane Sandy Struck Five Years Ago Today* (Oct. 29, 2017), available at <https://qns.com/story/2017/10/29/looking-back-unforgettable-images-queens-hurricane-sandy-struck-five-years-ago-today/>.

polluted waterway impaired by pathogens, floatables, low dissolved oxygen, and high oxygen demand. Any impacts to wetlands will worsen these impairments by decreasing the wetlands' capacity to filter the waterway and reduce polluted overland stormwater runoff.

Recommendation 7 of our Vision Plan calls for the opposite—that is, installation of more soft edges:

The development of soft shorelines along Flushing Creek will provide fish and birds with a continuous stretch of habitat, and create the ecosystem structure necessary for oysters, mussels, and crabs – a vast improvement over the current mix of hard edges and featureless “sheet-pile” bulkheads. Coupled with wetland restoration, waterfront access points, and a Creek-front park in downtown Flushing, the waterfront edge provides new resilience benefits and ecosystems services."

New impervious infrastructure, such as an employee parking lot, built in a flood plain could inhibit the vision for a soft shoreline with the potential for flood mitigation and stormwater management. These impacts must be thoroughly examined and avoided entirely.

The NYCT number 7-train is already over capacity, especially during rush hours. An AirTrain to Mets-Willets Point Station is highly likely to significantly increase daily users of the 7-train. Given this increase, and the potential proposed redevelopments in Willets Point<sup>26</sup> and Flushing<sup>27</sup> neighborhoods that will create thousands of new residential units, the potentially drastic cumulative impacts of expanded 7-train ridership must be assessed. The FAA must evaluate a worst case scenario in which all or nearly all AirTrain riders—with their luggage—choose to ride the 7-train, which is a realistic possibility, given the infrequency and significantly higher cost of the LIRR, coupled with the fact that the 7-train's transfer options more conveniently serve Brooklyn and Queens than the LIRR does.

The FAA must also consider impacts of projects that would depend on this AirTrain, such as a rental car facility, which the Port Authority is now contemplating as evidenced by its request for proposals “for the performance of expert professional preliminary design services for the initial design of AirTrain at LaGuardia Airport as requested on an ‘as-needed’ basis and optional technical advisory services on an ‘as-needed’ basis.”<sup>28</sup> The FAA should review existing

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<sup>26</sup> N.Y. City Env'tl. Dev. Corp., Willets Point Development (Jan 15, 2019), <https://www.nycedc.com/project/willets-point-development> (last accessed June 16, 2019).

<sup>27</sup> Flushing Willets Point Corona LDC, Flushing Waterfront Revitalization, <https://www.queensalive.org/flushing-waterfront-boa> (last accessed June 16, 2019); Mike Odenthal, *Flushing is Flushed with Residential Development, Several Significant Projects Underway in Queens Neighborhood*, Cooperator (Feb. 13, 2019), available at <https://cooperator.com/article/flushing-flush-with-residential-development/full>.

<sup>28</sup> Port Authority of N.Y. & N.J., Request for Proposals for the Performance of Expert Professional Preliminary Design Services for the Initial Design of AirTrain at LaGuardia Airport as Requested on an “As-Needed” Basis and Optional Technical Advisory Services on an “As-Needed” Basis (RFP #48565),

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documents and conclusions related to any assessments of rental car facilities to determine the Port Authority's intent. Unless the Port Authority has established and is pursuing an alternate reasonable and feasible plan for future rental car operations, the FAA must consider Willets Point rental car facility a realistic possibility and evaluate the impacts of constructing the building as part of this EIS.

### VIII. Mitigation

The FAA's evaluation of potential mitigation measures will be critical if a major piece of infrastructure will be routed through a densely populated urban area. Under the New York State Environmental Quality Review Act, mitigation of significant impacts will be mandatory for any actions taken by New York State Department of Transportation, such as condemnation of parkland for use by Port Authority to operate an AirTrain. See 6 N.Y.C.R.R. §§ 617.15; 617.11 (acting New York State entity must ensure the project "avoids or minimizes adverse environmental impacts to the maximum extent practicable, and that adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigative measures that were identified as practicable."). Mitigation will also be mandatory under Section 4(f) if impacts to parkland are unavoidable, as described above in Section V above. Similarly, U.S. Department of Transportation's environmental justice policy requires implementation of all practicable mitigation for disproportionately high and adverse impacts on minority and low-income populations.<sup>29</sup>

Executive Order 11990 and U.S. Department of Transportation Order 5660.1A prohibit construction in wetlands unless the head of the agency determines that . . . (2) the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use. 23 C.F.R. § 777.3. And U.S. Department of Transportation policy and Federal Emergency Management Agency guidance demand that "[i]f no practicable alternative exists, actions in a floodplain must be designed to minimize adverse impact to the floodplain's natural and beneficial values."<sup>30</sup>

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Attachment A, at 1 (Feb. 6, 2017), *available at* [https://www.panynj.gov/business-opportunities/pdf/RFPDOC\\_48565.pdf](https://www.panynj.gov/business-opportunities/pdf/RFPDOC_48565.pdf).

<sup>29</sup> Department of Transportation, Final DOT Environmental Justice Order, Order 5610.2(a) at 8(c) (2012) ("The Operating Administrators and other responsible DOT officials will ensure that any of their respective programs, policies or activities that will have a disproportionately high and adverse effect on minority populations or low-income populations will only be carried out if further mitigation measures or alternatives that would avoid or reduce the disproportionately high and adverse effect are not practicable.").

<sup>30</sup> FAA, Environmental Desk Reference for Airport Actions, Ch. 21 § 1.a. (2007); *see also* Fed. Emergency Mgmt. Agency, Guidelines for Implementing Executive Order 11988, Floodplain Management, and Executive Order 13690, Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input (2015) ("Executive order 11988 requires agencies to avoid, to the extent possible, the long- and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid the direct or indirect support of floodplain development whenever there is a practicable alternative.")

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We demand that the local communities, parkland, and natural areas are left in equal or better condition after any project is completed. Mitigation for the Port Authority's preferred project should include replacement of disrupted land and facilities of comparable value and function and/or monetary compensation that can be used to enhance the remaining property around a Section 4(f) property, placement of vegetative buffers and screening of the project area, and documentation for educational or interpretive purposes. We hope that the Vision Plan described above in Section II will serve as a guide for mitigation alternatives. The FAA should also consider strict daily schedules for construction so as not to disrupt neighbors, and noise barriers during and after construction. Finally, as the project is within the 100-year floodplain, FAA should consider implementing resiliency measures for the Flushing Bay promenade, marina, piers, recently enhanced wetlands, and surrounding areas.

## **IX. EIS Process**

Riverkeeper appreciates the two-year schedule set forth by FAA as a more realistic timeframe for your administration and the public to evaluate the environmental impacts of constructing a major piece of infrastructure in a densely populated urban area. Given the complexity of the project and the surrounding neighborhoods, we anticipate that Riverkeeper will need more than 45 days to review the forthcoming draft environmental impact statement. In addition, there is significant community concern over the Proposed Project and ongoing, substantial confusion about its details. Additional time for public review could help clear up some of this uncertainty. Riverkeeper hereby requests at least an additional 45 days beyond the minimum required period for a total of a 90-day public comment period.

We were disappointed by the FAA's decision to hold public workshops instead of town hall-style meetings where neighbors and other stakeholders could listen to one another and understand the concerns about—and even the support for—the Proposed Project. This type of dialogue is crucial to understand each other's perspectives and to help shape public advocacy and ensure the best possible outcome for our communities, the environment, and New York City as a whole. In order to help facilitate that dialogue, Riverkeeper and partner organizations Ditmars Boulevard Block Association, Jackson Heights Beautification Group, Flushing Chamber of Commerce, and Queens Neighborhoods United held an AirTrain People's Hearing at World's Fair Marina on June 13, 2019. We recorded the hearing, which had 15 speakers. I have included that recording as Attachment B and incorporate it herein by reference. A list of speaker names is available upon request. Riverkeeper and partners also held a public forum on the AirTrain on February 12, 2019, and we collected 25 comment letters from attendees. I have included those comments as Attachment C and incorporate them herein by reference.

To avoid the need to repeat the "People's Hearing," we request that during the draft EIS public comment period the FAA host a town hall-style meeting and accept oral comments in a forum where stakeholders can hear each other speak, or host a hybrid workshop and town hall-style meeting.

Last, we appreciate FAA providing Spanish and Mandarin translation at the workshop meetings. In the future we request that all documents be provided in those languages as well as

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Korean. It is especially important that advertisements for future hearings/meetings be written in the prevalent languages of the respective neighborhoods, and translation at events in Spanish, Mandarin, and Korean be better advertised during the meetings.

**X. Conclusion**

Thank you for your consideration of our comments. We look forward to working with FAA staff to ensure the public has an adequate opportunity to understand and participate in the Environmental Impact Statement process, and we look forward to your thorough draft review of this Proposed Project.

Respectfully submitted,

A handwritten signature in cursive script that reads "Michael Dulong".

Michael Dulong  
Senior Attorney

----- x  
RIVERKEEPER AND PARTNER ORGANIZATIONS DITMARS  
BOULEVARD BLOCK ASSOCIATION, JACKSON HEIGHTS  
BEAUTIFICATION GROUP, FLUSHING CHAMBER OF  
COMMERCE, AND QUEENS NEIGHBORHOODS UNITED  
AIRTRAIN PEOPLE'S HEARING AT WORLD'S FAIR  
MARINA ON JUNE 13, 2019.

----- x  
Transcribed by Holly Van Pelt

LEX#147209

## Public Hearing

2

1  
2 MR. MICHAEL DULONG: Okay, hi,  
3 everyone. I'm Mike Dulong. I'm a staff  
4 attorney with Hudson Riverkeeper. We're a  
5 non-profit group dedicated to defending  
6 the Hudson River and all the tributaries  
7 to the Hudson, including Flushing Bay,  
8 Flushing Creek, the East River and all the  
9 waters in and around New York City.

10 I'd like to thank Rebecca Pryor.  
11 She's a program coordinator for  
12 Riverkeeper and Guardians of Flushing Bay  
13 and everybody from the Sensible Way to LGA  
14 Coalition who helped put this on tonight,  
15 including but not limited to Ditmars  
16 Boulevard Block Association, Jackson  
17 Heights Beautification Group, Flushing  
18 Chamber of Commerce and Queens  
19 Neighborhoods United. Everybody helped  
20 organize this. I'd also like to thank the  
21 World's Fair Marina restaurant for hosting  
22 us very graciously. We really appreciate  
23 it and we know you're in this fight too.

24 So I would have hoped that the  
25 burden wouldn't fall on us to have to hold

## Public Hearing

3

1  
2 a hearing like this. We were hoping that  
3 the FAA would hold a public hearing where  
4 neighbors could hear their neighbor's  
5 concerns and hear differing opinions among  
6 all these stakeholders that are here  
7 tonight and that were at the meetings last  
8 week. And so we're disappointed by their  
9 failure to do so. We're disappointed by  
10 the fact that we have to host this and  
11 create a forum among the public so that we  
12 can listen to each other's concerns. You  
13 know, all of our city, state and federal  
14 representatives, some are here tonight and  
15 we appreciate your -- your attendance and  
16 we call on you to help us ensure that the  
17 FAA creates those spaces where we can have  
18 an open community dialogue where we can  
19 have public forums to give our concerns  
20 and give our comments on the environmental  
21 impact review and on the AirTrain  
22 generally.

23 So we are recording our comments  
24 tonight. Riverkeeper is doing this  
25 recording so that we can put these on the



1 record. We are going to send this  
2 recording to the FAA. The FAA has to  
3 respond to public comments, and we hope  
4 that they'll listen to this recording and  
5 that they'll respond to your comments, to  
6 your concerns about the AirTrain and  
7 they'll address the issues that you raise  
8 tonight that you want to see them take  
9 into consideration as they're planning the  
10 AirTrain, as they're reviewing  
11 alternatives to the AirTrain, as they're  
12 considering how to mitigate the impacts  
13 that you're gonna face, whether those are  
14 visual, noise, vibrations, impacts to your  
15 use of the park, impacts to the water  
16 quality in Flushing Bay; anything like  
17 that, they want to hear it and so you're  
18 welcome to say anything that you want  
19 tonight. We just have two sort of  
20 requests or caveats. The first is that  
21 you limit your comments to about five  
22 minutes so that everybody will have a  
23 chance to talk and voice their own  
24 opinions, and the second is that you  
25

1  
2 respect everybody's comments and stay  
3 quiet during their comments, whether you  
4 agree or disagree with them, so that, you  
5 know, everybody has their opportunity.

6 And so for our piece we've -- the  
7 AirTrain is a major piece of proposed  
8 infrastructure that should be here -- that  
9 could be here for over a hundred years and  
10 so it's gonna cost 1.5 billion dollars.  
11 If they're gonna do this, they have to do  
12 it right and they have to do a full  
13 environmental review. They have to look  
14 at alternatives and make sure that if  
15 they're going to build it, it's the best  
16 project for all New Yorkers, it's the best  
17 project for Queens and it has the least  
18 impact on local communities. And so what  
19 that means is that, you know, it's our  
20 goal to ensure, and this is what  
21 Riverkeeper does in a lot of environmental  
22 reviews, that the details or that the  
23 environmental impact review details the  
24 potential significant environmental  
25 community impacts, identifies mitigation

1  
2 measures to minimize any of those impacts  
3 and evaluates a full range of reasonable  
4 alternatives. So in our opinion what does  
5 that look like? I think the alternatives  
6 review is gonna be the most important.  
7 There are two alternatives we believe  
8 could potentially benefit New Yorkers even  
9 more than the proposed plan. One is a no  
10 build scenario, but that includes focused  
11 action on a bus exclusive roadway,  
12 expansion, additional express bus routes  
13 from Manhattan and Queens and optimizing  
14 the existing routes, and also what they've  
15 used in the past and what is actually a  
16 real reasonable possibility is a ferry  
17 service directly from Manhattan and from  
18 the other boroughs. Another potential  
19 alternative would be the expansion of the  
20 N/W line. That would provide a more  
21 direct route to the airport but would also  
22 provide additional transit in a transit  
23 dessert.

24 In terms of the potentially  
25 significant community environment -- and

## Public Hearing

7

1 environmental impacts, we'd like to focus  
2 the FAA's attention on a number of issues.  
3 The first is that the AirTrain could  
4 inhibit access to an enjoyment of the  
5 World's Fair Marina, where we are right  
6 now, where people are running, where we  
7 just saw dragon boaters go by. This, the  
8 route would cut off more than a quarter of  
9 the promenade in this area that's starved  
10 for parkland. The second is that  
11 construction could have impacts on the bay  
12 and promenade, including construction and  
13 use of the AirTrain, could have impacts on  
14 the bay and the promenade and on the bay  
15 specifically, including fish spawning  
16 beds, subsurface noise during  
17 construction, sediment stability, to tidal  
18 erosion, potential shade from the  
19 infrastructure disrupting natural light  
20 cycles and debris from construction, like  
21 oil and grease and rust and anything else  
22 that sheds from the AirTrain during long  
23 term use.  
24

25 I should point out that the World's

1 Fair Marina was an area that was flooded  
2 during Sandy. The FAA must consider the  
3 potential impacts of the -- of any  
4 AirTrain in this area, whether that could  
5 make flooding in this area worse, and it  
6 should also consider the design for any  
7 AirTrain to be resilient against flooding.  
8 The local community, obviously, may be  
9 significantly impacted and burdened by  
10 construction of the AirTrain and the  
11 operation of the AirTrain. Again, noise,  
12 visual impacts, traffic and vibrations,  
13 among other things should be among the  
14 list of things considered and I hope  
15 everyone will raise their concerns tonight  
16 and how you will be impacted.

17  
18 And the last is that the local  
19 transit operations may be overburdened.  
20 The 7 train is already at capacity during  
21 rush hour and the Port Authority's  
22 assertion that riders will take the Long  
23 Island Railroad to Manhattan is just  
24 untenable. It's laughable.

25 So we look forward to continuing to

1  
2 ensure that the FAA takes everyone's  
3 concerns into consideration and we invite  
4 you all to speak tonight and we're happy  
5 to put your comments on the record.

6 Thanks.

7 UNIDENTIFIED SPEAKER: So who's  
8 next?

9 UNIDENTIFIED SPEAKER: Yeah anyone,  
10 so if you have comments, it doesn't have  
11 to be formal; it could be written out.  
12 Everybody's being recorded.

13 UNIDENTIFIED SPEAKER: Sure. You  
14 have to speak in this recorder. This is  
15 what's going onto the record. This is how  
16 we can hear.

17 MS. NUALA O'DOHERTY: Good evening.  
18 My name is Nuala O'Doherty. I'm here, I'm  
19 a mother of five, grandmother of one. I  
20 live in the neighborhood. I'm a Community  
21 Board 3 member. I'm the president of a  
22 local Civics organization. I'm a PTA  
23 president of one of our schools, a  
24 community activist, but more importantly  
25 I'm a neighbor of La Guardia Airport, and

1  
2 I think we all have to consider the fact  
3 that La Guardia is an important part of  
4 our neighborhood. We've been long time  
5 neighbors and we all understand the  
6 importance of La Guardia for the entire  
7 region, but we also expect La Guardia to  
8 be a good neighbor and so for years we've  
9 put up with the noise, the vibrations, the  
10 traffic, the dust and more recently with  
11 all the construction, pile driving,  
12 trucks, people parking in our  
13 neighborhoods and all the dust and  
14 vibration that has occurred with all the  
15 construction. So what I'd really like to  
16 see is La Guardia to be a good neighbor  
17 and to consider their neighbors and not  
18 just the fate of passengers.

19 So the way I understand this is that  
20 they hope to build this 1.5 billion dollar  
21 boondoggle of an AirTrain based on a fee  
22 for passengers who fly in and out of La  
23 Guardia, and therefore, all they're  
24 considering are what's good or best for  
25 the passengers on those airplanes and

1 they're not considering their neighbors,  
2 and that's not being a good neighbor. So  
3 if you consider their neighbors, they  
4 would look at other things. They would  
5 consider the fact that we are in a park  
6 dessert, that we're in a transportation  
7 dessert, that there are a number of  
8 community issues, that this transportation  
9 problem to and from La Guardia could  
10 actually help their neighbors. I think  
11 everyone agrees that the gold standard to  
12 get to La Guardia is a one-seat subway  
13 ride to the airport, right, \$2.75 gets you  
14 on a subway directly to La Guardia. Now I  
15 know in the past twenty years this has  
16 been discussed and dismissed, but I think  
17 times have changed and we need to consider  
18 how times have changed. So the first  
19 reason I think they should consider a  
20 one-seat subway ride to La Guardia is that  
21 it would benefit The City of New York, not  
22 just the passengers who come off and on  
23 the airplanes, but the people who live  
24 here. It would do so because it would add  
25



1 subway traffic here in much needed areas.  
2 The areas of northern Jackson Heights and  
3 East Elmhurst do not have any subway  
4 service now, and what I would propose they  
5 would do is, it's a little bit  
6 complicated, is flip the N and R line. So  
7 those of you who are old enough to  
8 remember, it used to be the R line that  
9 went up to Astoria. By having that back  
10 to the R line, going up to past Ditmars,  
11 to the Con Ed plant and then turning over  
12 to La Guardia, adding a subway stop in  
13 northern Jackson Heights, that would  
14 benefit people in northern Jackson  
15 Heights, but also I'd make it an R line  
16 that would allow the train to go through  
17 the 63rd Street tunnel and, therefore,  
18 increase service. So a lot of the  
19 bottlenecks in our current subway system  
20 are trains crossing in and out of  
21 Manhattan. By having it go through the  
22 63rd Street tunnel, we can have a lot more  
23 trains travel on that track. So one, you  
24 could increase service to the airport, to  
25

1 northern Jackson Heights, to Astoria but  
2 also to midtown Manhattan and to Bayridge,  
3 Brooklyn. This would actually help the  
4 city. Would it be expensive? Yeah, it  
5 would be expensive. Any subway increased  
6 service would be expensive, but it's  
7 desperately needed and before we kind of  
8 said oh, well, the MTA can't do that, but  
9 life has changed. The state legislature  
10 has passed congestion pricing and so new  
11 funding will be going to the MTA so they  
12 can actually start doing bold new moves.  
13 Now we have to understand that the MTA is  
14 not going to move quickly and this will  
15 take a while to implement, but we already  
16 have a decent system that works, a bussing  
17 system that can be tweaked. It can be  
18 tweaked by changing roadways. It can be  
19 tweaked by just increasing service and  
20 just increase the number of busses. So  
21 there's currently a bus line that runs  
22 along Junction Boulevard that serves the  
23 people in that entire neighborhood. Why  
24 don't we just have more busses on that  
25

1  
2 line that gets people to La Guardia and  
3 also helps the neighborhood? Why don't we  
4 have more -- the current link bus that  
5 stops at 61st Street and 74th Street then  
6 and comes over here is a very quick way to  
7 get to the airport but doesn't service  
8 anyone in the neighborhood. So we'll keep  
9 the link bus, but we should also bring  
10 back the bus lines that we used to have  
11 that went through the neighborhood and  
12 went to La Guardia.

13 The alternatives are completely  
14 unacceptable. I live in City Council  
15 District 25 and that council district  
16 ranks 50 out of 51 council districts for  
17 park space. The only one that is lower is  
18 the Upper East Side because Central Park  
19 isn't in their district, all right. So  
20 we're starved for parkland and we have to  
21 go outside our district to look for  
22 parkland and one of these spaces we go  
23 outside to is this promenade right here  
24 because if you live in Jackson Heights and  
25 you want to get to Flushing, the easiest

1 way to do it is to ride there all along  
2 this promenade and it's also a safe way to  
3 travel, so when I go with my kids on a  
4 bike, we come along this promenade where  
5 there aren't cars and traffic. It also  
6 cuts off our access to the water. I know  
7 we live in a big city, but we actually  
8 live on an island and some of us really  
9 appreciate the fact that we are so close  
10 to the ocean and for the residents of  
11 Jackson Heights, this is the ocean that we  
12 come to and it's this promenade, and the  
13 fact that they want to take that away from  
14 us without even considering how that will  
15 impact the neighbors. So one, we lose a  
16 parkland. Two, we deal with the vision of  
17 the monstrosity of this 1.5 billion dollar  
18 boondoggle, but then they want to take  
19 people east to go west to midtown and  
20 their theory of doing that is to bring  
21 them to Willets Point, this very  
22 underutilized subway stop where, yes, a  
23 Long Island Railroad train does  
24 occasionally stop once about every thirty  
25

1 minutes, pretty unreliably, by the way,  
2 but what's there all the time is a 7 line.  
3 And the 7 line is the heart and the  
4 transportation heart for many people here,  
5 not only in Jackson Heights, but Corona,  
6 Flushing, Sunnyside, Woodside, Long Island  
7 City, and by shoving all of these  
8 passengers on with their luggage, who  
9 don't know where they're going, to an  
10 already overcrowded and almost inhumane  
11 situation is ridiculous, and this idea  
12 that somehow we're just gonna accept a  
13 bunch of these passengers with luggage  
14 onto a train that you can't fit on already  
15 is absolutely crazy, and then the idea  
16 that they want people to pay a lot of  
17 money for this, by the way. So \$2.75 for  
18 a subway ride is an acceptable way to get  
19 to La Guardia, but they're gonna be paying  
20 for an AirTrain and then for either Long  
21 Island Railroad or the subway ride. It  
22 would be one thing if it was a nice,  
23 comfortable trip to midtown, but we're  
24 talking about a hassle here. You've got  
25

## Public Hearing

17

1  
2 to get the AirTrain. Then you've got to  
3 try to push yourself onto a subway ride  
4 where no one is gonna want you and your  
5 luggage on there; take it all the way to  
6 midtown. So you're asking for people to  
7 spend a lot of money for an inconvenient  
8 ride. I think it's time for a community  
9 to step up and say what about us. We've  
10 been your neighbors for years. We've put  
11 up with you and your noise and your  
12 construction. It's time to think about us  
13 for once. And it's time to consider  
14 what's best not just for the passengers  
15 flying in and out, but for the community  
16 who surrounds and supports you. We want  
17 people to get to La Guardia. We want  
18 people to fly in and out of La Guardia.  
19 We want to do it in a way that not only  
20 helps those passengers but also helps a  
21 city that surrounds it, and to me the best  
22 way you see that is by having a solution  
23 that not only helps La Guardia but also  
24 helps the city itself, and that's a  
25 one-subway-seat ride to La Guardia, and

1 that's what we're asking for.

2 (Applause)

3 UNIDENTIFIED SPEAKER: Thank you,  
4 everyone. Richards is next. Do you want  
5 me (inaudible). Raise your hand and I'll  
6 put you on the list. Do it in the order  
7 of whoever raises their hand. I'll come  
8 to you.

9 UNIDENTIFIED SPEAKER: Good evening.  
10 Can you hear me? No, not like that. Got  
11 it. Good evening. By no means am I gonna  
12 be able to litigate a case that I am  
13 pretty much on the fence and don't have  
14 enough of the profile of this whole  
15 situation other than to just step back and  
16 say that this is an issue of balance, the  
17 balance of the residents, the taxpayers,  
18 the feasibility, the cost efficiency  
19 versus really who are we transporting. I  
20 don't know. I haven't seen a usage study  
21 of the JFK rail to say whether fifty  
22 percent of businessmen, twenty-five  
23 percent of tourists, so the environmental  
24 study will happen. The feasibility study  
25

1 will happen. The cost analysis benefit  
2 will happen. We know that La Guardia is  
3 spending or is gonna spend 9 billion  
4 dollars to upgrade the airport. Well,  
5 it's a business model. They have to make  
6 sure the transportation of this area,  
7 which is the tri-state area, JFK, La  
8 Guardia, Newark is as efficient, user  
9 friendly as possible. But at what cost?  
10 So I'd like to see who's on the train.  
11 Let's forget the special interest of La  
12 Guardia, the business model. Let's  
13 forget, which we're not, the environmental  
14 study; who's on the train? So if eighty  
15 percent, meaning a combination of tourists  
16 and business people, are on this train but  
17 the consequences hurt the community,  
18 whether it's water access, whether it's  
19 eminent domain, whether it's blocking my  
20 view from my house to see the water I used  
21 to see, this is about balance and this is  
22 about who's on the train. And I haven't  
23 heard that in the readings I've seen  
24 online and in terms of the cost, you know,  
25



1 the agencies turn around and tell you this  
2 is a job builder; there will be jobs  
3 involved, and that's fine, but the  
4 consequences of balance and that ratio  
5 that the community will suffer, which  
6 includes taxpayers, because we all have to  
7 put up another twenty cents every paycheck  
8 for every year this goes by, but again  
9 who's on the train? And if there's not  
10 enough of them to be on the train, who are  
11 us, meaning Manhattan residents, that will  
12 take this train. (Inaudible). Well,  
13 they're one of us. They're a New York  
14 City resident or it may be someone that  
15 lives near Citi Field or Willets Point  
16 will jump on that train, just, you know,  
17 that he will put their car in long term  
18 parking and they'll come to the airport.  
19 Well, that's us also. But I think the us  
20 part is going to be a much smaller ratio  
21 than the them, and this isn't us against  
22 them. This isn't anti-tourism. This  
23 isn't anti-business. But let's see the  
24 balance. Who's on the train? Thank you.  
25

(Applause)

MS. PAT BECKLES: All these eloquent speakers. Hi. I'm Pat Beckles. I am the vice president of the Ditmars Boulevard Block Association, a member of the Community Board 3 and I'm also on the board of directors of the Block Association, a resident of Ditmars Boulevard. I grew up on Ditmars Boulevard, and I remember sitting in our attic windows and our feet dangling outside the windows watching the planes take off and land and waterskis on the -- on the -- on the bay and, you know, this was our waterfront property, and that's -- wants to be erased, why, because Governor Cuomo believes that it's something else he can put his name to, add to his legacy, not even considering how it's gonna affect the residents of this community and our neighboring communities.

We're already enduring structural damage from the upgrade of our third world airport and the pilings, is -- it's going

1  
2 on all hours of the night. Allegedly it's  
3 supposed to stop at a certain point and  
4 Port Authority claims that it does and it  
5 does not. We have members of our  
6 community on Ditmars Boulevard that where  
7 their houses are vibrating at night; they  
8 can't even sleep, and this was as recent  
9 as this week.

10 If the AirTrain gets built, the  
11 piling is gonna be even closer to our  
12 residences. What's gonna happen to our  
13 homes then, and these homes are third  
14 generation homes? I'm a second generation  
15 homeowner, but some of my neighbors are  
16 third generation homeowners. We'd like to  
17 pass a well structured facility dwelling  
18 down to our children and to our  
19 grandchildren. You know, the bible says  
20 we're supposed to leave an inheritance for  
21 our children's children. Well, if they're  
22 tearing apart our property right now, how  
23 are we gonna do that for our grand kids?  
24 What's gonna happen to the cost of our  
25 homes? It's gonna be so devalued. Who's

1  
2 gonna want to move into this community or  
3 purchase a home? Not to even mention the  
4 emission of -- of gasses from the pile  
5 driving when they're digging down to  
6 bedrock to put in the columns to support  
7 the AirTrain. This used to be a garbage  
8 dump. There has to be some type of toxic  
9 waste going on underneath the ground and  
10 when that's emitted, we already have an  
11 increase in asthma in our communities, in  
12 Queens as a whole. What's gonna happen  
13 when those fumes are emitted? COPD's on  
14 the rise. You know, we have a lot of  
15 neighbors who are already experiencing --  
16 and everybody blames it on the pollen, but  
17 I think it's much deeper than that, but no  
18 one's concerned about that, you know,  
19 because we're not gonna be the ones riding  
20 the train, but I tell ya, I work in Valley  
21 Stream and every day, no matter what time  
22 of day I go to work or I come home, I'm  
23 sitting in the Van Wyck parking lot and  
24 that's the congestion that that AirTrain  
25 has alleviated. Come on, really. We have

1 a Number 7 train line that we utilize.  
2 It's already overburdened. It's falling  
3 apart. It's decaying, and yet we want to  
4 add additional passengers with luggage and  
5 car seats and families to the already  
6 overburdened train that's falling apart.  
7 How about we take that money and spend it  
8 to repair the Number 7 line so we can have  
9 a decent train system. Plus, the trains  
10 are getting very dangerous. We have gang  
11 activity on 90th Street, what, a couple  
12 months ago. Who's gonna really want to  
13 bring their families on the train to go to  
14 Willets Point, to come back to La Guardia.  
15 Who has all that time and that many arms  
16 to actually carry all of that luggage and  
17 whatever else they may have to carry when  
18 they're traveling? If we have to have a  
19 means of getting to La Guardia, the ferry  
20 would be the best route, the best  
21 alternative. It's the least expensive.  
22 It's not going to affect anybody's  
23 structural dwellings, and there's just --  
24 it's -- it's just a no-brainer. You know,  
25

1 why are we gonna spend all of this money  
2 when we can put it to better use. We're  
3 also concerned about is this EIS a real  
4 study or is it a check in the box that the  
5 federal government has to -- because the  
6 timeframe that we have to even enter our  
7 concerns is so limited. Port Authority  
8 had years to come up with their elaborate  
9 presentation that they continuously throw  
10 in our faces. You know, we don't have  
11 that time to come together and even  
12 formulate something on that grandeur of a  
13 scale to present to say, you know, this is  
14 our rebuttal to what you all have done.  
15 And they're so arrogant; they're already  
16 walking around, taking measurements and  
17 looking at what are we going to do because  
18 as far as the Port Authority is concerned,  
19 it's a done deal and I'm insulted.  
20

21 This is our community, and I want to  
22 thank you all for coming out. I was  
23 hoping there would be more people. I want  
24 to make -- I want you to talk to your  
25 neighbors and we have to stay vigilant.

1  
2 We not gonna come out, we're not just  
3 gonna roll over and let them take over our  
4 neighborhood. This facility here was just  
5 remodeled. It's gorgeous. It's -- it's  
6 -- it's one of the few places within  
7 walking distance of our homes that we can  
8 come out and -- and celebrate whatever we  
9 need to celebrate. So we need to continue  
10 to fight for this, and thank you, guys,  
11 for coming out again, and I'll see you  
12 towards the end.

13 (Applause)

14 MARIA: Hi. My name is Maria, and  
15 I'm from Senator Jessica Ramos' office.  
16 She really wanted to be here, but she's  
17 stuck in Albany. They actually just  
18 passed a bill on removing religious  
19 exemptions for vaccines, but I'm not here  
20 to talk about that.

21 I'm going to read the testimony that  
22 we submitted to the FAA that we were under  
23 the impression that we were going to be  
24 giving at last week's meeting and that  
25 just didn't happen. So and this is a

1  
2 statement on behalf of the senator  
3 herself.

4 I represent District 13 which  
5 includes East Elmhurst, Astoria, Jackson  
6 Heights, Woodside and Willets Point, the  
7 areas most impacted by the AirTrain's  
8 construction. Since taking office, our  
9 office has received many calls and visits  
10 from our East Elmhurst neighbors from a  
11 variety of concerns about the impact of  
12 the La Guardia Airport expansion has had  
13 on their homes, businesses, health and  
14 quality of life. These concerns will be  
15 heightened exponentially as my neighbors  
16 will bear the brunt of the possible damage  
17 and repairs to their neighborhood, the  
18 World's Fair Marina, the promenade. Not  
19 only would the existent noise and air  
20 pollution increase around the project, my  
21 most pressing concern is the lack of  
22 oversight about flooding and the  
23 continuous pollution of the Flushing Bay  
24 and East River. If the project moves  
25 forward, the Port Authority must agree to



1  
2 put the community's well being and safety  
3 above it all.

4 As New York City residents, we know  
5 more than anyone else how finite our  
6 parkland is and how crucial it is for our  
7 community to have an active role in  
8 determining what community spaces look  
9 like. This is why I urge my neighbors to  
10 voice all their opinions, both their  
11 reservations and ways in which this  
12 project can benefit our community. There  
13 are many local groups and districts that  
14 have been working on green spaces and  
15 beautification of our community and they  
16 must be present stakeholders as we discuss  
17 the need for multicultural and  
18 generational green spaces.

19 In addition, the many environmental  
20 concerns of this -- in addition to the  
21 many environmental concerns with this  
22 project, I have concerns about the burden  
23 that this would be placed on my low income  
24 constituents who can't afford a Metro Card  
25 and the high fare that is projected for

1  
2 the AirTrain. East Elmhurst and the  
3 surrounding neighborhoods are  
4 transportation deserts, so an easier way  
5 to get to Manhattan would benefit them  
6 greatly; however, for working families the  
7 double fare would be impossible for them  
8 to make work. If the AirTrain moves  
9 forward, I would want to see a plan that  
10 works for all of my neighbors and I'm  
11 committed to getting as many concessions  
12 for our communities as possible.

13 If anyone has any issues with the  
14 airport expansion with the AirTrain,  
15 please feel free to stop by our office or  
16 I'm literally always in the office all  
17 day, every day. I practically live there  
18 now. So come by, please.

19 (Applause)

20 ALEXIS: Hi. Good evening,  
21 everyone. My name is Alexis. I'm a  
22 resident of East Elmhurst. I've actually  
23 lived in East Elmhurst all my life. I'm a  
24 homeowner. I happen to live basically  
25 across the street from Terminal C, and to

1 echo what everyone who came before me  
2 mentioned, is this should be balanced.  
3 We're looking not only to find what's  
4 gonna be beneficial for those traveling  
5 into La Guardia, but there really needs to  
6 be a focus on the needs of the community  
7 here. Just to state an example, the 70,  
8 the Q70 bus that goes from the airport to  
9 74th Street, you know, there really isn't  
10 a stop for the people who live in the  
11 neighborhood. You know, they went on and  
12 you're trying to help the travelers get to  
13 Manhattan quicker, but a lot of my  
14 neighbors, I'm seeing if you actually --  
15 you may not even know that you can go into  
16 the airport and get on the bus and find an  
17 easier way rather than having to take a  
18 bus to the 7 train, which is heavily  
19 crowded, as everyone has mentioned  
20 previously. So we just don't want to be  
21 forgotten. So if you're going to build  
22 things, and I don't think most people have  
23 any negativity about embracing some sort  
24 of additional transportation for La  
25

1 Guardia Airport, but the problem where it  
2 hits home is that you leave the residents  
3 in the dust and it's all about the folks  
4 that are coming in and you can build for  
5 those people but still allow and benefit  
6 the folks that are living here by  
7 providing them with more options, whether  
8 it's increased bus service. Like I was  
9 saying on 70, there's moments when there  
10 are weeks during throughout the year where  
11 they don't even charge a fare; you know,  
12 it's free and you're talking about  
13 bringing in and generating more revenue  
14 but you're -- you're not checking those  
15 people when they're getting off and on the  
16 bus to see if they've even paid. But you  
17 check everywhere else throughout New York,  
18 you're doing all of this, you know, making  
19 sure there's no fare evasion, but I ride  
20 that bus every single day because I know  
21 how to get on it and there's no one ever  
22 checking, and that's a hundred dollar  
23 fine. That adds up. That can go into the  
24 city's purse and go into other things  
25

1 where -- and build and help, you know,  
2 infrastructure for the 7 train. Not only  
3 that, but you see on the 7 train you're  
4 gonna be adding additional people to it,  
5 but all of the stops, I want to say from  
6 61st Street up to, you know, 90th, 111th,  
7 108th Street, there's been no upgrades at  
8 all. If you walk those streets, you could  
9 see bird feces everywhere. The conditions  
10 that the people in the neighborhoods have  
11 to deal with, it's deplorable, but you  
12 have money to spend and pump into these  
13 things. Again, the residents don't want  
14 to feel like an afterthought. I think we  
15 would absolutely embrace bringing in  
16 AirTrain as long as there's a benefit and  
17 the people here can partake in that. So I  
18 just want to kind of like make sure that  
19 that gets hit home that the people here  
20 are taxpayers and there should -- we  
21 should not be left behind.

23 NORIS MATHERSON: Hi. My name is  
24 Noris Matherson. I am a resident of East  
25 Elmhurst for fifty-three years. I was

1  
2 born and raised in East Elmhurst and I'm  
3 one of those second generation homeowners  
4 and I have children and I'm hoping that I  
5 will be able to pass my home on to the  
6 next generation. We live right off of  
7 Ditmars Boulevard and 100th Street and the  
8 renovation of La Guardia Airport has  
9 impacted us severely, I should say. When  
10 we -- we heard in the news about La  
11 Guardia being upgraded, needing upgrades.  
12 We all heard Biden talk about how it was a  
13 third world airport and ever since then  
14 it's been a push to -- to upgrade La  
15 Guardia. I get it. We've lived -- we've  
16 been neighbors to La Guardia Airport for a  
17 number of years. I can remember riding my  
18 bike to La Guardia Airport before all of  
19 the -- the stringent security checks and  
20 we used to actually be able to -- to go  
21 out on the deck and watch the planes take  
22 off, land and -- and -- and take off, and  
23 so I get it. It's an old airport. It  
24 needs upgrading, but the issue that I have  
25 is that as East Elmhurst, Corona, Jackson

1 Heights residents, I feel that we were  
2 forgotten. No one really came and -- and  
3 -- and knocked on our doors, sent  
4 notifications. I mean I got notifications  
5 for the FAA meeting last week and for this  
6 one and how simple it would have been for  
7 the FAA to do that before starting  
8 construction at La Guardia. Next thing I  
9 know, we're laying in bed and our home is  
10 shaking, violently, to the point where I  
11 have -- I have video of structures in my  
12 house shaking with each pile drive. The  
13 same thing that someone mentioned earlier,  
14 there -- initially I was told that the  
15 construction, there was a certain  
16 timeframe for construction, and I was  
17 like, okay, that's reasonable, but now  
18 it's 24/7 and it keeps us up at night.  
19 I'm a recent breast cancer survivor and  
20 during my -- my -- my treatment and my  
21 healing, I also had to fight with all of  
22 the noise keeping me up at nights from all  
23 of the construction, the trucks; if you're  
24 on Ditmars Boulevard, the trucks line up  
25

1  
2 all hours of the night, all hours of the  
3 day. They idle. They make noise. The  
4 ground shakes because the trucks are  
5 coming with heavy equipment and I just  
6 feel like, you know, we -- I mean I'm a --  
7 I'm a taxpayer. I'm a homeowner. I care  
8 about my community, obviously. I stayed  
9 because I know a lot of people that I grew  
10 up with moved away, and so I just think  
11 that we should be taken into  
12 consideration.

13 The other thing is the number 7. So  
14 I am a user of the number 7 and -- and one  
15 of the questions I ask is the people who  
16 are proposing this, have they ever -- have  
17 they ever taken a ride on the 7, right,  
18 because that's all you have to do to  
19 realize that this is not a good idea.  
20 Already it's a taxed subway line. Often  
21 you have to wait, let trains pass before  
22 you can get on. There's constant fighting  
23 and bickering because there's no space  
24 and, you know, people are just disgusted.  
25 Last time we talked about the fact that



1 the train is also most times unreliable,  
2 breakdowns, so now you're gonna add, you  
3 know, whoever these people are that will  
4 be taking the AirTrain from the airport  
5 with luggage on the number 7, and it just  
6 doesn't make any sense to me. And in  
7 terms -- someone -- someone mentioned  
8 well, we can expand the number 7. I said  
9 expand it how, right, because as you know,  
10 most of the 7 runs already through a very  
11 narrow thoroughfare on Roosevelt Avenue,  
12 so where are we going to be expanding?  
13 Are we gonna now wipe out entire  
14 neighborhoods in order to facilitate, you  
15 know, people coming in? And I -- I also  
16 will reiterate that I think that it's  
17 about, and someone else said, it's about  
18 being good neighbors, right. We share  
19 this -- this space with La Guardia  
20 Airport. We're not anti-La Guardia.  
21 We're not anti-travel. Listen, I love  
22 living close to the airport. I benefit  
23 from it when I have to travel. Okay, no  
24 complaint here, but I just think that we  
25

1  
2 need to be heard and we need to be  
3 considered and we do need to knock on our  
4 neighbors' doors and I think one of the  
5 challenges that I've seen is that, you  
6 know, you have in East Elmhurst now a lot  
7 of people renting and so if people are  
8 renting, they're not -- they're not  
9 invested, right, but, you know, it doesn't  
10 matter. It still affects you; you live  
11 here, so I think that it's important for  
12 us to really try as much as possible to  
13 get people to speak up and, you know, and  
14 to voice, you know, our opinions. We're  
15 not talking about just anti-La Guardia but  
16 we really, you know, we want this to be --  
17 to continue to be a really great place to  
18 live. It has been for me for fifty-three  
19 years and I would like it to continue to  
20 be a place for my children to live, you  
21 know, in the future. Thank you.

22 (Applause)

23 UNIDENTIFIED SPEAKER: Denise,  
24 you're next.

25 MS. DENISE CAMERON: Thank you.

1  
2 Good evening. My name is Denise Cameron.  
3 Noris Matherson, who just spoke, is  
4 actually my sister. Like her, I was born  
5 and grew up in this community, this  
6 neighborhood. In fact, my sister and I  
7 with our husbands own a two-family house  
8 together, where we raised all of our  
9 children under one roof, sort of like the  
10 Brady Bunch, I guess. So East Elmhurst is  
11 very near and dear to all our hearts and I  
12 -- I remember there was a time when East  
13 Elmhurst was one of the most desirable  
14 places in Queens to live because of the  
15 access to the airport, because of the easy  
16 access to Manhattan. Even though we were  
17 always a two-fare zone, it was pretty  
18 convenient being in western Queens, and  
19 the property values increased because of  
20 that. So we benefitted because of that.  
21 But with all of these challenges, we have  
22 to really wonder about the future of that  
23 value for our community, how -- how  
24 desirable or undesirable can our community  
25 come as a result of this, and it's not

1                                   Public Hearing                                   39  
2           only a matter of property values to  
3           increase wealth.  It's about quality of  
4           life, quality of life.  As the first lady  
5           who spoke mentioned, it's about being good  
6           neighbors, valuing us.  So when I heard  
7           the proposal, and again I don't -- I don't  
8           want to be redundant or reiterate much of  
9           what has been said, but maybe it's worth  
10          reiterating and saying it over and over  
11          again so that the FAA gets the message and  
12          gets it clearly and sees how serious we  
13          are about this.  But when I heard about  
14          when the whole information was coming  
15          about the proposal, the first thing I  
16          asked was well, I mean if -- and not to be  
17          unfair, if I don't want something in my  
18          own neighborhood, in my backyard, I  
19          wouldn't dare propose that it be put in  
20          someone else's, but I had to ask the  
21          question, what about Astoria where there  
22          is the -- the R, the N and you have the  
23          Grand Central Parkway, which like the air  
24          tram that goes to Kennedy, although  
25          someone raised the interesting question

1  
2 earlier well, when you look at the parking  
3 lot on Van Wyck, you ask yourself hum, how  
4 efficient or how -- how much is that  
5 really being used, but anyway, I said why  
6 not have it run along the Grand Central  
7 Parkway to Astoria and that way you're not  
8 even really running towards -- I mean  
9 you're not running through residential  
10 neighborhoods like you would be here, and  
11 I want to think it probably was proposed  
12 and Astoria, the residents of Astoria  
13 probably -- yes, okay. So if that's the  
14 -- if that proposal was killed because  
15 Astoria said no, well, what happens to the  
16 residents of East Elmhurst and Corona or  
17 Jackson Heights that are raising as much  
18 the same amount of protest? Are we any  
19 less valuable than they are? So that's  
20 just something to really take into  
21 consideration, and as my sister mentioned,  
22 as a previous speaker mentioned, we want  
23 to keep a legacy. Like I said, my mother,  
24 my parents raised us in this community.  
25 We decided to remain in this community,

1  
2 although a lot of our friends have moved  
3 down south. They've moved out to  
4 Westchester. They've moved out to Long  
5 Island, places where they felt they could  
6 get more of a quality of life, and I -- we  
7 decided to stay here. We've raised our  
8 children because we feel we always had a  
9 good quality of life and we want that  
10 legacy to continue. I don't want my  
11 children to say, you know, mom, this  
12 neighborhood that you raised us in, it's  
13 no longer desirable; I don't want to raise  
14 my family here. We want the legacy to  
15 continue. So thank you very much.

16 (Applause)

17 BRIAN: Okay, my name is Brian and  
18 I live in East Elmhurst. I've been here  
19 about seventy years. I don't know what I  
20 can really add because you pretty much  
21 covered everything, but I do have an issue  
22 not with the airport in terms of advanced  
23 -- advancing the airport and modernizing  
24 the airport. My problem is with the  
25 AirTrain. Many reasons. It doesn't make

1 sense. It's terribly expensive and who is  
2 going to ride it? Somebody pointed that  
3 out, who is going to ride the AirTrain.  
4 Now I look at what happened at Kennedy  
5 Airport. Everybody here is old enough to  
6 remember Kennedy before there was an  
7 AirTrain. Now they build the AirTrain at  
8 Kennedy Airport. Spent a fortune. No one  
9 rides it. I don't give a damn what they  
10 come with the statistics. Go -- go to --  
11 go to Jamaica, Sutphin Boulevard, and I've  
12 done this. Go up into the terminal and  
13 tell me have you ever seen it busy, ever,  
14 ever? It's a big pretty building, but  
15 nobody's in it. If you take the A train  
16 and you go to Howard Beach, I went out  
17 there all day just to see how busy it  
18 really is. Nobody's riding these  
19 facilities. You have to keep in mind that  
20 an AirTrain may be practical for other  
21 cities because other cities, the airport  
22 is somewhere out in no-man's land, like  
23 Newark. New York City has some of the  
24 best transportation in the world. There's  
25

1 all kinds of ways to get to that airport.  
2 Don't tell me you can't get there and you  
3 can't get there fast. All the busses go  
4 there now. The 72 goes there. The 23 is  
5 a marked airport, although it just go to  
6 the other side of the bridge. You know,  
7 but I'm saying is that we being had by the  
8 very people that represent us. Because  
9 the people that represent us want this  
10 airport. Now I don't know what they  
11 getting for this, but we're not getting  
12 anything, the people who live here. The  
13 people that represent this neighborhood is  
14 throwing this thing down our throat. We  
15 never have a meeting of sizeable people.  
16 We have a town hall the other day, Moya,  
17 why didn't he announce there was a meeting  
18 today. I don't care who was giving the  
19 meeting. There was a meeting today; they  
20 even give you coffee. We didn't get that  
21 at the town hall, but the thing is that  
22 they don't tell nobody. You be surprised  
23 how many people in this community don't  
24 even know about the AirTrain or what's  
25



1  
2 going on in the airport. You know and  
3 then -- then we have the problem that  
4 people don't come out, but, you know, a  
5 lot of people that's been here know what  
6 this neighborhood meant to us. You know,  
7 a lot of people that was here stayed here,  
8 but the people that's coming in came here  
9 because they wanted what we had. You know  
10 what I'm talking about? If they didn't,  
11 how many people in this residence has  
12 moved from over by (inaudible) Avenue.  
13 They don't want a train. They don't want  
14 to see another train. I don't think that  
15 people, it's too much distortion and lies,  
16 a lot of lies, a lot of distortion.

17 Okay, somebody was talking about the  
18 7. I'm okay with the 7 train because I'm  
19 gonna tell you, they say that if they  
20 bring in a train from -- from Penn Station  
21 to Willets Point, it will bring -- it will  
22 cut -- the bus is ten minutes; that will  
23 cut it down to seven minutes. You know,  
24 so and they're talking about that would  
25 bring it up to 35 minutes, from the time

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## Public Hearing

45

you leave Penn Station to get here in 35 minutes. Now let me tell you that's an exception. If you look at a subway map, if you look at a subway map, now that railroad's gonna get you here in thirty minutes; if you look at a subway map, you got one, anyone got one in your pocket and shows you the schedule, it's thirty-two minutes from Times Square to -- to the end, to Flushing, thirty-two minutes. Now we're talking about two minutes, and that's a local train. You know what I'm talking about? The trains would get here faster, and remember, just recently they -- the trains is running at a higher speed to move more people, so if it was thirty-two minutes then, because I looked at an old map, if it was thirty-two minutes then, maybe you're getting here in twenty-five minutes because the train, if you ride the 7 every day, you can see the trains are moving faster. You can see when the trains pass you by they're moving, but they increase the speeds and,

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2    you know, the 7 train is totally automatic  
3    now.    You know, it's been automated,  
4    totally automatic.    He might be picking  
5    his nose or watching TV, but he ain't  
6    driving the train.    He ain't driving the  
7    train.    They're automating the whole  
8    system.    It's amazing what people don't  
9    know.    The 7 train been automated for  
10     almost twenty years -- not the 7, the L,  
11     and people never knew it.    People never  
12     knew it, twenty years.    I'm gonna tell you  
13     it was from when Koch was mayor.    He  
14     wanted to automate the whole system then  
15     and the union fought it but they allowed  
16     -- they allowed him to automate one  
17     system, the L.    The L, you see the guy  
18     riding it, drinking coffee.    He's like  
19     driving no train.    What he does is open  
20     the doors.    There's no doorman on it.    He  
21     opens the doors.    You know, I think people  
22     really taken it for granted what's  
23     happened.    People's really not paying  
24     attention.    You know, there's a lot of  
25     trains, the trains that, what's the train

1  
2 in Brooklyn, the G train, you know what  
3 I'm talking about, the motorman drives the  
4 train and he opens the doors and remember  
5 the last time they was actually on the G  
6 train, they didn't check the motorman  
7 because there was none. They always say  
8 we got to see if the motorman was drinking  
9 or taking drugs. That never came up  
10 because there was no motorman. No  
11 motorman. The thing is it's just too --  
12 all of these so-called professionals are  
13 coming up in front of y'all and telling  
14 y'all a bunch of lies, just straight up  
15 lies, and it's the very people that  
16 represent us, from the district leader,  
17 right, what is Moya, the council, all of  
18 them, all of them; all of them are working  
19 hard to get this thing done because maybe  
20 they all want to be mayor one today. I  
21 don't know what it's about, but they're  
22 working hard to get this governor what he  
23 wants; you know what I'm talking about?  
24 And remember, this is your money and this  
25 is wasted money. Nobody's gonna ride it.

1 I don't give a damn how pretty it looks;  
2 nobody is gonna ride it because New York  
3 City has great transportation. There's  
4 too many ways to go. What you do, take  
5 the subway to 34th Street to take the  
6 Amtrak to AirTrain. People gonna ride the  
7 same busses like they did at Kennedy. If  
8 you have four people traveling, it don't  
9 even pay you to ride the AirTrain because  
10 when they built it, they made it sound  
11 like it was gonna be free. You can take  
12 the subway to the airport, remember? They  
13 didn't tell you when you get off the  
14 subway, you got to pay again and if  
15 there's four people paying, you paying  
16 2.75 to get on the subway. You're paying  
17 another \$5 to get on the AirTrain. With  
18 four people, that's four times seven,  
19 thirty dollars; you take a freaking cab  
20 with your luggage instead of towing that  
21 luggage up and down and up and down and  
22 around; you know what I'm talking about?  
23 It's not easy. It's not easy. When you  
24 going to the airport with luggage, unless  
25

1                   Public Hearing                   49  
2           you just got a bag over your shoulder,  
3           when you going to the airport with  
4           luggage, you want to travel the easiest  
5           way to carry the load, and the easiest way  
6           to carry the load is a car.  It ain't  
7           gonna be -- people's not gonna go to the  
8           train because your governor thinks -- it's  
9           not gonna happen.  It's not gonna happen.  
10          It didn't happen at Kennedy Airport.  It's  
11          not gonna happen here.  You're gonna have  
12          the same thing, a train passing you by  
13          with no passengers on it.  And I -- and  
14          I'm talking about for years because when  
15          it happened at Kennedy, I just tell you  
16          the tension because I couldn't believe all  
17          this money, all this time for what,  
18          because somebody wanted it?  If this --  
19          New York City don't have a lot of things  
20          that other cities have because New York  
21          City has -- you can get to almost any  
22          point in New York City by public  
23          transportation.  You don't need nothing  
24          else, nothing else, nothing else.  That's  
25          why they haven't extended the subway,

1 nothing else. The subway takes you just  
2 about anywhere you want to go. It's just  
3 not practical, but you got to talk to your  
4 neighbors and your friends and get them to  
5 shake a leg; you know what I'm talking  
6 about? Because you're gonna regret it.  
7 You're gonna regret it. You're gonna say  
8 it looks pretty, but you're gonna regret  
9 it, the money that is spent for nothing.  
10 The people gonna take the -- the people  
11 gonna be on that 72. They gonna be on  
12 that 70. They gonna be on that 60. I  
13 ride all them busses. I don't ride the  
14 72, but I ride the 60 and I been noticing  
15 how many people really come to the city  
16 unless there's something major. This  
17 AirTrain might serve Citi Field because I  
18 personally believe that Citi Field, all  
19 them people that come to Citi Field they  
20 already mentioned that they got more  
21 parking in the airport than they need, and  
22 it's money. If all them people out there  
23 didn't go, that's why I got here late, and  
24 let me tell you, I came from College Point  
25

1 and I wasn't that late, you know what I'm  
2 saying; they can walk from College Point  
3 to the airport. They don't need no train.  
4 They can walk. It's not that far. And  
5 then the map shows that the AirTrain is  
6 only going to the beginning of the  
7 airport. So if you on the other end, you  
8 got to walk all the way to the other end.  
9 It's not servicing every terminal. Did  
10 you pay attention to those pictures? It's  
11 going to the beginning of the airport. If  
12 you at the other end, you still got to  
13 walk with your luggage, you know. Now  
14 they could have brought it in from the  
15 other side. I think they didn't bring it  
16 in from the other side because the people  
17 from the other side are certainly more  
18 organized than y'all. You see, y'all  
19 ain't organized. The last time they  
20 wanted to do something to this airport,  
21 they wanted to landfill all the way up to  
22 College Point and them folks -- with the  
23 working community, but them people in  
24 College Point said no way in hell, and it  
25



1  
2 didn't happen. It didn't happen. It  
3 didn't happen. Every time they expand  
4 that airport, they expand it into this  
5 community. You know what I'm talking  
6 about? And it's still a minority  
7 community. I think that may be why, but  
8 still a minority community. I don't think  
9 -- what planet people think they can  
10 become a minority when they want to do  
11 something about it? You know what I'm  
12 talking about, but we can't even get the  
13 Spanish people out, I don't care what.  
14 Even some of these representatives that  
15 Spanish, they never bring Spanish people  
16 to the meeting. Who here is a  
17 representative here in the community?  
18 Didn't somebody speak? How come you don't  
19 bring the Spanish people here to these  
20 meetings? Are they invited? Do they  
21 know? I'm just personally asking you. I  
22 just noticed that no matter what meeting  
23 they have, all the Spanish speaking people  
24 are never there and these are the people  
25 that just bought homes. I figure they're

1  
2 gonna be here for the next twenty or  
3 thirty years paying for them homes; you  
4 know what I'm talking about? And they  
5 used everything in the community like we  
6 did. They use everything in the community  
7 because they like it here, but you would  
8 think that they would be here to find out  
9 what's happening in their community or you  
10 gonna wait until they put a pole in the  
11 middle of your house to say I should have  
12 came because when this thing first came  
13 up, they was talking -- they was talking  
14 about taking properties on tests because  
15 they was gonna bring it over by the  
16 Dorie Miller, and they was taking property  
17 and you can't wait until it affects you  
18 personally. If you want to keep your  
19 community nice, you got to work to keep it  
20 nice. So y'all got to get the people out  
21 here and y'all got to spread the word. I  
22 don't know, you got to the spread the word  
23 and you got to stand strong. You got to  
24 stand strong. I wouldn't care if you  
25 stand out here and keep -- get a team of

1 people to keep them from digging. That's  
2 what we did when we didn't want the  
3 building in Harlem. We camped out so that  
4 the bulldozers couldn't bulldoze. You got  
5 to play hardball with these people.  
6 They're serious. You know, people doing  
7 very little about it, but I think a lot of  
8 people is doing things, not doing much  
9 about it because the people that represent  
10 them is telling them it's the best thing  
11 that ever happened to them. That's what  
12 ya'll are being told; you know what I'm  
13 talking about? And I'm saying look at  
14 your history. Look at the history of  
15 what's been happening around here; you  
16 know what I'm talking about? I think by  
17 bringing that AirTrain, them damn people  
18 at the game is gonna be at the park and  
19 the garage because they got money and they  
20 gonna take the train right over to the  
21 stadium. So that garage that they  
22 overbuilt with all that extra parking is  
23 gonna generate a lot of money at your  
24 expense, and believe me, none of that  
25

1 money's going to go back for the AirTrain;  
2 you know what I'm talking about? They  
3 taking your money. You got to wake up and  
4 smell the coffee. It's just that simple.  
5 I can't -- I can't -- I think you're  
6 making a terrible mistake, but if you are  
7 in favor of it, come to the meetings and  
8 speak up. Speak up. If people's in favor  
9 of it, maybe you can persuade me. Maybe  
10 if enough people come and say we want it,  
11 I can see myself going along with the  
12 majority, but everyone I speak to thinks  
13 it's a bad idea and everyone I speak to  
14 that thinks it's a good idea, they say oh,  
15 it would be so pretty. Wake up and smell  
16 the coffee. You're gonna regret it.  
17 You're gonna regret it. I think it's like  
18 somebody was saying, it's probably a done  
19 deal, but you're gonna regret it, you know  
20 what I'm talking about, because when this  
21 thing get rolling, I'm of age I'll  
22 probably be dead by now, but y'all will be  
23 here with the problems. Y'all will be  
24 here with the problems.  
25

1 Well, let me just add one thing, you  
2 know, the same way -- the same way, from  
3 Willets Point, the same way, if you come  
4 back from Willets Point, you can almost  
5 walk it. They can run a bus from Willets  
6 Point, bring you right into the parking  
7 lot and that will cut all this mess. They  
8 can run a bus. You don't need a train to  
9 bring people over there. They can run a  
10 bus from Willets Point. I think people  
11 would use it; you know what I'm saying,  
12 but there's too many alternatives to get  
13 here. It's not like a lot of other  
14 cities. A lot of other cities, the  
15 airport is out in no-man's land. There's  
16 a lot of things we don't have that other  
17 cities have. Other cities moved  
18 everything downtown. They moved the  
19 football stadium downtown. They moved the  
20 baseball stadium downtown; you know what  
21 I'm talking about because what you don't  
22 realize, it really was Bloomberg that  
23 pioneered, the mayor started meeting;  
24 Bloomberg started meeting with mayors to  
25

1 say we going to objectify. People with  
2 money is gonna live downtown. We'll put  
3 the football stadium downtown. I don't  
4 care what city you go to, when you come  
5 into the city, you see the football  
6 stadium downtown, the baseball stadium  
7 downtown. (Inaudible) well, for years  
8 football stadiums and baseball stadium was  
9 way up in no-man's land where there was  
10 plenty of parking. You know what they use  
11 that they say will work? They use Madison  
12 Square Garden, was the model that they  
13 used to say you can bring stadiums in the  
14 inner cities and people can get there, but  
15 it would work; it wouldn't clutter.  
16 Madison Square Garden wouldn't clutter.  
17 They would have great games there and  
18 everything like that. But what happens,  
19 they closing the cities. They bringing  
20 wealthy people back to the city; you know  
21 what I'm talking about? And I'm talking  
22 money. Y'all ain't got that kind of  
23 money. They bring the wealthiest people  
24 back to the city and they bring in all the  
25

1  
2 conveniences so they set up the poor  
3 people, middle class and poor people out  
4 in no-man's land; you know what I'm  
5 talking about, and then you got to pay to  
6 get to work. You can't just hop on the  
7 subway and get to work when you out there.  
8 You know what I'm talking about? They put  
9 everybody out in Manhattan that didn't  
10 have money. You can stay if you can  
11 afford it. You know what I'm talking  
12 about? The average one-bedroom apartment  
13 in Manhattan now is like \$4,000, and it's  
14 no bigger than that chair you sitting in.  
15 You don't have kitchen anymore. You have  
16 kitchenette. Now you have a counter like  
17 a bar that you eat off of for dinner, no  
18 dining room table. All your furniture  
19 came from IKEA. The furniture you have in  
20 your house now you couldn't even move into  
21 an apartment with. Forget the king size  
22 bed and all that crap. Ya'll got to wake  
23 up and smell the coffee. Y'all got your  
24 little place here, I would say maybe  
25 middle class, we got our middle class

1 place here and we want to keep it. The  
2 airport gonna keep expanding. All them  
3 people on Ditmars Boulevard, they're gonna  
4 buy your house. If you sell, they gonna  
5 buy it, put up a hotel. Look at the  
6 history. Everything that was in the  
7 airport even fifty years ago has come out.  
8 You remember all the rentals was in the  
9 airport; Budget, all of them. Now the  
10 only would that's still in the airport is  
11 the big ones, Avis and Hertz. As the  
12 airport expand, they throw out all those  
13 people that use the airport for space;  
14 they throw them out. They'll throw the  
15 post office out. They'll throw them out  
16 so the airport can expand and at some  
17 point they're gonna literally want to  
18 expand the neighborhood. I mean they're  
19 up to 23rd Avenue. They up to 23rd  
20 Avenue. So depending on where you live,  
21 you got to pay attention. Because if you  
22 don't stop them now and you down there  
23 around 23rd Avenue going down to 94th  
24 Street, you in big trouble. All you --  
25



1  
2 because hotels like to space the  
3 airplanes. So people by the water is  
4 good, but the people on the other side,  
5 they in trouble. I don't know, you sit  
6 back to think, you have to pay attention.  
7 If you see it happening from the  
8 beginning, you got to nip it in the bud.  
9 Y'all had to see it happening. I mean I  
10 can see it coming. But I'm telling you,  
11 just from my argument, go to Jamaica  
12 Center and go to that terminal there on  
13 Sutphin Boulevard, the AirTrain, and just,  
14 of course, a lot of coffee, spend a few  
15 hours there, spend a few hours there and  
16 you tell me how many people -- nobody have  
17 to come and tell me how many people use  
18 that AirTrain. You tell me how many  
19 people. You tell me.

20 UNIDENTIFIED SPEAKER: Only airport  
21 employees; that's it.

22 (Inaudible)

23 BRIAN: But I'm saying that the  
24 people that use the airport don't use it.  
25 Don't use it. It didn't work in New York

1  
2 because New York have weight  
3 transportation, especially here at La  
4 Guardia. Kennedy is no problem, but here  
5 in La Guardia, you got all kind of ways to  
6 get here. You don't need another train.  
7 I'm sorry.

8 MR. JAMES MONDELUSO (Phonetic): So  
9 I'm James Mondeluso.

10 UNIDENTIFIED SPEAKER: Before you  
11 start, James, one moment. Let's listen to  
12 Pat.

13 MS. PAT BECKLES: Ladies and  
14 Gentlemen, I'm gonna pass around a  
15 notepad. At Ditmars Block Association, we  
16 know everything that is going on for the  
17 most part, and we'd like to add you to our  
18 e-mail list so you can find out when the  
19 meetings are and stay updated on what's  
20 going on so we have all the attendance  
21 here, okay. Yes?

22 MR. JAMES MONDELUSO (Phonetic): So  
23 I'm James. And I'm gonna share -- sorry.  
24 One moment. Do you want me to stop? Oh,  
25 okay. All right.

1  
2           Hi, again. I'm James. So, I'm  
3 gonna read -- I'm gonna say two different  
4 things. The first thing I'm gonna say are  
5 personal -- personal comments. And then  
6 afterwards I'm going to share with you the  
7 comments that were submitted on behalf of  
8 the Sensible Way to LGA Coalition that  
9 sponsored this event as well. All right.

10           So first thing I want to mention is  
11 that I'm not convinced that the traffic  
12 study used in the Port Authority's RFP  
13 which justified the need for an AirTrain  
14 was done in the best way. So there are --  
15 there are some traffic models that they  
16 use, I think it was called best practice  
17 models. Sorry, one moment. I just  
18 realized I don't have it up with me.  
19 Actually, I'll move on to my second point.  
20 I'll go back to the traffic model point.

21           The -- the Port Authority conducted  
22 interviews on the airport. They conducted  
23 two surveys, one called a ground access  
24 survey; the other called a CSS survey and  
25 those were supposed to determine or give

1  
2       them a better idea of who would actually  
3       use the AirTrain. So at least part of the  
4       way they did this is they went to the  
5       actual airport and conducted interviews  
6       with people that had just gotten off  
7       planes to ask them whether or not they  
8       would use an AirTrain and they asked them  
9       if they would use it at several different  
10      price points. Now just going to the  
11      airport and asking the people that are  
12      there whether or not they'd use it, I feel  
13      like isn't truly creating a representative  
14      sample. There's bias in doing this.  
15      You're just talking to the people that are  
16      willing to speak to you. It's not truly a  
17      random sampling, right; you're not getting  
18      a hundred percent of the people, but  
19      you're not randomly sampling the people  
20      that are there. So, again, I feel like  
21      those studies need to be redone by the FAA  
22      and I hope that the FAA can redo the  
23      studies in order to see if what the Port  
24      Authority came up with is truly accurate  
25      and whether or not the people who -- and

1 to figure out whether or not people will  
2 actually pay for the AirTrain at an  
3 expensive rate. Some people have talked  
4 about the Long Island Railroad connection,  
5 and it's pretty expensive. You ever take  
6 an AirTrain, which perhaps it would be  
7 5.50. We really don't know, but that's  
8 what it cost at JFK, I believe, and then  
9 you have to transfer to a Long Island  
10 Railroad train at Willets Point, the price  
11 I believe ranged from 8.25 to 10.75,  
12 depending on the time of day and depending  
13 on the day of the week. So that's a very  
14 expensive trip and, you know, that's been  
15 brought up before, but I'm not convinced  
16 people are actually willing to pay for it.  
17 Even if people claim that they are in the  
18 survey, just because someone reports that  
19 they'll behave in a certain way doesn't  
20 mean that they will actually behave in  
21 that way when the situation becomes a  
22 reality, and I think that really needs to  
23 be looked at very closely.

24  
25 Additionally, I question the

1 traffic, some of the traffic issues and  
2 some of the studies done. For example,  
3 they did some studies about the Q70 bus,  
4 saying it's not reliable. Now while there  
5 is a lot of traffic and sometimes the bus  
6 certainly is late, they looked at data  
7 that compared 2014 to 2017. The import  
8 construction had already been going on in  
9 2016 and 2017, but there was no  
10 information to indicate the days when  
11 there was particularly heavy traffic due  
12 to airport construction that those were  
13 taken out of the dataset. So in some ways  
14 it seems like the Port Authority was  
15 responsible for the traffic that was  
16 creating the delays of the Q70 and then in  
17 the RFP they're showing that the bus is  
18 too delayed and that's why the bus can't  
19 be reliable, that's why the bus isn't the  
20 answer when, you know, in fact it seems  
21 like a large percentage of the time the  
22 bus may have been late due to what was  
23 happening at the airport due to the  
24 modernization efforts out in the airport  
25

1  
2 itself.

3           Also, people who talked about the  
4 JFK AirTrain, when the JFK AirTrain was  
5 initially put online, which I believe  
6 that was in 1999, I think seventeen and a  
7 half years ago or so, the head ways were  
8 shorter. They actually ran trains far  
9 more frequently. I believe at certain  
10 points it was five minutes between trains.  
11 Currently I believe the head ways during  
12 afternoon and like peak times, I believe  
13 it's only seven to twelve minutes. So  
14 there's actually fewer AirTrains running  
15 on the line and I'd like the FAA to look  
16 into that as well and figure out why  
17 that's the case, what is -- are there any  
18 structural issues with how the AirTrain is  
19 built at JFK because I've heard there are  
20 some maintenance issues and for a system  
21 that's not very old; I believe it's only  
22 seventeen and a half years, you know, why  
23 should there be so many problems that they  
24 can't run frequent service. So again, I  
25 really hope that's looked into. Again,

1  
2 not to say that the same thing would  
3 happen at La Guardia, but if you're  
4 creating a similar system, I think that's  
5 one of the best -- one of the best things  
6 to do is compare the JFK system, which  
7 presumably would be very similar to what  
8 is going to be created for La Guardia, if  
9 the FAA approves the Port Authority's  
10 preferred plan.

11 All right, so the last thing I want  
12 to mention is the traffic thing. I just  
13 want to make sure I'm using the right  
14 terminology. So I'm sorry. Just bear  
15 with me while I pull up this info.

16 Okay, so there was something called  
17 a best practice model that was used in the  
18 RFP, and that's supposed to predict the  
19 future traffic conditions. And my  
20 question to -- well, I would like the FAA  
21 to review that model and see if that was  
22 really the best possible model to use. My  
23 understanding is that there's either  
24 currently or soon to be a published -- a  
25 new traffic model or new way to model



1  
2 future traffic conditions that would be --  
3 and that's going to be published or maybe  
4 has already been published by -- sorry, by  
5 New York Metropolitan Transportation  
6 Council, and I believe what was used in  
7 the Port Authority's RFP was the phase  
8 four of -- of the -- the phase four  
9 information, but I believe phase five is  
10 either already published or about to be  
11 published and I'd like for that to be used  
12 by the FAA when they redo travel  
13 forecasting models because I think that  
14 will add more relevant information and  
15 will be better at predicting whether or  
16 not the traffic is going to be truly as  
17 bad as the Port Authority suggests that it  
18 will be.

19 Okay, so the next thing I'm gonna do  
20 is I'm gonna read the actual testimony  
21 that was put in by -- well, I read it and  
22 it's a bunch of points that I drafted.  
23 Some of you have probably already seen it.  
24 But I'm going to read it. This is what  
25 was put in on behalf of the coalition at

1  
2 the FAA meeting last week on Wednesday,  
3 yeah. So let me just pull it up and then  
4 you can hear exactly what we put in. All  
5 right, give me one moment.

6 Okay, so there's quite a few points  
7 here. So these are the points that were  
8 submitted:

9 The first segment is about  
10 transportation concerns and subway  
11 expansion.

12 So the AirTrain to La Guardia will  
13 require the use of the Long Island  
14 Railroad's Port Washington branch in order  
15 to get passengers into midtown Manhattan  
16 in under thirty minutes. It cannot be  
17 done with the 7 train, as was previously  
18 mentioned. Using the Long Island Railroad  
19 station at Willets Point to reach  
20 Manhattan costs between 8.25 and 10.75,  
21 depending on the time of the day and the  
22 day of the week. There is currently no  
23 free transfer between the subway or the  
24 Long Island Railroad at the current  
25 AirTrain station that connects JFK

1  
2 Airport; therefore, it's safe to assume  
3 that an AirTrain at La Guardia Airport  
4 will also cost an additional fee. The  
5 passengers that need to transfer to the  
6 subway to reach their final destination  
7 after traveling to Penn Station or Grand  
8 Central after east side access is complete  
9 with the Long Island Railroad, they'll  
10 need to pay a third additional fee of  
11 2.75. That will be their MetroCard fare.  
12 So if you're going to use the AirTrain to  
13 Long Island Railroad to get to midtown  
14 quickly, you're there in under thirty  
15 minutes, but if your hotel is not within  
16 walking distance or your final destination  
17 is not within walking distance of Penn  
18 Station or Grand Central, you're going to  
19 have to transfer again to a subway to get  
20 to your final destination. So at these  
21 rates, the fares will almost certainly  
22 exceed 11 dollars when the Long Island  
23 Railroad is at its lowest level and it  
24 could exceed 14 when it's at its highest  
25 level. The price of the multiple

1  
2 transfers will deter many riders who will  
3 then rather take -- they'll have to take  
4 either Uber or Lyft, taxi, have somebody  
5 pick them up, and that's going to add to  
6 more congestion, which is something,  
7 obviously, we don't want given that all of  
8 this money is being spent for -- might be  
9 spent on an AirTrain. If we're going to  
10 spend money to improve the transportation,  
11 we need to make sure that we're getting  
12 rid of the most congestion.

13 The other issue is the 7 train. We  
14 know it's one of the most overcrowded  
15 trains in the entire system. It has no  
16 capacity to handle extra passengers that  
17 would be using the AirTrain and carrying  
18 luggage. The rush hour crowds on the 7  
19 are typically so bad that people often  
20 have to wait for a train or two to pass  
21 because they're not able to physically  
22 enter the train. People are frequently  
23 left behind on the platform during rush  
24 hour, and if you add people into this  
25 equation that are carrying luggage, it's

1 just going to exacerbate the preexisting  
2 problems. The 7 train was just updated,  
3 so I believe the MTA is stating that it  
4 can possibly add two more trains per hour  
5 during the peak rush hour service, but  
6 that's still likely not enough to  
7 accommodate the additional travelers that  
8 will be carrying luggage and the Port  
9 Authority seems to be saying that they  
10 don't want people to take the 7 train.  
11 They want people to take Long Island  
12 Railroad, but we also have to take into  
13 account that there's been a great  
14 expansion of hotels in Long Island City  
15 area and the Long Island Railroad does not  
16 service that area from Willets Point or at  
17 least the trains that serve Penn Station  
18 do not also service the Long Island  
19 Railroad stations on the Long Island  
20 Railroad. You need two separate trains,  
21 like one train to go to Manhattan. One  
22 train could go to Long Island City. So  
23 likely the people will take the 7.  
24

25 UNIDENTIFIED SPEAKER: Aren't they

1 putting platforms in Queens Plaza area?

2 They put new platforms in, so what train  
3 is gonna service -- they will be servicing  
4 Queens Plaza?  
5

6 UNIDENTIFIED SPEAKER: I don't know.

7 (Inaudible)

8 JAMES: The Port Washington line of  
9 the Long Island Railroad is also very  
10 crowded. It's the only train line that  
11 serves Willets Point Long Island Railroad  
12 station, unlike at JFK where every line  
13 except the Port Washington line serves the  
14 station and where there's more frequent  
15 service to actually connect people to the  
16 Jamaica AirTrain, we would only have one  
17 -- one line connecting to the La Guardia  
18 AirTrain. So according to New York State  
19 comptroller, Tom DiNapoli's latest report,  
20 he states that the Port Washington line is  
21 the second worst in terms of on-time  
22 performance during PM rush hour. The most  
23 common cause of the delays on the line are  
24 related to obstructions of the train  
25 doors. So if people are carrying luggage,

1  
2 it will probably result in more  
3 obstructions of the doors, and encouraging  
4 people to utilize this train while  
5 carrying luggage is definitely something  
6 that the commuters of Long Island Railroad  
7 aren't going to like, especially because  
8 they pay very high rates to utilize this  
9 service.

10 Also, the Port Washington line had  
11 three of the ten worst performing weekday  
12 trains. So that means that the three  
13 regularly scheduled daily trains were  
14 amongst the most frequently delayed and  
15 there's been a 72 percent increase in late  
16 trains on that particular line since 2011.  
17 And the Port Washington lines, they don't  
18 -- the trains don't actually stop at the  
19 Willets Point station when there are no  
20 events at Citi Field or no events at the  
21 United States Tennis Center, so that means  
22 that there was no service there the vast  
23 majority of the time. Adding another stop  
24 there is gonna slow down the travel time  
25 for the commuters that already use the

1  
2 line, and in order to allow the short  
3 travel times between the airport and  
4 midtown Manhattan via the Long Island  
5 Railroad, the MTA will actually need to  
6 add more frequent service to the Port  
7 Washington line. But they can't get  
8 people to the airport in under thirty  
9 minutes without doing that. So adding  
10 more service during the non peak times  
11 will mean extra cost for the MTA and  
12 that's extra cost for the taxpayers. So  
13 there's currently no demand for more  
14 service or I shouldn't say none, but  
15 there's not much demand for more service  
16 outside of the rush hour times and there  
17 might not be capacity to add more service  
18 during the peak hours, given that you can  
19 only have a finite amount of trains  
20 leaving from Penn Station or Grand Central  
21 because all the other lines need trains to  
22 -- to ride on those lines as well. You  
23 just can't -- it's not as simple as just  
24 adding service because you want to.

25 So the Port Authority is not going



1  
2 to pay for any additional staffing or  
3 additional maintenance or any of the costs  
4 associated with the MTA running extra  
5 service because they're not allowed to do  
6 that based on the current laws and  
7 regulations. So it's likely that if they  
8 did run more of these train cars, given  
9 that there's not much demand, a lot of the  
10 trains that would be running from Willets  
11 Point back to Manhattan would most likely  
12 be very empty, aside from the few people  
13 that are actually using the service to  
14 connect from La Guardia Airport. If they  
15 don't add the extra service, it's going to  
16 be very long wait times for the passengers  
17 transferring from the AirTrain to the Long  
18 Island Railroad because, as I stated  
19 before, trains only run twice per hour.  
20 So on average you might be waiting fifteen  
21 minutes between transfers if you're coming  
22 off an AirTrain from Willets Point. And a  
23 lot of passengers desire one-seat rides.  
24 Using the AirTrain to get to the Long  
25 Island Railroad and finally transferring

1 to a subway line to get to a final  
2 destination is not what passengers want.  
3 Extending the N line to the airport is the  
4 best way to achieve the goal of a one-seat  
5 ride. The connection would provide a  
6 one-seat ride to Times Square, to Union  
7 Square, even to areas of downtown Brooklyn  
8 and it would be done so at the cost of  
9 2.75. It would be far cheaper than the  
10 AirTrain and Long Island Railroad being  
11 used anywhere in the equation and the  
12 lower cost will probably equate to more  
13 people wanting and being willing to take  
14 this option, especially people who are  
15 traveling in groups, as was mentioned  
16 before. Many people will find it more  
17 convenient and likely cheaper to use the  
18 subway ride into the airport and if they  
19 instead cannot do that because an AirTrain  
20 is built to Willets Point and they'd have  
21 to use the Long Island Railroad and also  
22 use the AirTrain at an extra cost, many of  
23 those people would likely opt to take a  
24 motor vehicle in some way; taxi, Uber,  
25

1  
2 Lyft, get dropped off by someone. The N/W  
3 line in Astoria also has more capacity to  
4 accommodate additional travelers. Going  
5 to and from the airport it's less crowded  
6 than the 7 during rush hour. It has fewer  
7 special events, like Mets games and tennis  
8 matches that cause further crowding.

9 Currently the N and W line runs seventeen  
10 trains per hour during rush hour, but the  
11 line actually has the capacity to  
12 accommodate twenty-four trains per hour if  
13 there was some slight reconfiguration  
14 done, possibly adding a train line --  
15 sorry, excuse me, a train yard in Astoria.  
16 That would make it easy to have the trains  
17 originate at that part of the line and it  
18 would ease congestion in other places.

19 That, of course, the MTA would have to pay  
20 for, but that wouldn't be the Port  
21 Authority or the FAA allowing that extra  
22 yard to be constructed. But I think it's  
23 -- that option is -- has more forward  
24 thinking and more forward planning ideas.  
25 And the other thing is the extension can

1  
2 be funded with something called the  
3 passenger facility charge, which is a  
4 \$4.50 fee on plane tickets going to and  
5 from the airport and the FAA can allow the  
6 Port Authority to collect this fee and  
7 they can allow the Port Authority to use  
8 that money to actually extend the N train,  
9 so the state, the city and MTA wouldn't  
10 have to put taxpayer money into the actual  
11 extension. So this is an opportunity for  
12 real growth of the subway system and there  
13 hasn't been much of that in anyone's  
14 lifetime in this room. It's really been a  
15 long time since there was serious  
16 construction.

17 Again, it's possible to extend the N  
18 and W line and -- and it can also be  
19 connected to a future Metro North line.  
20 Some of you might know that the Metro  
21 North trains are going to start going to  
22 into Penn Station via the Hell Gate Bridge  
23 in Astoria and via the Sunnyside yards.  
24 The -- part of that line goes over the  
25 current N/W station at Ditmars Boulevard.

1  
2 A station could be retrofitted there and  
3 people who are coming from the lower  
4 Hudson Valley, like Westchester, Putnam  
5 and Dutchess County, Fairfield County in  
6 Connecticut, New Haven County in  
7 Connecticut and the Bronx could actually  
8 potentially use Metro North lines, get out  
9 of Astoria and transfer directly to an N  
10 train that could feed them into the  
11 airport and you would encourage many  
12 people from the northern part of the  
13 tri-state area to not use cars to get here  
14 and now the vast majority of the people  
15 coming from those areas are utilizing cars  
16 or some sort of motor vehicle, even if  
17 it's not their private car.

18 It'd also be the -- the AirTrain  
19 extension would mostly run through an  
20 industrial manufacturing zone. You could  
21 run it on 19th Avenue where there are no  
22 residences for the vast majority of that  
23 area and it might also be possible to make  
24 the train go from being elevated at 45th  
25 Street into being -- and convert it into

1  
2 going underground there because there's  
3 actually a property or a lot there that  
4 has a bit of a hill and you could actually  
5 potentially, and I don't know all the  
6 feasibility of this, but it seems as  
7 though you could actually start the  
8 descent of a line into that property and  
9 put it underground so by the time it  
10 passes people's residences further to the  
11 east, it would actually be underground and  
12 not be in front of their home.

13 All right, so we know about some  
14 construction in East Elmhurst. I think a  
15 lot of you know there's been over twenty  
16 reports of homes being damaged due to  
17 pilings into the ground or potentially due  
18 to pilings into the ground at the airport.  
19 The Port Authority has been investigating  
20 them. They've paid at least four property  
21 owners right now, but I can say that while  
22 I've been walking around the neighborhood,  
23 knocking doors, to putting out flyers,  
24 talking to some of you here and telling  
25 you to come here or get involved in

1 putting comments, I've met a lot of people  
2 who told me that their house has been  
3 shaking and that they experienced cracks  
4 and damage of their facade, damage on  
5 staircases and these are -- a lot of this  
6 is damage to things that have been  
7 recently renovated, and I found instances  
8 of this on Humphrey Street, on Ericsson  
9 Street, on Curtis Street, on 25th Avenue,  
10 places that are not just adjacent to the  
11 airport property. So it's likely that  
12 there are more people who may have been  
13 affected by what's happening at the  
14 airport and don't even know it. As people  
15 have mentioned a lot of people didn't even  
16 know that -- well, many people have told  
17 me that they didn't know that there was  
18 any recourse or that they can even speak  
19 to the Port Authority or have their home  
20 assessed and many other people, as we've  
21 mentioned here, just weren't even aware of  
22 what was going on. They haven't been  
23 reached out to by the Port Authority, so  
24 they're not familiar with the issues and  
25

1  
2 there hasn't been too much publicity  
3 surrounding the damage of the homes,  
4 although there has been some newspaper  
5 coverage. I am sure there's some  
6 reporters in here and some television  
7 coverage as well, but there are still many  
8 people who are not -- are not familiar  
9 with what's happening. They're also more  
10 people telling me 100th Street and 97th,  
11 95th Street, 23rd Avenue, that they  
12 experienced shaking and that they'll soon  
13 be getting their homes checked out. So I  
14 would like the FAA to look into that more  
15 deeply or ask Port Authority to turn over  
16 the information that they have so it can  
17 be looked into more closely so that we  
18 have a better idea of knowing whether or  
19 not the piling that might happen right  
20 around where we are standing, whether or  
21 not it will affect the homeowners in East  
22 Elmhurst based on what's already happened  
23 at the airport.

24 Another -- there's also a claim that  
25 because of the airport is built largely on



1  
2 reclaimed land and landfill or in-fill  
3 that was like stretched out into the East  
4 River, that the ground is maybe not as  
5 compact and perhaps that's allowing  
6 tremors from the piling to affect homes in  
7 further out areas. I'd like that to be  
8 investigated as well, see if, you know,  
9 look into the validity of that statement.  
10 This area here, I believe, was reclaimed  
11 or mostly reclaimed and this is where they  
12 want to do more piling, so we need to know  
13 what the effects of piling of an area that  
14 has ground of this nature, what will that  
15 be for our neighborhood.

16 All right, there's also another  
17 section, merits of improving the bus  
18 access. So this -- so in terms of  
19 comparing the projected AirTrain travel  
20 times to the current bus services in the  
21 RFP study, it showed that busses were too  
22 slow and showed busses in an unfavorable  
23 light. As I mentioned before, I'd like  
24 some of those studies to be redone to see  
25 whether or not a lot of the reason for the

1 slowdown was due to the airport. You  
2 know, on the La Guardia -- on the new LGA  
3 website, it states "As one example of  
4 recent trends, the number of extreme  
5 travel days when at least one trip took  
6 seventy minutes or more from La Guardia to  
7 Times Square, increased from twenty-one  
8 days in 2014 to 114 days in 2017, more  
9 than a five fold increase". Yet we know  
10 that a big part in that change in travel  
11 time is related to the construction on the  
12 airport site, but on the website, the new  
13 LGA website, there's no asterisk that  
14 state that. So we need to look into that  
15 to see what was actually causing the  
16 delays, how much of it is attributable to  
17 the airport, is the traffic truly going to  
18 be as bad as it is now or is it just a  
19 temporary condition due to the  
20 construction.  
21

22 The Q70 bus, I think, is a better  
23 option for most people, most 7 train  
24 travelers than the AirTrain because it  
25 goes onto the BQE and Grand Central and

1  
2 there are no stops after picking up people  
3 at the 74th, Broadway and Roosevelt  
4 station. So and it seems redundant to  
5 create an AirTrain when we already have  
6 this service.

7 Another thing is, the Port  
8 Authority's done a very poor job at  
9 promoting the Q70 bus on its property.  
10 There are very few signs to encourage  
11 passengers of the airport to utilize it,  
12 despite the fact that it provides a direct  
13 link to service from the airport to the  
14 Jackson Heights subway hub, where  
15 passengers have the option of taking five  
16 different train lines, not just one 7  
17 train. If the Port Authority promoted the  
18 Q70 more, it's likely that more people  
19 would take it. The MTA could also be  
20 persuaded to waive fare collection on the  
21 bus in an effort to get passengers on the  
22 bus without slowing it down because during  
23 the boarding process, many people who are  
24 not from New York don't have the correct  
25 change, think they can pay with dollars;

1  
2 there's a big slowdown there. Some people  
3 think they can pay with credit cards and  
4 most of the people taking that bus are  
5 going to transfer to a subway and the  
6 fares are going to be captured there for  
7 the vast majority, so not every single  
8 person but the vast majority and it might  
9 be worth it for the MTA to speed up that  
10 bus by not collecting fare because they're  
11 gonna capture most of the money anyway.  
12 The MTA bus official, including the chief  
13 officer of operations and planning --  
14 sorry, of operations planning, Mark  
15 Holmes, he even stated that collecting --  
16 not collecting the fare on the Q70 might  
17 be a viable option, so that's one of the  
18 higher-ups within the MTA bus structure  
19 who thinks it's very possible to introduce  
20 this reform.

21 Also, the Port Authority could run  
22 its own bus services to and from the  
23 airport. One route could be a shuttle  
24 running to and from the airport terminal  
25 along Astoria Boulevard to the N/W station

1  
2 at Astoria Boulevard. Another could be a  
3 bus that uses much the same route as the  
4 Q70. Both busses could be free of charge.  
5 Astoria Boulevard bound busses could use  
6 the dedicated bus lane perhaps on the  
7 service road to the Grand Central or  
8 Astoria Boulevard north and south and they  
9 might -- maybe they could enter the  
10 airport and exit it at the current exit  
11 and entrance on Ditmars and 82nd Street.

12 All right, port Authority could  
13 construct, also construct dedicated bus  
14 ways on the airport property itself that  
15 could be raised above the area that's  
16 dedicated for cars to circulate when  
17 picking up and dropping off passengers.  
18 So this separate structure or separate  
19 roadway infrastructure would allow the  
20 busses to move more freely and would mean  
21 that they're less susceptible to getting  
22 caught up in traffic. A lot of the  
23 problems with the busses now is that they  
24 get caught in traffic on the airport  
25 property and even if you don't want to

1  
2 create an elevated structure, there could  
3 be dedicated bus lanes on the airport  
4 property that are only for the MTA and the  
5 Port Authority busses so that we can  
6 circulate people more quickly and get the  
7 busses in and out of the airport to serve  
8 Terminal B, C and D especially and  
9 possibly A as well. I know that's also a  
10 concern because Terminal A wouldn't be  
11 served by the current AirTrain proposal,  
12 the Port Authority's preferred AirTrain  
13 proposal.

14 All right. We can also connect  
15 dedicated bus lanes that would connect the  
16 airport to the subway station at, again,  
17 31st Street and Astoria Boulevard, the N/W  
18 station, or 74th, Broadway and Roosevelt,  
19 where the E, M, R, 7 and F trains stop and  
20 this might require parking to be taken  
21 away if you dedicated lanes that were on  
22 city streets, but you can give busses  
23 timing mechanisms to help them change the  
24 light or give them the right-of-way when  
25 they're approaching certain intersections

1  
2 where there's lights to speed up the  
3 travel time. It's possible that you can  
4 use 69th Street north of Broadway for the  
5 -- for the busses that could go to the  
6 74th Street station and you could also use  
7 Booney Street, which is the service road  
8 to the BQE fork -- the eastern fork of the  
9 BQE where it splits, but it would  
10 obviously require some redesigning of the  
11 street scape in order to do this.

12 Next section, regional ferry  
13 service. Some people have mentioned this:  
14 The airport has the capacity to run ferry  
15 service to other parts of the city and to  
16 other municipalities in the Metropolitan  
17 area. Running ferries to preexisting  
18 ferry terminals of Manhattan and northern  
19 Brooklyn will encourage ridership because  
20 people are already familiar with those  
21 spaces as places to get ferries. Ferry  
22 service could be extended to areas where  
23 justify demands it. Doesn't only have to  
24 be to Wall Street or 34th Street. You can  
25 also bring it to the Bronx, Staten Island,

1 parts of southern Brooklyn if it's  
2 warranted or even, I believe there's a  
3 ferry terminal near Yankee Stadium as well  
4 off the Harlem River, and the ferries can  
5 be run to other municipalities, right. It  
6 can be similar to what's -- what the setup  
7 is at the Hong Kong International Airport,  
8 where ferries can run to places in  
9 Connecticut like Bridgeport, or Port  
10 Jefferson on Long Island where they  
11 already have ferry terminals where there's  
12 physical space where parking lot  
13 facilities can be constructed. Even in  
14 places like Atlantic Highlands and  
15 Highlands in New Jersey, again, there's  
16 preexisting ferry terminals there where  
17 people -- people use them to commute to  
18 Manhattan and you can also build bigger  
19 lots or decked parking lots in those areas  
20 to accommodate people that are going to be  
21 staying for a long time because they want  
22 to get to the airport.

23  
24 UNIDENTIFIED SPEAKER: James, we are  
25 just running out of time.



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MR. JAMES MONDELUSO: Oh, okay.  
Alright, yeah, yeah. This was already submitted. So as I stated, this was already submitted. I'll just stop here so we can accommodate more people, but as you see, we put a lot of thought in and a lot of information into the FAA. All right, thank you.

MR. PANKAJ BETAR (PHONETIC): Hey, guys. So my name is Pankaj Betar. I'm actually the owner of the facility we're in right now.

Everyone else has gotten through and told you everything else tonight. I want to go through all the lies that the Port Authority has told. Let's start with they're gonna take 28,000 cars off the Grand Central Parkway. Has anybody ridden the Van Wyck in the last couple of years? I mean have you seen how empty it is? I mean seriously what do you go, like six miles an hour on that thing, come on? Lie number one. Lie number two, if you have damage to your house or property, they're



1  
2 this project, you know who they are, the  
3 ones who have been bought out by the  
4 airport. I'm not gonna name the different  
5 groups, but they're groups in East  
6 Elmhurst, in Corona who take money from  
7 Delta, who take money from the Port  
8 Authority and they sit up here and they're  
9 like we're your community leaders and we  
10 are here to tell you the people are for --  
11 get the hell out of here. Come on. Come  
12 on. I don't need to say their names. You  
13 know who they are. Come on. By the way,  
14 they're the people who aren't here  
15 tonight. Has anyone gone to a meeting  
16 where somebody stood up and said oh, I'm  
17 for the AirTrain; it's the greatest thing  
18 ever? No. But you know at the end of the  
19 day when you go to like something like  
20 that joke that was last week at the  
21 Marriott, they have a couple of people  
22 walking around oh, well, the AirTrain is  
23 good and this and that. Yeah, they can  
24 say that in that forum, but they will not  
25 stand up in front of a group of people and

1 say that. So all it's been from the Port  
2 Authority has been a bunch of lies and  
3 they're gonna keep lying to you. They're  
4 lying and saying they're gonna improve the  
5 boardwalk, they're gonna improve the  
6 promenade. With what? If you guys go  
7 online and look, they're already  
8 negotiating with the Parks Department to  
9 put up dilapidated boat storage. Four  
10 years ago they approached us with this.  
11 We went to the local councilwoman and got  
12 it defeated. What they wanted to do was  
13 put fence all the way down the boardwalk,  
14 fence the area in and put in damaged  
15 boats. All that's gonna be is an eyesore,  
16 take away from the waterfront, take away  
17 from the promenade. We got that defeated  
18 and now they're negotiating with the Port  
19 Authority to build them that. Anyone  
20 wants to see renderings of this, we have  
21 them. So this is a big joke and the thing  
22 is people saying, people who are giving up  
23 are saying we can't fight this, guys,  
24 honestly, I'm 38 years old; I'm younger

1  
2 than most of you guys here, but let me  
3 tell you this, in the '90s, in the '80s  
4 when the wanted to expand the N train, the  
5 Vallones and Astoria defeated that because  
6 they banded together. If our electeds are  
7 behind us, we can band together and beat  
8 this. But everybody has to band together.  
9 You know. And the thing is, guys,  
10 everybody has their opinions on different  
11 electeds. This is not a political  
12 statement, but if you think one elected or  
13 many electeds are not for it, you should  
14 go in their faces. I had meetings with a  
15 couple of electeds last week and I told  
16 them you're not with us. The ones that  
17 are not here who don't send  
18 representatives here, people should get in  
19 their faces and tell them that and they  
20 shouldn't be reelected in two or four  
21 years, 'cause they're not for this  
22 neighborhood. If a -- if you need  
23 Governor Cuomo to come down and help you  
24 win a local election, it's a joke. So at  
25 the end of the day, whether this

1  
2 monstrosity comes or not, our power is, at  
3 the end of the day, this neighborhood,  
4 this community and if they're gonna screw  
5 us on this, you know what, those electeds  
6 and that are not gonna be here in two  
7 years and four years. We have that power.  
8 All right, guys. Thank you very much.

9 UNIDENTIFIED SPEAKER: All right.  
10 So we've hit 8. I'm going to tell you  
11 first I'm not going to read through all  
12 the comments, but I'm gonna review some of  
13 it. I'm gonna send these out to everyone  
14 on our network and you all by being here  
15 and signing that sheet will also be on our  
16 network, so I'll send them out to you as  
17 well.

18 Okay, so first of all, thank you to  
19 everyone who helped organize this evening.  
20 Thank you to all the members of the  
21 Sensible Way to LGA Coalition, which  
22 includes Ditmars Boulevard Block  
23 Association, Queens Neighborhood United,  
24 Flushing Chamber of Commerce, Jackson  
25 Heights Beautification Group, Riverkeeper

1  
2 and Guardians of Flushing Bay. Also,  
3 thank you to the World's Fair Marina  
4 restaurant for hosting us. We really  
5 appreciate it. Yeah, to applause all  
6 those folks.

7 So I'm the program coordinator for  
8 Guardians of Flushing Bay and for Hudson  
9 Riverkeeper. Riverkeeper is a member  
10 supported watchdog organization protecting  
11 the Hudson and its tributaries. Guardians  
12 of Flushing Bay is a coalition of human  
13 powered boaters who probably -- there are  
14 probably guardians members on the water  
15 tonight; local residents, citywide  
16 partners, who came together to protect and  
17 advocate for a clean and accessible  
18 Flushing Bay and Flushing Creek.

19 So to begin, Guardians of Flushing  
20 Bay and Riverkeeper are both extremely  
21 disappointed that the Federal Aviation  
22 Administration, FAA, about their failure  
23 to host an open and transparent meeting  
24 that allows for real community dialogue.  
25 The burden should not fall on community

1 groups, small community groups, to host  
2 public hearings about large scale  
3 infrastructure projects. It is absurd  
4 that we are organizing this meeting at  
5 all. This should be organized by the FAA  
6 to begin with, by Port Authority and by  
7 your elected officials. Our city, state  
8 and federal representatives are aware of  
9 the community concerns about the AirTrain  
10 and we need to ask them to ensure that the  
11 FAA will host public dialogs moving  
12 forward in the environmental review  
13 project. So that falls upon us, but it  
14 also falls upon our local representatives,  
15 and we really need to recognize that.

17 Okay, so I'm here right now speaking  
18 on behalf of Guardians of Flushing Bay. I  
19 work for two organizations, so I have to  
20 be fairly clear of who I'm speaking for.  
21 So for this moment I'm speaking for  
22 Guardians of Flushing Bay.

23 Port Authority's proposed La Guardia  
24 Airport AirTrain project that spans from  
25 La Guardia Airport to Willets Point is



1  
2 flawed and we believe that a properly  
3 conducted environmental review process  
4 will reveal that.

5 First, we have serious concerns  
6 whether the environmental review will be  
7 objective at all. Port Authority's  
8 deductive goals stated in their proposal  
9 appear to have resulted in a done deal, as  
10 many of us have said tonight. The eminent  
11 domain legislation passed in June 2018 put  
12 the FEM on the scale for the AirTrain to  
13 be routed alongside East Elmhurst  
14 neighborhood. We advocated then against  
15 the eminent domain legislation and we now  
16 seem to be left with what is a done deal.  
17 That forced that conclusion.

18 I can answer that question in a  
19 second.

20 Just because I'm recording this on  
21 the record, I'm gonna keep going, but I am  
22 gonna jump into that.

23 Second, Port Authority's preferred  
24 AirTrain route would impose significant  
25 hardship on local communities on the bay

1 which have been shouldering the burden of  
2 La Guardia Airport for decades. As the  
3 FAA considers the impacts on the bay,  
4 water user community and surrounding  
5 neighborhoods, please consider the  
6 following: Part of the bay was filled in  
7 to construct the airport and now receives  
8 polluted storm water runoff from runways  
9 and local highways. The bay is heavily  
10 polluted by 2.3 billion gallons of raw  
11 sewage discharging yearly from New York  
12 City sewer system. That's ten percent of  
13 all of the raw sewage in every other part  
14 of New York City; we get ten percent of  
15 that here. For years residents have had  
16 to live beside the fumes and noise emitted  
17 by La Guardia Airport and withstand the  
18 stench, as I'm sure many of you remember,  
19 emanating from the sewage and storm  
20 waters, soaked waters of the bay. Despite  
21 these current conditions, thousands of  
22 boaters have taken to the bay each year.  
23 Residents use the promenade, as I've seen  
24 many of you use tonight, Patrick, Izrenen  
25

1 (phonetic), use the promenade as a local  
2 park and the view from the bay from their  
3 homes as a respite from the noise and air  
4 pollution released by the airport and  
5 multiple highways. In addition to people,  
6 the waters are home to wetland species,  
7 such as oysters, blue crabs, flounder; got  
8 to speak to the species. In an area  
9 starved for park space, the AirTrain would  
10 obstruct connectivity and recreational  
11 opportunities of the park and destroy  
12 local ecological habitats.

14 Okay, so while it's crucial that the  
15 scope of the Draft Environmental Impact  
16 Statement or DEAS consider the impact of  
17 the broad community of water park users  
18 and residents, the East Elmhurst residents  
19 in particular who are part of the wetland  
20 communities that we advocate for suffered  
21 the consequences of La Guardia Airport,  
22 including heavy traffic, air and noise  
23 pollution and the disruption from the  
24 redevelopment of the airport. The  
25 alternatively proposed AirTrain route over

1  
2 Grand Central Parkway has the potential to  
3 intensify air and noise pollution,  
4 aggravate traffic congestion during  
5 construction and obstruct the view shed  
6 from the homes facing the parkway.

7 Okay, so the following are very  
8 specific important considerations that the  
9 federal -- that the FAA must address:

10 First is what I stated before, the  
11 accessibility to the World's Fair Marina  
12 and Flushing Bay promenade as public space  
13 for local residents, boaters and  
14 commuters. Second, is climate  
15 vulnerability. We are currently in a  
16 hundred year flood zone. As many of you  
17 may remember from Super Storm Sandy, this  
18 flooded very intensely and so the FAA  
19 needs to consider investing in large and  
20 pervious infrastructure alongside parkland  
21 that's in a hundred year floodplain.

22 Third, biological resources and ecosystem  
23 services of Flushing Bay, the fragile  
24 ecosystem of native wetland species are  
25 hard at work to restore the heavily

1 polluted and depleted bay. Disruption of  
2 these species will have a profound impact  
3 on the health of the bay and consequently  
4 the life of those that lived around it.

5 Okay, four, increased burden on the 7  
6 train. We've talked about that a lot, so  
7 I'm not going to go into it, but I think  
8 you understand.

9  
10 Five, projected ridership of the La  
11 Guardia AirTrain, as we said before,  
12 comparing it to JFK's ridership and really  
13 understanding what that looks like and  
14 really demanding for an independently  
15 reviewed traffic and ridership study from  
16 the FAA in this process.

17 Okay. Thank you for your time.

18 (Applause)

19 UNIDENTIFIED SPEAKER: There's one  
20 more person. Oh, yeah, do you --

21 UNIDENTIFIED SPEAKER: Yes, I just  
22 want to ask a question, a couple of  
23 questions here. Obviously, there are two  
24 things that are realities here.

25 UNIDENTIFIED SPEAKER: I'm just

1 going to put you on the record. Go ahead.

2 UNIDENTIFIED SPEAKER: There are two  
3 things are reality here. La Guardia  
4 Airport is grandfathered. They'll develop  
5 it anyhow. The AirTrain is coming. It  
6 will happen. Did they do an environmental  
7 impact study of the AirTrain coming into  
8 this region? I've been living here for  
9 fifty-five years. I don't have a huge  
10 problem with the AirTrain. The AirTrain,  
11 essentially, will be electric. What I'm  
12 more concerned about is the continued  
13 increased traffic running between La  
14 Guardia Airport and Kennedy Airport and  
15 the massive amount of pollution that  
16 causes. So at the end of the day I would  
17 like to see the environmental impact  
18 statement, the AirTrain versus all the  
19 taxi and bus traffic coming between both  
20 airports. I can see the AirTrain as a  
21 huge money winner because passengers who  
22 are coming from throughout United States  
23 to connect to international flights have  
24 not to pay a ton of money to go to the  
25

1  
2 airport, jump on the AirTrain and go  
3 there, but again, essentially I would like  
4 to see another environmental impact  
5 statement so that we can make an  
6 intelligent decision before we start  
7 jumping up and down and say no AirTrain.

8 UNIDENTIFIED SPEAKER: Well, thank  
9 you for that comment.

10 UNIDENTIFIED SPEAKER: Can I just  
11 say -- okay, yes, we would all like to see  
12 a proper environmental study done;  
13 however, what we have found out is that  
14 the -- the Port Authority is actually  
15 paying for the -- the cost of the  
16 environmental study, so the question is is  
17 it really impartial? Who -- if -- if I  
18 hire someone to do a study for me and I'm  
19 paying them, they're gonna say what --  
20 what I want them to say. So there's a --  
21 a major question about that. So, you  
22 know, I understand you want a study done,  
23 but we want a proper study done and not  
24 something paid for by Port Authority.

25 (Inaudible)

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UNIDENTIFIED SPEAKER: Pardon me?

UNIDENTIFIED SPEAKER: Who is gonna pay for it if the Port Authority doesn't want to pay for it? I don't want to pay for it.

UNIDENTIFIED SPEAKER: Well, if it's Federal Aviation, shouldn't they pay for it?

UNIDENTIFIED SPEAKER: Well, this is a --

UNIDENTIFIED SPEAKER: I mean how do you hire -- how do you hire a contractor and say do a study for me for something that I am supporting and expect that to be impartial? I -- I just -- I don't get it. I'm sorry.

UNIDENTIFIED SPEAKER: Yeah, only because we've reached -- only because we've reached -- yeah, sorry. Go ahead.

UNIDENTIFIED SPEAKER: All your concerns about them and now they're on the record and we appreciate that you gave them to us. Richard is gonna bring us home. I know this is his second time up



1 here. So that we can give up the room  
2 because it was graciously donated to us  
3 and we really appreciate the marina  
4 restaurant doing that for us. We can go  
5 outside and continue to listen to  
6 comments. I'll keep the recorder running.  
7 If anybody else has anything they want to  
8 put on the record, we'll keep it going and  
9 we're happy to stay here as long as you  
10 have comments, but so that we can get out  
11 of this room and let everybody go home,  
12 we'll let Richard have a last word.

14 UNIDENTIFIED SPEAKER: Okay, thank  
15 you.

16 UNIDENTIFIED SPEAKER: Richard,  
17 before you go on. I think everybody with  
18 interest in La Guardia Airport that we  
19 should demand an environmental impact  
20 statement. We should demand the route of  
21 the AirTrain.

22 (Inaudible)

23 UNIDENTIFIED SPEAKER: Okay, so --  
24 okay, so --

25 UNIDENTIFIED SPEAKER: But you know

1 something, we as a community, we are not  
2 getting any information.

3  
4 UNIDENTIFIED SPEAKER: I'm going to  
5 take a different track; pun intended  
6 different track. So all movements, at  
7 least successful ones, and even the ones  
8 that aren't successful, may or may not,  
9 but many of them have a slow (inaudible).  
10 By a show of hands, who remembers Jimmy  
11 McMillan? He ran for governor. Rent is  
12 too damn high. So we're gonna wrap it up  
13 with some synergy here and you're gonna  
14 repeat after me. The rent is too damn  
15 high. The rent is too damn high. So I'd  
16 like to suggest a slogan of whose train is  
17 this? Or who's on this train? Because if  
18 the demographics, if -- if the feasibility  
19 study show that 95 percent of the people  
20 that are going to be on this train are not  
21 us, are not residents, are not  
22 storeowners, are not restaurants that may,  
23 you know, have some effect or whatever or  
24 not commuters, they have to demonstrate to  
25 us how many people are gonna be on this

1 train, and more importantly, who are they  
2 because this is an issue of balance. The  
3 balance is us and them, and that's not our  
4 adversarial. That's a question. Who's on  
5 this train. Whose train is this? So my  
6 projection is, despite all the litigation,  
7 despite all the huffing and puffing, if,  
8 and I hope not, but if we can't blow this  
9 door down, they're gonna take, take and  
10 take. What are they gonna give? All  
11 right, you know, you came through our  
12 neighborhood with that train and you split  
13 the west side and the east side of the  
14 neighborhood, but you gave us a couple of  
15 small public parks. You extended our bus  
16 service. You did something else for us,  
17 but you can't just keep taking, and if you  
18 are taking for the them not for us, what's  
19 in it for us? Sure, we want to see La  
20 Guardia be successful, cost effective,  
21 make it easier for -- for commuters or  
22 businessmen or tourists, but is it or will  
23 it be or will it be used? And that is for  
24 our good, the city as a whole, but whose  
25

1  
2 train is this? If it's 95 percent them  
3 and you take, take, take, what are you  
4 giving us? Couple of more busses maybe  
5 for Jackson Heights and East Elmhurst  
6 where we're short, maybe an expansion of  
7 some parks or -- just say all right, you  
8 know, listen, we basically screwed you,  
9 but we gave you three public parks. We  
10 gave you some bus depots or shelters, you  
11 know, better to stand there, and you look  
12 at East Elmhurst and -- and parts of  
13 Jackson Heights, there's no bus shelters.  
14 People are just standing out there many  
15 times. So give us some bus shelters.  
16 Give us some more bus service. Give us a  
17 little public park or -- or an enhancement  
18 of a public park and then you can say, you  
19 know, I'm sorry, this is the city, we  
20 took, we took, we took, but we gave. But  
21 without the giving, whose train is this?  
22 Thank you.

23 (Applause)

24 UNIDENTIFIED SPEAKER: Ladies and  
25 Gentlemen, thank you all very much for

1  
2 coming out. This is a community issue and  
3 community is more than just a person that  
4 lives next door to you, so I have  
5 everybody's e-mail. We're gonna keep you  
6 updated on meetings. Knock on the doors  
7 of the people across the street, down the  
8 block and let's get the communities out  
9 here. You know, I'm so tired of the  
10 pessimistic mindset of it's a done deal.  
11 It ain't over 'till it's over. Amazon was  
12 a done deal. Hello.

13 That's all I'm saying. Thank you  
14 for coming out. We will be heard. We are  
15 not rolling over. Our voices will be  
16 heard. Thanks again. Have a great  
17 evening.

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C E R T I F I C A T E

I, Holly Van Pelt, a reporter and Notary Public within and for the State of New York, do hereby certify:

That the following is a true record of the within meeting.

I further certify that I am not related to any of the parties to this action by blood or marriage, and that I am in no way interested in the outcome of this matter.



HOLLY VAN PELT

ERRATA SHEET

The following are my corrections to the attached transcript:

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86:24, 101:12,  
101:15, 113:5  
**Yorkers** <sup>[2]</sup> - 5:16, 6:8  
**younger** <sup>[1]</sup> - 95:25  
**yourself** <sup>[2]</sup> - 17:3,  
40:3

**Z**

**zone** <sup>[3]</sup> - 38:17,  
80:20, 103:16

Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, Alda Arias, request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

- ferry service
- extension of N/W trains
- expanded rapid bus service

An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

I'm worried the proposed Airtrain construction will be too high an expense (financially and in community impact) when compared only a slight time gain to air travelers.  
convenience

[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,

Alda Arias (sign)  
11372 (zip)

Daniel K Elwell  
Administrador Interino (Acting Administrator)  
Administración Federal de Aviación (Federal Aviation Administration)  
800 Independence Avenue, SW  
Washington, DC 20591

Estimado Administrador Interino Elwell:

En la próxima revisión ambiental para el Proyecto de LaGuardia Airport (LGA) Access Improvement, yo, Gedy Herrera solicito que la Administración Federal de Aviación realice audiencias públicas y talleres de comentarios sobre el proceso de alcance y la Declaración Preliminar del Impacto Ambiental. Además, solicito que se consideren las siguientes alternativas y los posibles impactos ambientales y comunitarios.

Los medios alternativos de transporte a LGA, además de los de la estación de Willets Point, deben considerarse cuidadosamente en la revisión ambiental, especialmente:

- Busses
- N TRAIN
- Ferry's

El AirTrain podría tener impactos significativos en nuestra comunidad y el medioambiente local. Estoy especialmente preocupado/a por lo siguiente:

The airtrain will impact waterfront  
ACCESS + limit the capacity of  
Flushing MEADOWS Park.  
IT is a disgrace to NYC to use eminent  
deman to take away Parkland for an elevated  
rail struc. - what is this? Resort Muses era?

[continúa en el reverso de esta hoja, si es necesario]

Gracias por considerar estos comentarios y por trabajar para garantizar que el público participe en cada paso de esta revisión.

Sinceramente,

Gedy Herrera (firma)  
113558 (código postal)



Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, Nelson Mac, request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

<u>Extending N/W Subway</u>	<u>Expanded ferry service</u>
<u>Bus Rapid Transit</u>	_____
<u>Combination of the above</u>	_____
_____	_____

An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

Inefficiency of the proposed Air Train

Disruption and encroachment of parkland and waters

\_\_\_\_\_

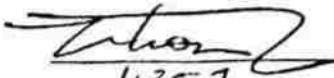
\_\_\_\_\_

\_\_\_\_\_

[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,

 (sign)  
11357 (zip)

Daniel K Elwell  
Administrador Interino (Acting Administrator)  
Administración Federal de Aviación (Federal Aviation Administration)  
800 Independence Avenue, SW  
Washington, DC 20591

Estimado Administrador Interino Elwell:

En la próxima revisión ambiental para el Proyecto de LaGuardia Airport (LGA) Access Improvement, yo, Fred Harrison solicito que la Administración Federal de Aviación realice audiencias públicas y talleres de comentarios sobre el proceso de alcance y la Declaración Preliminar del Impacto Ambiental. Además, solicito que se consideren las siguientes alternativas y los posibles impactos ambientales y comunitarios.

Los medios alternativos de transporte a LGA, además de los de la estación de Willets Point, deben considerarse cuidadosamente en la revisión ambiental, especialmente:

The alternative for no one, vast majority of people are either driven to or take a cab. The reduction for this is minimal & does not justify cost. Improvement in bus transit can provide some service for less money.

El AirTrain podría tener impactos significativos en nuestra comunidad y el medioambiente local. Estoy especialmente preocupado/a por lo siguiente:

noise, pollution, restricted access to parkland.

[continúa en el reverso de esta hoja, si es necesario]

Gracias por considerar estos comentarios y por trabajar para garantizar que el público participe en cada paso de esta revisión.

Sinceramente,

Fred Harrison (firma)  
11353 (código postal)

Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, Schida Toluck, request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

- Extending the N/W train to LGA \_\_\_\_\_
- Dedicated rights-of-way for busses with Transit Signal Priority \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

- Destruction of hard greenspace for a train that will not serve the residents of E. Glendale and Flushing  \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,

Schida Toluck (sign)  
11367 (zip)

Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, JONATHAN BLOOM, request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

bus rapid transit  
extend N line

An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

disrupting use, enjoyment of  
the area due to noise and vibration

[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,  
Jonathan Bloom (Sign)  
1-372 (IP)

Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, Ingrid Gomez, request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

- N/W train \_\_\_\_\_
- Ferry Service from Manhattan \_\_\_\_\_
- Better/Faster Bus service \_\_\_\_\_
- \_\_\_\_\_

An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

- Air & water quality \_\_\_\_\_
- Environmental Noise \_\_\_\_\_
- Reduction in property values \_\_\_\_\_
- Displacement of small businesses \_\_\_\_\_
- \_\_\_\_\_

[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,

Ingrid Gomez (sign)  
11368 (zip)

Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, Nuala O'Doherty request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

- ① extend N/W train to LGA
- ② express buses to LGA
- ③ ferries

An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:


- block view + use of water + park
- block access to bike lane along water.

HURTS MY COMMUNITY, BUT WE GET NOTHING!!

[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,

 (sign)  
11372 (zip)

Nuala O'Doherty

Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, Jammy E. Rose, request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

- ① Expand the N/W Train line \_\_\_\_\_
- ② Express Buses to LGA \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

- block views of bay & our park \_\_\_\_\_
- would you do this to Central Park? \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,

Jammy Rose (sign)  
11372 (zip)

Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, M Flanagan, request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

Ferry

enhanced Laguardia Link bus service

An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

Being cut off from the Flushing Bay waterfront park - shading and noise that will negatively impact my ability to enjoy the park.

[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,

Margaret Flanagan (sign)  
11372 (zip)



Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, ROBIN BROWNE, request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

- FERRY SERVICE
- DEDICATED ELECTRIC BUS LINES
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

- NOISE - ITS EFFECT ON HOMES
- PROPERTY VALUES
- PROPERTY DAMAGE
- AIR QUALITY
- RESIDENTS HEALTH

[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,

Robin Browne (sign)  
11369 (zip)

Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, Lynn Cole, request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

Busses of all sorts \_\_\_\_\_  
especially express busses \_\_\_\_\_  
Ferries \_\_\_\_\_  
\_\_\_\_\_

An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

I'm very concerned about the affects on the local community - quality of life issues: noise, pollution, loss of park, trees and open space. The natural environment, also part of the community are at risk wetlands are critical as water filters and for mammals for many species and green space contributes to mental well-being of people. and had mitigation  
[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,

Lynn Cole (sign)  
11732 (zip)

Daniel K Elwell  
Administrador Interino (Acting Administrator)  
Administración Federal de Aviación (Federal Aviation Administration)  
800 Independence Avenue, SW  
Washington, DC 20591

Estimado Administrador Interino Elwell:

En la próxima revisión ambiental para el Proyecto de LaGuardia Airport (LGA) Access Improvement, yo, Rosa Peraza solicito que la Administración Federal de Aviación realice audiencias públicas y talleres de comentarios sobre el proceso de alcance y la Declaración Preliminar del Impacto Ambiental. Además, solicito que se consideren las siguientes alternativas y los posibles impactos ambientales y comunitarios.

Los medios alternativos de transporte a LGA, además de los de la estación de Willets Point, deben considerarse cuidadosamente en la revisión ambiental, especialmente:

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El AirTrain podría tener impactos significativos en nuestra comunidad y el medioambiente local. Estoy especialmente preocupado/a por lo siguiente:

medio ambiente  
vibración

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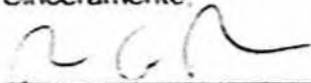
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[continúa en el reverso de esta hoja, si es necesario]

Gracias por considerar estos comentarios y por trabajar para garantizar que el público participe en cada paso de esta revisión.

Sinceramente,

 (firma)  
11349 (código postal)

Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, ~~Alvin Martinez~~, request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

Buses through a route  
that is direct to the  
airport with a designated  
lane.

Shuttles that are advanced  
and maintained as you  
have a luxurious experience  
rather than a run-down  
uncomfortable one.

An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

Structural damage at the forefront. I see the effects on  
the household. Closets shifting, concrete damage, brick  
structures cracking. I have 2 kids that get woke up by  
the hammering everyday. If one good day of hammering  
happens it is possible to have houses crumble or partially  
break down. The lives of my family come before any amount of  
money.

[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,

 (sign)  
11369 (zip)

Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, Monika Bzostowski, request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

ferny service  
free transfer buses

An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

I am especially concerned about the  
water quality and the potential  
damage to the  
horris in the area.

[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,

Monika Bzostowski (sign)  
11355 (zip)

Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, Marcella Richardson, request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

I am concerned about being displaced  
I am concerned about property taxes rising higher  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,

Marcella Richardson (sign)  
11369 (zip)

Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, MARK CELIKUS, request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

MAKE BETTER USE OF  
THE BUSES AND  
CONSIDER FERRY SERVICE

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

PARK LAND  
NOISE

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,

Mark Celikus (sign)  
11369 (zip)

Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, Leah Bandy, request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

<u>Bus Service</u>	_____
<u>Ferry Service</u>	_____
_____	_____
_____	_____

An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

I am against the AirTrain

(1) NOISE

(2) AIR QUALITY

\_\_\_\_\_

\_\_\_\_\_

[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,

 (sign)  
11369 (zip)



Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, ~~Vishal Sharma~~, request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

More Bus service  
Ferry service

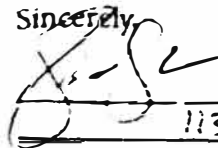
An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

Noise, Pollution, T train congestion, loss of parkland  
impact to promenade at the marina, loss of community  
catering / Banquet space at World's Fair marina

[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,

  
\_\_\_\_\_  
11377 (zip)

Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, Pankaj Sharma, request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:


<u>Bus</u>	_____
<u>Ferry</u>	_____
<u>New train</u>	_____
_____	_____
_____	_____

An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

<u>Air quality</u>	_____
<u>The marina</u>	_____
<u>The view</u>	_____
<u>LOSS OF the community parking space</u>	_____
_____	_____
_____	_____

[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,   
\_\_\_\_\_ (sign)  
11368 (zip)

Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, Shriner, request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

More frequent, cheaper, and more  
accessible bus systems.

An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

The length of time this project will take  
and how much the community will change  
in that time PLUS how this ~~is~~ will  
impact the Train line

[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,

Shriner (sign)  
11369 (zip)

Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, Claudia Lafits request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

- 1. extend the N+Q  
subway lines
- 2. expand rapid bus  
service to airport

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An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

- air quality
- noise pollution
- traffic in East Elmhurst

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---

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[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,

Claudia Lafits (sign)  
11225 (zip)

Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, William Wang, request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

- Ferry Service \_\_\_\_\_
- Express Bus from Willets PT. \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

- Take over of Promenade Park Space \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,

William Wang (sign)  
11234 (zip)

Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, Alexander Hove, request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

Bus Rapid Transit from LGA.  
Expanding the subway - N line  
\_\_\_\_\_  
\_\_\_\_\_

An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

Environmental impacts of air train.  
Tram will not provide a faster  
route to LGA.  
Also very concerned about impacts on  
the Bay and the Park.  
\_\_\_\_\_

[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,

Alexander Hove (sign)  
10024 (zip)

Daniel K Elwell  
Acting Administrator  
Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591

Dear Acting Administrator Elwell:

In the upcoming environmental review for the LaGuardia Airport (LGA) Access Improvement Project, I, Elizabeth Gorman, request that the Federal Aviation Administration hold public hearings and comment workshops on both the scoping process and the Draft Environmental Impact Statement. Furthermore, I request that the following alternatives and potential community and environmental impacts be considered.

Alternative means of transport to LGA besides those from Willets Point subway station should be thoroughly considered in the environmental review, especially:

- Expanded electric bus routes \_\_\_\_\_
- Ferry service \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

An AirTrain could have significant impacts on our community and local environment. I am especially concerned about the following:

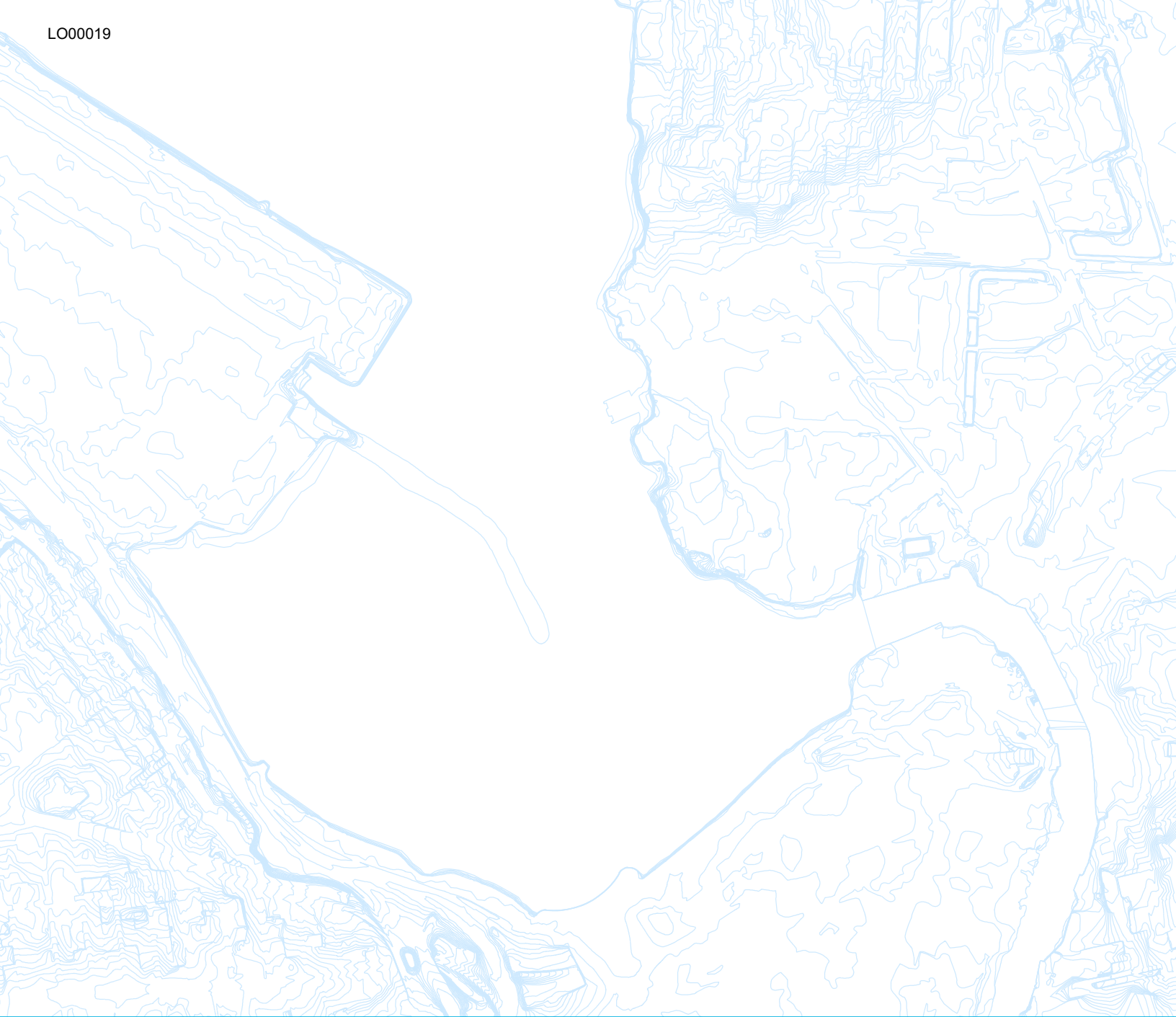
As a member of a dragonboat team, I am particularly  
concerned about the air train's impact on the Marina.  
Also, as a Woodside resident, I am concerned about increasing  
congestion on 7 train line as well as this project's  
impact on homes in East Elmhurst and surrounding communities.

[continued on the back of this sheet, if necessary]

Thank you for your consideration of these comments and for working to ensure that the public is engaged at every step of this review.

Sincerely,

 (sign)  
11377 (zip)



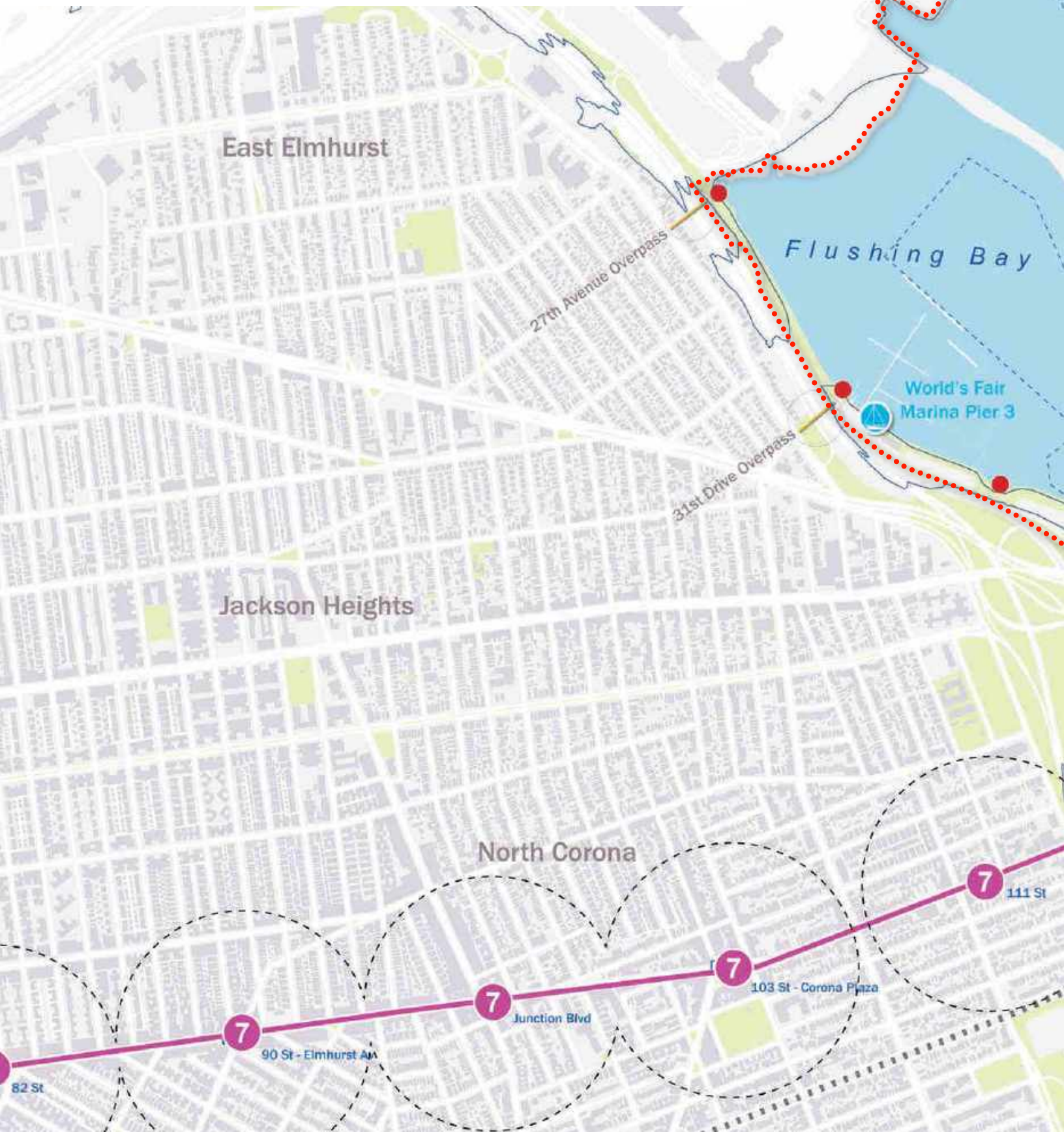
# FLUSHING WATERWAYS 2018 VISION PLAN

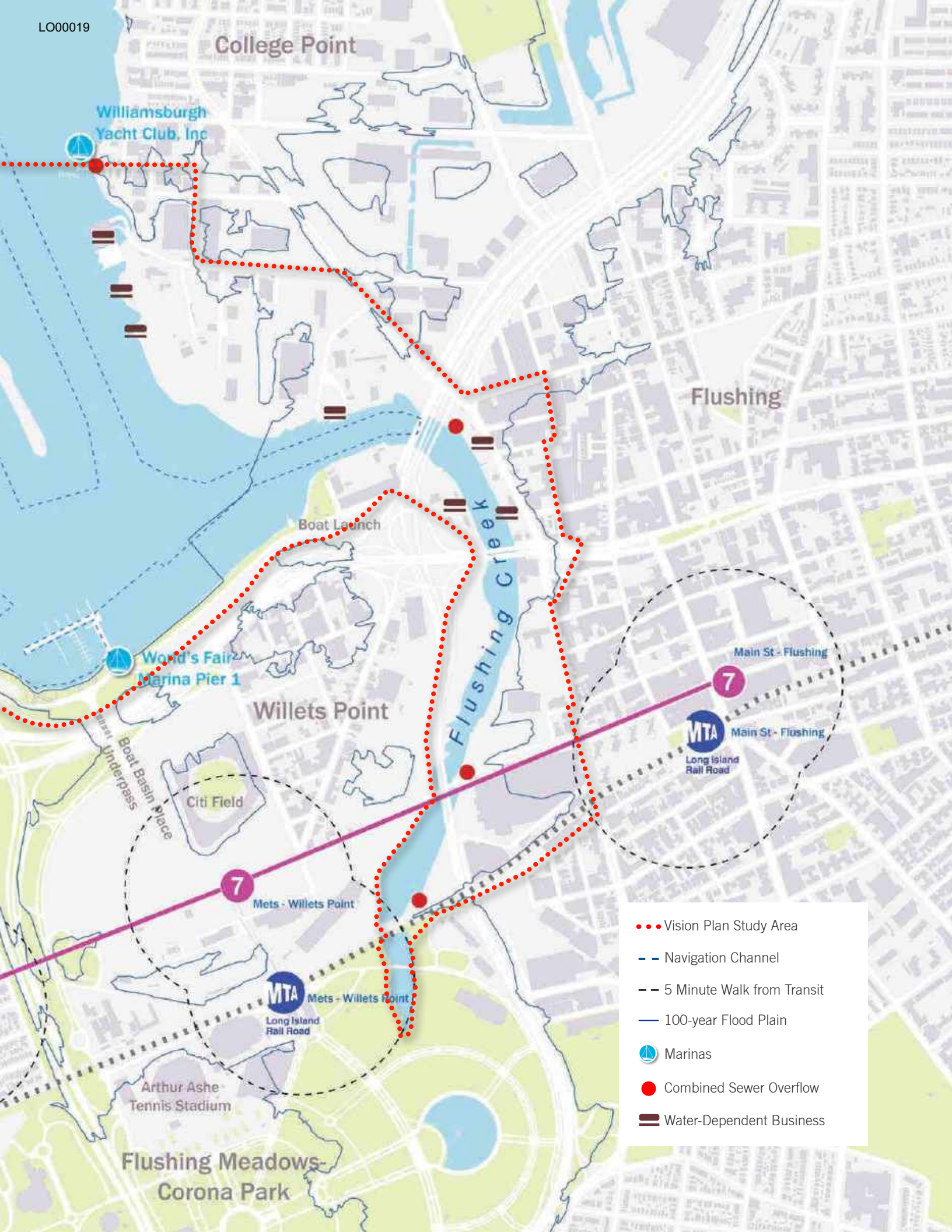




LaGuardia Airport

 **600 ACRES OF OPPORTUNITY**





- Vision Plan Study Area
- - - Navigation Channel
- - - 5 Minute Walk from Transit
- 100-year Flood Plain
- 🚤 Marinas
- Combined Sewer Overflow
- == Water-Dependent Business



# Welcome

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At a recent cleanup organized by the Guardians of Flushing Bay, we, along with volunteers, came across a seemingly endless patch of plastic pollution – plastic bottle caps, wrappers, straws and bags. One volunteer asked us how the clean-up, even with over 100 people combing the waterfront edge that day, could make a dent. While wriggling everything from candy wrappers to car tires out of the rocks, our response was that we will get there, over time, by working the problem. This year's waterfront is cleaner than last, next year, cleaner still – and we truly believe that. More trash will wash up, but the community isn't going anywhere. Eventually, like Coney Island's beaches and other once-blighted NYC shorelines before it, Flushing's waterways will be renewed.

This is a community-built roadmap for working the problem. Given the barriers to public access, affordability, safety and cleanliness, the problem may seem insurmountable. By tackling some of these issues this year, more next year, and more the year after that, we'll collaboratively and steadily create a better future for these waters.

The Flushing Waterways are not a blank canvas. These waterways were the focal point of two World's Fairs, have historic open spaces designed by legacy mid-century park planners, are home to tennis and baseball hubs that draw millions every year, and were somewhat untouched by oil and chemical contamination. In short, there is much to celebrate here already. That said, the Flushing Waterways are burdened with some of the highest levels of stormwater and sewage pollution in the City.

Our waterways are New York's sixth borough; we use them for industry and commerce, transportation and recreation, food and fortune. Tides and storm drains funnel tons of garbage to the marshes of Flushing Creek and the riprap of Flushing Bay. Climate change threatens most of the watershed that drains to Flushing Bay, and too often, our redevelopment and investment decisions are based on short-term ideas, not long-term needs.

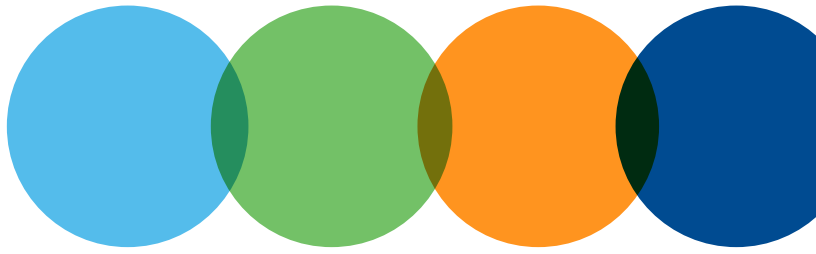
We have a choice. Do we accelerate toward a clean, accessible, and sustainable future or become a community detached from the open space around it? This document aims to bring that discussion to the community and provide not just a tool for clean water advocacy, but a record of the ideas of the people, agencies, businesses, and boaters looking to build a better future. Over the past year, we've collaboratively developed this roadmap to work the problems facing the Flushing Waterways. It's up to all of us to make sure that we start taking steps toward the future we want for our Waterways.

On behalf of Riverkeeper, the Guardians of Flushing Bay, and everyone who contributed to this conversation, thank you for your interest in this Vision Plan for Flushing Bay and Flushing Creek. To our partner organizations, as well as the agencies, elected officials, scientists, and professionals who helped shape – and ground-truth – the ideas generated by the community, thank you for your commitment to our shared goals of clean and safe urban ecosystems. Finally, and most especially, thank you to The JPB Foundation and to Mike Aziz and Daniel Windsor – and the whole team at Perkins + Will, without whom this report would not have been possible.

For a clean water future,

Sean Dixon  
Senior Attorney

Chrissy Remein  
NYC Water Quality Project Coordinator



The Guardians of Flushing Bay see Flushing Bay and Flushing Creek – together, the Flushing Waterways – as an environmental and recreational resource in the heart of the thriving, diverse borough of Queens. In creating this vision, we hope to honor past planning work done on behalf of clean water and accessible waterfronts but also bring emerging science, ecosystem innovation, and stormwater management planning to the forefront. These waterways have the potential to anchor the region’s communities, ecologies, and economies for decades, but more needs to be done, now.

Every week of the spring, summer and fall, dragon boaters are on the water despite the persistence of trash and sewage pouring into the Bay every time it rains. Oysters are propagating, growing beyond the oyster cages installed with the Billion Oyster Project seasons ago (Flushing Bay is now home to some of the largest naturally growing oysters in the New York City harbor). People are picnicking between piles of refuse running off the Grand Central Parkway. And, although the Bay and Creek might smell like rotten eggs at low tide and the water and shorelines are filled with trash and debris, on a sunny day you will see dozens of pedestrians, joggers and cyclists enjoying the Flushing Bay Promenade.

The paths and parking lots of the Bay and Creek link the diverse communities of East Elmhurst, Corona, and Flushing, making these Flushing Waterways a natural center for human powered boating, fishing, and waterfront use. Current uses notwithstanding, rain storms trigger sewage discharges and public health risks, hardened shores limit ecological function, and time and tides have crumbled pedestrian byways. In these very real ways, the Flushing Waterways and the World’s Fair Marina - once the focal point of global attention - is no longer living up to its name.

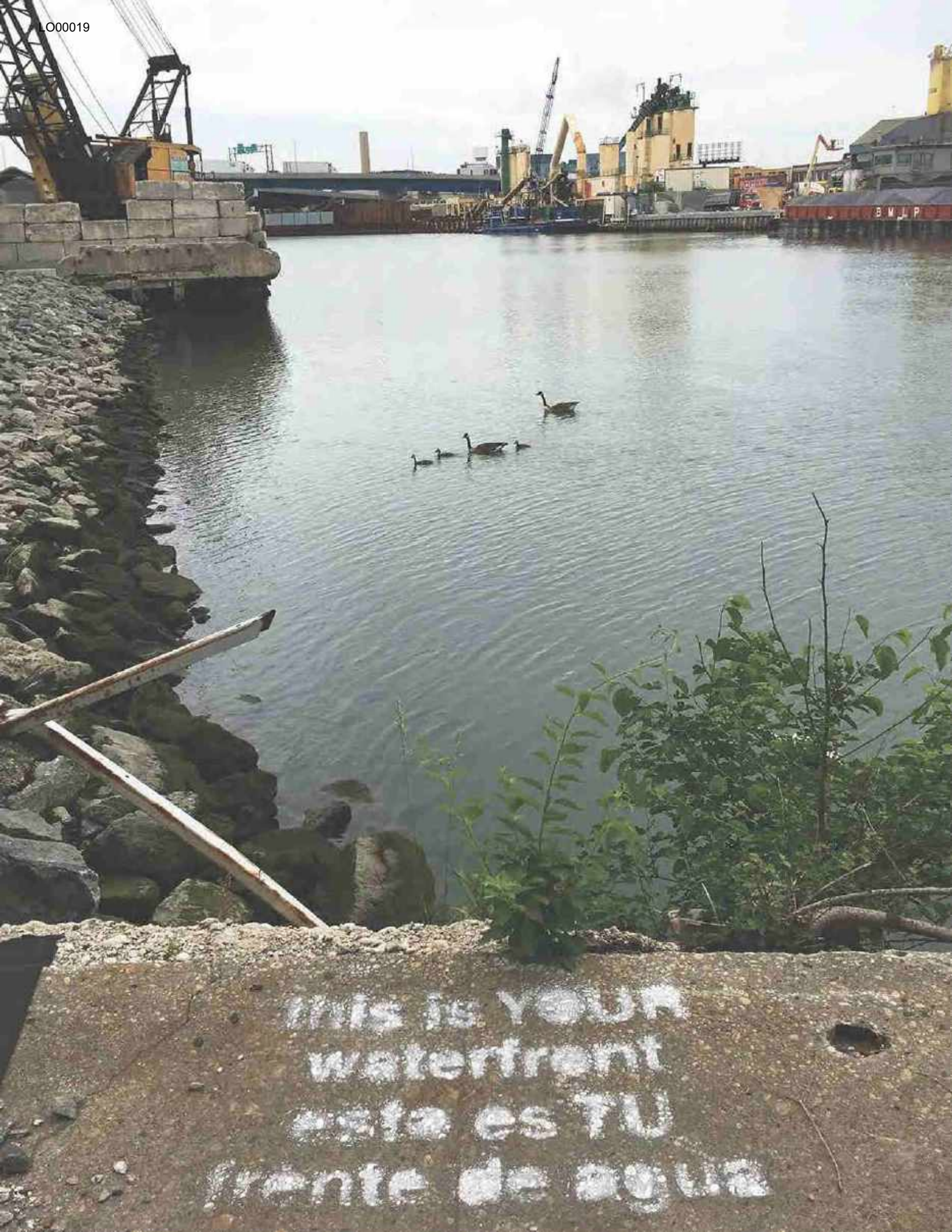
The waterway’s proximity to public transportation, Queen’s largest park, major sports stadiums, and dense population centers provide an opportunity to create a world-class destination, given some improvements outlined in this Vision Plan. A critical component is water quality; we are committed to seeing more of the community out on the water (whether to paddle, fish, or take a ferry), but that starts with safe, clean, and sewage-free waters.

After almost a year of meetings, forums, and visioning sessions, one thing is clear – the community is committed to realizing the potential in these waterways. In this report, you’ll see some of the ways we hope to get there. You’ll read about how we hope to educate and inspire the next generation of stewards at a proposed Queens Water Exploration Center and community boathouse. You’ll see what our plan is for developing climate-smart edges that allow continued industrial and commercial use of the waterfronts and navigational channels. You’ll be as excited as we are at the potential new uses of historic World’s Fair facilities like the now-derelict Candelas on the Bay. You’ll hope, as we do, that small changes in traffic patterns, street signs, and sidewalk green infrastructure can make the area livable, walkable, and enjoyable by all. And you’ll want to join us in calling for new open spaces, reimagined parks, innovative aquatic habitat structures, and rebuilt wetlands.

We hope that as you read through this vision, you’ll want to join Riverkeeper and the Guardians of Flushing Bay in working to not only realize the ecological and recreational potential of the Flushing Waterways, but to ensure that these remediated and restored waterways remain sustainable and successful for future generations.

Sincerely,

Guardians of Flushing Bay



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# Executive Summary

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The Vision  
Planning Timeline



# The Vision

This Vision Plan is a community-driven catalog of the efforts already underway. It is also a record of the pollution, access, and investment barriers facing the Waterways, and a plan for how to overcome those barriers to achieve a unified vision.

## INTRODUCTION

Together, Riverkeeper and the Guardians of Flushing Bay launched this vision process in 2016 in order to help put to paper the energy and momentum building around the clean water future of northern Queens. With city plans for sewage and stormwater pollution investments taking shape, redevelopment of Flushing Bay piers starting, and redevelopment plans for Willets Point and downtown Flushing, the waters of Flushing Bay and Flushing Creek needed their own long-term plan. With all of the pollution presently discharging into these waterways each year, and all of the uncertainty around access and investments in the waterfront, there is, and always has been, a community of people fighting for this community resource and a place to play, learn, fish, and paddle.

We see Flushing Bay and Creek – together the Flushing Waterways – not as an unapproachable problem, or

as forgotten waterways; rather, we see waterways teeming with aquatic life, active recreational communities, clean water stewards, and committed educators. We see a waterway with great potential. This Vision Plan is a community-driven catalog of these efforts already underway. It is also a record of the pollution, access, and investment barriers facing the Waterways, and a plan for how to overcome those barriers.

## THE FLUSHING WATERWAYS

Determining a path forward for the Waterways affects Queens as a borough. The Bay and Creek connect the communities of Downtown Flushing and College Point to East Elmhurst and Corona, home to hundreds of thousands of New Yorkers. Flushing Meadows-Corona Park and the World's Fair Marina promenade connect Citi Field to LaGuardia Airport, and welcome millions of visitors every year for tennis, baseball, festivals and tourism. College Point is nested on the western edge of the Bay and runs into the Upper East River while Flushing Creek separates downtown Flushing from Willets Point, and both banks will see planned redevelopment that brings thousands more to new homes and businesses along the Creek.

The Flushing Waterways play unique and crucial roles in the economy, society, and urban environment of these local communities, of greater Queens, and of New York City.

## STATE OF THE SYSTEM

A complex social urban ecosystem like no other, the Flushing Waterways are polluted and degraded but are also regularly used for fishing and recreation. The ebbs and flows of use, attention, and investment, from the redevelopment of LaGuardia Airport to the crumbling bulkheads of Flushing Creek, have shaped the system we work and live with today, and will define the bounds of what is possible for the future.

Ecologically, the marshes, riprap, breakwalls, and piers of the Waterways are part of the larger New York-New Jersey Harbor and Estuary. Tidally driven and saturated every rainfall, these wetlands have the potential to be among the most productive ecosystems in the entire regional estuary. Today, much of the historic wetlands, marshes, seagrasses and soft edges have been transformed into riprap or hardened with bulkheads. Strong, healthy wetlands bring a number of co-benefits to the



Flushing Creek today

community, such as water filtration and storm surge protection. The Waterways are also home to water-dependent industries – barges carrying construction materials to the Creek, charter boats picking up customers at the Bay’s two marinas – that must also be considered in this Vision. Alongside these industries, the region is being reshaped by new developments, new infrastructure, and new zoning plans for Willets Point, Flushing, and parts of the park itself.

Layered over these ecological, social, and economic considerations is the state of stress caused by sewage and stormwater pollution. The vast majority of the land that drains to these waterways – the Flushing Bay and Creek watershed – is drained by a combined sewer system. In this system (where storm drains in the streets are connected underground with the sewer pipes leading from homes and businesses), rain events as small as a tenth of an inch can exceed the sewers’ capacity and cause overflows into the harbor. Up to three billion gallons of discharge (consisting of sewage, pharmaceuticals, oils, debris, litter, and many more pollutants) can enter Flushing Bay and Creek every year – enough to fill the Empire State Building ten times with pollution.

**OUR APPROACH**

At times (particularly when it hasn’t rained for a long while) these Waterways can, and do, flourish. Pollution, degraded wetlands, and crumbling concrete, though, limit the scope and extent of these good days. With climate threats, a growing local population, and hundreds of paddlers and boaters getting on the water every week, a better path





forward was needed, one that addressed and accounted for all of the system’s components – from industry to oysters.

Beginning with a community meeting in 2016, and continuing through most of 2017, Riverkeeper and the Guardians of Flushing Bay framed our approach to community visioning around what we called the “Four Rs” - remediation, restoration, recreation, and resilience. Remediating historical pollution and degradation. Restoring and revitalizing lost and damaged ecosystems. Providing for safe and accessible opportunities for recreation and education – on the

waterfront, between communities, and on the water. Ensuring climate and economic resilience, of the industries, businesses, communities and ecosystems.

**COMMUNITY COLLABORATION**

With this framework in mind, we sought to generate ideas and input for actual projects along the waterfront and in the waterways. Dividing the Bay and Creek into four different reaches allowed us to work with city agencies and the communities on specific, detailed proposals throughout the watershed. Community members proposed, contributed, and tested the ideas – at

 <p><b>Remediation</b></p> <p><i>After decades (and longer) of combined sewage discharges, illegal dumping, and pollution, many parts of these wetlands and waterfronts need to be remediated before they can be restored. In 2017, the New York City Department of Environmental Protection launched a multi-year initiative to dredge out large quantities of sewer solids that have built up below the World’s Fair promenade.</i></p>	 <p><b>Recreation</b></p> <p><i>As open waterways in New York City go, Flushing Bay and Creek are some of the best places for recreational boating; with relatively low vessel traffic, protection from the wind and waves, and access at the World’s Fair Marina, a large dragon boating community calls these waters home. A proposed boathouse and community center could provide free community boating and allow New York City to host international dragon boat competitions.</i></p>
 <p><b>Restoration</b></p> <p><i>As with most waterways around the City, the waterways need significant investments in wetland reconstruction to restore a functioning aquatic ecosystem. Maritime forests, marshes, seagrasses, and oyster reefs are all necessary ingredients for success. In its 2017 restoration plan, the Army Corps of Engineers is asking for Congressional funds for a large wetland project at the head of Flushing Creek.</i></p>	 <p><b>Resilience</b></p> <p><i>With lowland swamps and braided streams making up most of College Point, Corona, and Flushing Meadows before large-scale fill and development efforts kicked off in the mid-1900s, the watersheds here are very vulnerable to sea level rise, flooding, and storm surge. Investments in green infrastructure and soft shorelines can help mitigate some of these risks.</i></p>



Community Visioning Session at Queens Museum

our standing-room-only 2016 meeting aboard the Skyline Princess, at our 2017 Queens Museum visioning event, and at a number of smaller stakeholder sessions and meetings.

These meetings and workshops brought together community leaders, residents, and experts from organizations and agencies around the city. Queens College, the NYC Parks Department, Waterfront Alliance, SWIM Coalition, Billion Oyster Project, Transportation Alternatives, and Friends of Flushing Creek were on hand, as were members from a dozen different dragon boat teams, businesses, and the area's community boards. By collaboratively working through the problems facing each reach, each parcel, and each new project idea, these sessions allowed us to work through issues of access and connectivity, pollution control, zoning, land use, culture and history. These workshops generated hundreds of ideas and focused our visioning efforts.

Through conversations with City agencies and elected officials we gathered more context for these plans and proposals. We worked through these proposals with the

Asian American Chinese Environmental Protection Agency and Make the Road, with business owners, with the LaGuardia Redevelopment community engagement team, and with the Mets' outreach team at Citi Field. The team at Perkins + Will brought the ideas throughout this report to life, and also offered urban design and planning expertise. For each reach, and for the system as a whole, we tried to capture the present state and future potential of the waterways, as well as the hopes and concerns of the people and businesses that will need to achieve that vision.

While this document represents the outcome of these processes, the ideas are designed to be malleable – to be reshaped as needed, as time goes on, by even more public input. This Vision is intended to be a tool developed with the community, for the community, to be used by the community.

### REACH ASSESSMENT

The Flushing Waterways are too complex to be analyzed as one waterfront. In order to more effectively develop actionable ideas from the community, and ensure we captured their specific concerns,

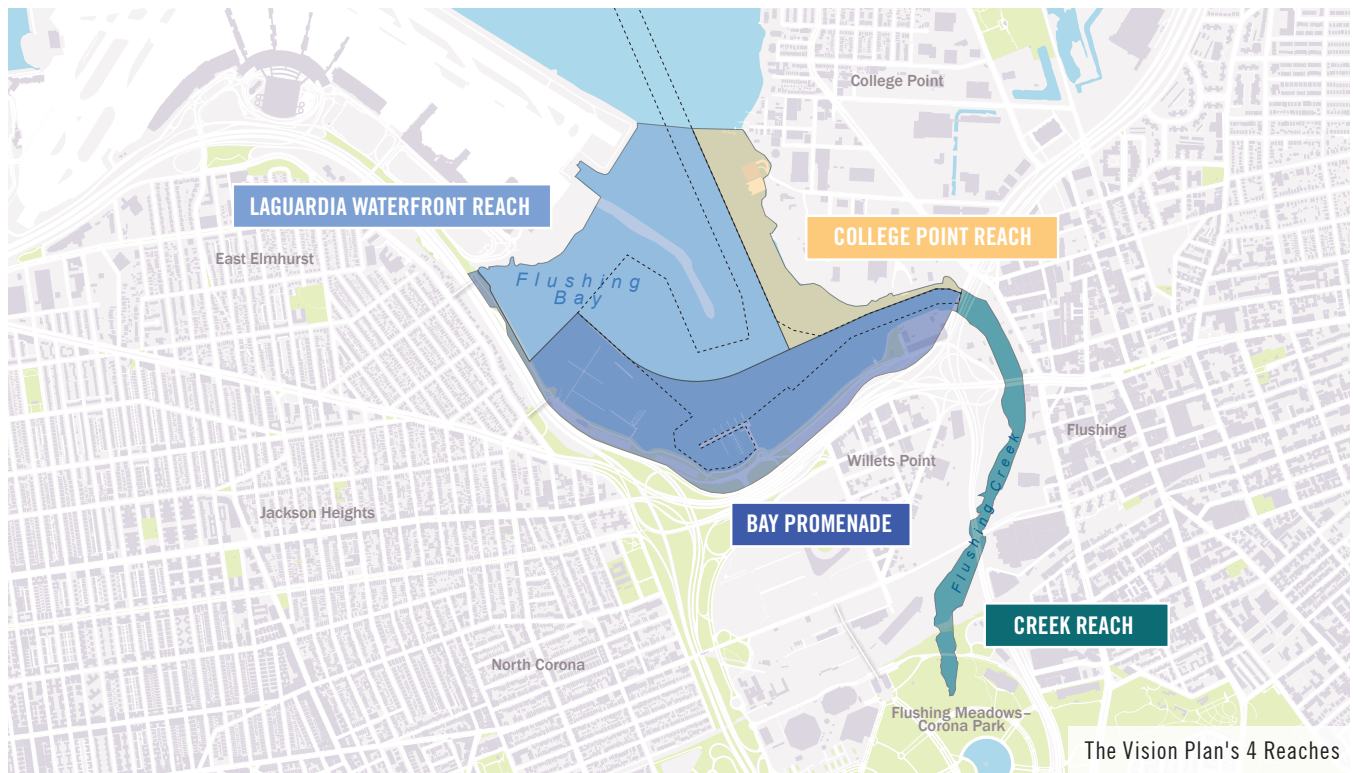
we divided Flushing Bay and Creek into four separate reaches, a nautical term for lengths of a waterway. Each reach has an individual story, and connects with a different part of the surrounding communities. Taken together, though, they're all elements of the same comprehensive Vision.

### Reach: LaGuardia Waterfront

Largely protected from heavy wind or waves, the northwestern corner of the inner Flushing Bay is an estuarine diamond-in-the-rough. Bounded by LaGuardia Airport, a rocky breakwall, and the westernmost end of the promenade, this reach consists mainly of tidal mudflats and marshes. Today, the mudflats have been subject to decades of sewage pollution accumulation, age has deteriorated pedestrian access across the Grand Central, and the breakwall – which bisects the Bay – limits tidal exchange and contributes to poor water quality.

Inaccessible by design (excluding the public from accessing the Airport), this reach is an ideal place to focus on ecological restoration. Expanded wetlands and oyster reefs can protect the coast from storm surges, while submerged aquatic vegetation and breakwall reconstruction will provide for enhanced ecosystem services. Of all the reaches in this vision report, focusing on airport-safe ecosystem restoration in these waters will return immeasurable benefits – in resilience and recreation – to the community.

Key projects proposed by the community include improvements to the Grand Central Parkway Pedestrian Overpasses (to enhance accessibility), oyster reef



creation, and a green-design overhaul of the floating wave attenuation devices at Pier 3 and the breakwall in the middle of the Bay.

#### Reach: College Point

With well-known business signs, large-scale concrete facilities, and a bright green wetland-covered waterfront, College Point – especially as viewed from the Flushing Bay promenade – was an iconic reminder of the need to balance economic and ecosystem interests in this visioning process. As compared to the industrial edge of Flushing Creek, much of the College Point businesses are not water-dependent; only a few sites make use of barges or boats. Much of inland College Point – where these businesses are located – is burdened by flooding, as well as sea level rise and storm surge

vulnerability. Determining how the waterfront’s soft shorelines and in-water habitat can be preserved – for adaptation and mitigation – without resulting in economic impacts to the industrial and commercial operations was a key question for the visioning process.

In considering this issue, the community regularly focused on one unfortunate reality: whether you work at a College Point waterfront business or are just visiting, you may be a few feet from Flushing Bay and not even know it. Thus, inlets and street ends (where city roads meet the water) were identified as perfect opportunities to provide open space amenities for anything from fishing to taking a break and having lunch.

Three sites were identified as particularly

promising. First, an inaccessible cove nestled between two open industrial use sites could be a vital hub for oyster restoration work and seagrasses. Second, remediation and accessibility enhancements to the waterfront behind the Home Depot would provide for a number of community benefits. Finally, converting a largely disused parcel at the mouth of Flushing Creek (under the Whitestone Expressway) into a public park and “green street” would give downtown Flushing a gateway facility to the Bay, and College Point’s first view of the Bay from a city street.

#### Reach: Bay Promenade

Originally built as a railroad causeway connecting the people of Flushing township to western Queens and Manhattan, the Flushing Bay waterfront

edge has always been a hub for water exploration, tourism, recreation, and transportation. With the World's Fairs of 1939 and 1964, and the industrial needs of a growing City, this causeway was gradually turned into today's Flushing Meadows-Corona Park Promenade.

Now, as it did during two World's Fairs, the City of New York has the opportunity to recommit to the Park's legacy of innovations and global exploration by

investing in a world-class waterfront once again. The promenade boasts two of the largest combined sewer pollution discharge points in the entire City, has no sound barrier to buffer the noise of the Grand Central Parkway, and is burdened by high levels of trash accumulation and street debris. With inaccessible overpasses and dark, featureless underpasses, even getting to the promenade can be difficult. Approaching from Flushing to the east is unsafe – by

bike or on foot – and the Marina Road operates more as an on ramp to local highways than a promenade avenue.

Between tennis events and Mets games, some weeks see hundreds of thousands of visitors to the MTA and LIRR stations just a few minutes' walk from the Flushing Bay promenade. As such, key projects identified by the community focused on how to bring more people to the waterfront and on what those new visitors



could do once they got to the promenade.

First and foremost, redevelopment of Pier 2 into a new community boathouse, canoe and kayak rental facilities, and an educational facility doubles down on the already robust recreational community of this reach. This proposal, the Queens Water Exploration Center, would bring research and water access to Flushing Bay year-round.

Other projects along the promenade include ideas for renovated cantilever structures, green infrastructure overhauls of parking lots and sidewalks, development of official, world-class dragon boat racing and event facilities (including a race course), and aesthetic improvements to the underpass that connects the Bay with Citi Field. A final project proposal turns a parcel of the park at the eastern end of the promenade into a gateway park – providing the community with information, restrooms, water, and water access.

### Reach Assessment: Flushing Creek

Running only a mile into Queens from its confluence with Flushing Bay, this small yet historic Creek is the heart of the region. Along its riverbanks sit railroads, redevelopment projects, brownfield sites, city-owned maintenance yards, and highways – but no waterfront parks, no water access points, and no public marinas. The lakes of Flushing Meadow-Corona Park and discharges of sewage and stormwater pollution during storms provide the only sources of freshwater into the Creek (the Creek is burdened by some of the highest combined-sewer loadings of any corner of the City). Crossed by two rail bridges, Roosevelt



Avenue, Northern Boulevard, and two highways, the Creek is the closest – yet inaccessible – waterfront open space for thousands of New Yorkers.

Wetlands that run the length of the Van Wyck Waterfront, that have long been limited by pollution and neglect, have deteriorated – limiting their ability to clean the Creek and protect upland areas from flooding. Over the next few years, redevelopment along and around Flushing Creek will bring thousands of new residents to this waterfront, reinvestment that must progress in step with remediation. Capturing sewage, clearing out historic pollution, and preventing recontamination of this largely stagnant waterway is as vital for public health and safety as it is for the ecosystem.

To achieve this vision, a number of ideas were proposed by the community. First among them was a new premiere waterfront public park along the eastern bank of the Creek, anchoring downtown Flushing's connection to the water. Other proposals include making the existing Creek crossings safer and cleaner, abating pollution from highways and

streets with green infrastructure, stormwater “treatment” wetlands development, and even a new pedestrian-only overpass connecting Willets Point with downtown Flushing. The community – and elected officials representing the community – noted throughout the visioning process that these solutions would all be contingent upon capturing significant portions of the sewage and stormwater pollution discharged into the Creek during storms. With cleaner water and strategically located water access, Flushing Creek will be a staging area for citizen science, community boating, ferry service, and tourism.

### SYSTEM-WIDE SOLUTIONS

Some solutions and ideas generated during the visioning process apply system-wide. Upland of the waterfront, public and private space improvement will be vital for water access and pollution abatement. Green infrastructure and green streets will help capture rain before it can get into the sewers, overflow, and pollute the Waterways. Enhanced community connections are also needed, such as informational kiosks, wayfinding aids (signs to draw people to the waterways), improved viewsheds,



Oyster projects provide major opportunities for habitat restoration

and safe bike and pedestrian pathways. For the waterfront, the community called for a balance between industry and ecology; by designing the edges of industrial and commercial parcels better, we can have both water-dependent business jobs and climate resilience. The Waterfront Alliance and the Department of City Planning's Resilient Industry team provided examples of specific strategies and designs that can be implemented to achieve these outcomes. For the waterways themselves, in both the Bay and Creek, there were two resounding calls for system-wide action: prevent pollution and restore oysters. Pollution prevention is a precedent condition to safe swimming and safe boating – and is a large part of the solution for wetland restoration, climate resilience, and ecosystem function. Oyster restoration initiatives, led largely by the Billion Oyster Project and students from the NY Harbor School, contribute directly to clean water goals, as an adult oyster can filter up to 50 gallons of water every day.

### THE ROAD AHEAD

We opened this report with a discussion of all of the limiting factors for these waterways – the pollution,

the inaccessibility, the deterioration. Whatever the problem, we hoped that by working toward community-driven solutions (through a lens of remediation, restoration, recreation, and resilience) we could develop a plan that met the present and future needs of the Flushing Waterways. After identifying over fifty projects, policy goals, and system-wide needs, this Vision Plan achieved that goal. The question we are most often asked now is where to begin.

As with the development of this document, for any and all next steps, the community is key. As clean water

advocates and local residents, each member of the Flushing Waterways community has a part to play in effectuating this community-built vision. We encourage everyone to reach out to community boards and elected officials with a copy of this report. We ask that people join us in our ongoing conversations (and the Guardians' twice-a-year Bay clean-ups!) with city agencies and advocates. We'll be trying to see that this document is implemented today, and that we stick to the plan in years to come, but we'll need your help on both accounts. Together, and only together, we can take this Vision Plan and begin to move toward smarter projects, greener infrastructure, ecologically friendly construction, accessible waterfronts, and cleaner waters.

We look forward to working with the communities around these waterways to help connect the dots between these projects, public health and safety, and the environment, in the hopes that a clean water, healthy waterfront future is just around the corner for Flushing Bay and Flushing Creek.



Aerial view of a renewed and thriving Flushing Waterways, page 110

## 50+ Community-focused projects organized by Reach.

### LAGUARDIA WATERFRONT REACH page 42

1. Habitat Restoration and Marsh Expansion
2. Waterway Education: Signs and Connections
3. Oyster Reef Creation throughout LaGuardia Waterfront
4. Wetland Nature Trail: Boardwalk through LaGuardia Marsh
5. Enhancing Tidal Exchange with a New Breakwall Inlet
6. Grand Central Pedestrian Bridge Improvements
7. Floating Wetlands: Wave Attenuation Redesign
8. Full-Ecosystem Redesign of LaGuardia Breakwall
9. Oyster Reef Reintroduction: Encircling LaGuardia Airport
10. LaGuardia Airport Improvements: Integrated Planning

### COLLEGE POINT REACH page 50

1. Water Trail Waypoints
2. Community Environmental Art Installations
3. Salt Marsh Preservation & Public Boating Beach
4. College Point Gateway Inlet Reconstruction & Public Access
5. College Point Greenbelts
6. 31st Ave Street End: Redesign and Public Access Point
7. 123rd Street End: Redesign, Open Space, and Fishing Pier
8. Concrete Cove Renewal & Oyster Reef
9. Green Infrastructure and Open Industrial Use Improvements
10. Blue Infrastructure at the NYPD Police Academy Track

### BAY PROMENADE REACH page 58

1. NYC Parks and Community Festival Facilities
2. Pier 1 Revitalization & Improved 126th St. Access
3. Family Fun: Playgrounds and Picnics
4. Candela Restoration & Repurposing
5. Reconfigured Parking Designs with Green Infrastructure
6. World-Class Dragon Boating Race Course
7. Peninsula Improvements: New Gateway Park Center
8. Restored NYC Ferry Stop at Pier 1
9. Grand Central Underpass Improvements
10. Reshaped Shoreline, Fishing Access, and Resilient Waterfront
11. Queens Water Exploration Center
12. Promenade Park Improvements & Sound Barrier
13. WEDG Site: Improved Park Boat Launch
14. Traffic Pattern Redesign & Parking Structures
15. Pier 3 Dock and Dine & Commercial Marine Businesses
16. Grand Central Parkway Green Infrastructure

### FLUSHING CREEK REACH page 82

1. Education, History, and Environment: Community Information Hubs
2. Improve and Restore the Van Wyck Waterfront Wetlands
3. Highway and Street Runoff Pollution Abatement
4. Built Infrastructure Beautification
5. Connecting Downtown Flushing to the Creek
6. Living Docks and Soft Shorelines: Redesigned Waterfront Edge
7. Safe Crossings: Northern Boulevard & Roosevelt Avenue
8. Stormwater 'Treatment' Wetlands and Maritime Forest
9. Solar-Powered Floatables Capture Installation
10. Van Wyck Waterfront Nature Trail Boardwalk
11. New Downtown Flushing Community Park
12. WEDG Site: Redesigned U-Haul Shoreline
13. New Pedestrian & Bike Overpass
14. Willets Point Canoe and Kayak Docks & Boat Launch





# Planning Timeline

This Vision Plan is decades in the making

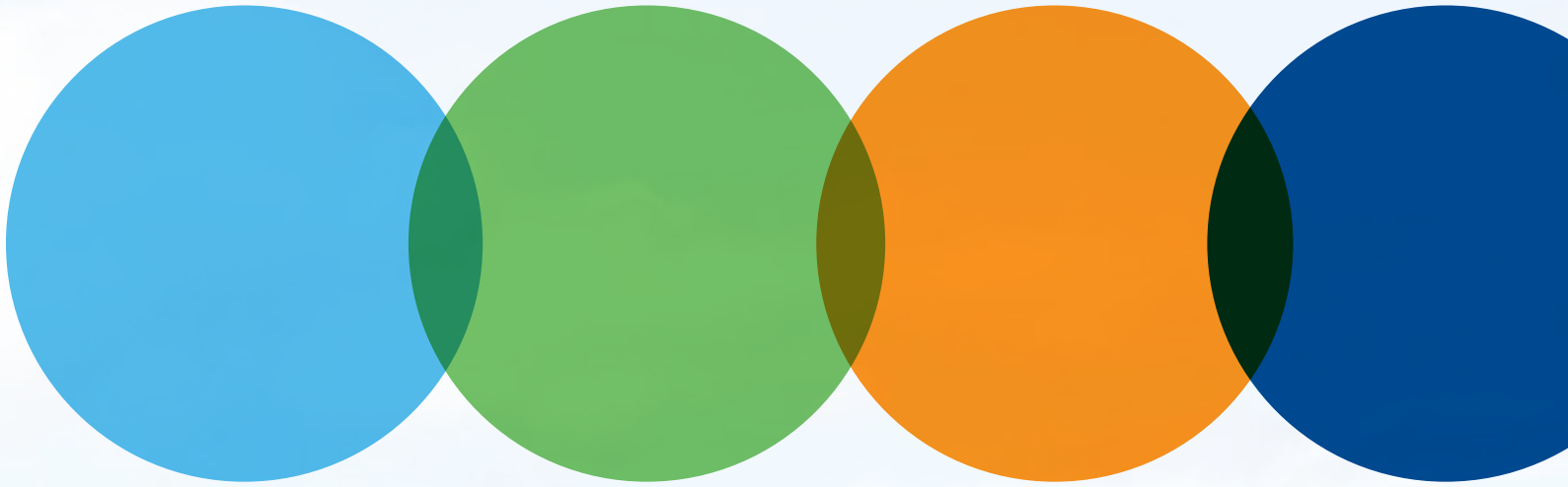
- 1920s** Present-day Flushing Meadows-Corona Park largely used as a coal ash dump
- 1939** Bowery Bay and Tallman Island Wastewater Treatment Plants open, treating sewage from Northern Queens
- 1939** LaGuardia Airport opens
- 1939/40** New York World's Fair
- 1964/65** Second New York World's Fair
- 1960s** Grand Central Parkway and Van Wyck Expressway expanded
- 1966** Riverkeeper formed at the Hudson River Fishermen's Association
- 1978** U.S. Open moves to present Park location
- 2001** Waterfront promenade reconstructed by NYC DEP
- 2007** Flushing Creek CSO Storage Tank comes online
- 2008** Willets Point rezoning initiated
- 2009** Shea Stadium closed, Citi Field opens
- 2010** Empire Dragon Boat Team holds first annual Flushing Bay Spring Shoreline Clean-Up
- 2012** Local citizen science water quality testing begins by Empire Dragon Boat's Green Team
- 2014** NYC DEP submits Flushing Creek CSO Sewage Long Term Control Plan to New York State DEC
- 2015** Guardians of Flushing Bay launched
- 2016** Inaugural community visioning meeting organized by Guardians of Flushing Bay
- 2016** NYC DEP submits Flushing Bay CSO Sewage Long Term Control Plan to New York State DEC
- 2017** First Annual 5k Fun Run fundraiser organized by Guardians of Flushing Bay
- 2017** NYC DEP starts and completes a dredging project in Flushing Bay to control odors from sewage solids exposed during low tide
- 2017** Annual Fall Shoreline Clean-Up launched by Guardians of Flushing Bay
- 2017** Final phase of Skyview mixed-use development at Flushing Creek initiated
- 2017** NYS DEC approves NYC DEP's Flushing Bay and Flushing Creek Long Term Control Plans





- 2017** Construction begins for LaGuardia Airport modernization
- Present** NYC DEP begins sewer restructuring project in College Point
- Present** Asian Americans for Equality Flushing 2050 planning underway
- Present** Flushing West rezoning underway
- Present** Razing and clearing of Willets Point underway
- Present** NYC DEP green infrastructure work in Flushing Bay & Creek watersheds underway
- 2019** Planned NYC DEP wetland restoration along Flushing Bay Promenade
- 2020** Planned Creek wetland restoration work by the U.S. Army Corps of Engineers
- 2023** Anticipated completion of NYC DEP's plan to disinfect raw sewage (part of the Flushing Creek Long Term Control Plan)
- 2030** Tentative (and State-mandated) target for completion of NYC DEP's green infrastructure plan
- 2035** Anticipated completion of NYC DEP's plan for a sewage and stormwater capture tunnel (part of the Flushing Bay Long Term Control Plan)





# Waterway Systems Analysis

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Systems Framework

Marine Wildlife

Pollution Sources

Combined Sewer System

A Vision for Clean Water

Access and Connectivity

History

Industry and Economy

Land Use and Zoning

# Systems Framework

## The Flushing Waterways are a complex urban ecological system with a rich economic and cultural past, present, and future.

To understand Flushing Bay and Creek, we must consider each of its component parts separately and collectively as an urban ecological system: tides, stormwater discharges, marshes, and waterfronts as well as the surrounding neighborhoods, visitors, parks, and history. The ebbs and flows of use, attention, and investment, from the redevelopment of LaGuardia Airport to the crumbling bulkheads of Flushing Creek, have shaped the system we work and live with today, and will define the bounds of what is possible for the future.

Ecologically, the marshes, riprap, breakwalls, and piers of the Waterways are part of the larger New York-New Jersey Harbor Estuary. Tidally driven and saturated every rainfall, these wetlands have the potential to be among the most productive ecosystems in the entire regional estuary. When well-structured and protected, wetlands bring a number of benefits to the community; they filter water, protect communities against floods and coastal erosion, and anchor the ecosystem for fish and other wildlife. Wetlands provide recreational opportunities for fishing and bird watching, can filter debris and sewage, and have the potential to keep the open waters of the Creek and Bay clean for recreational boating.

While the Creek and Bay have highly industrialized waterfronts, this is not incongruous with healthy habitat. With smart design and a commitment to aquatic ecosystem protection, bulkheads, piers, and navigational channels can all be designed to augment, not limit, wetland function. In the Flushing Waterways, however, the past few decades have seen degradation of both the wetlands and the waterfronts. Small pockets of healthy habitats remain, however, and there has been a broad-based community commitment to a refocused push for ecological restoration.

A key factor for the Flushing Waterways, and indeed ecosystems everywhere, is climate change. Climate change, chiefly through sea level rise, increased temperatures, and severe drought and precipitation cycles, affects the aquatic ecosystem as well as waterfront parks and businesses, downtown Flushing, East Elmhurst, Jackson Heights, Corona, and the flood plains of College Point. The sewer system is facing increased stress; communities are experiencing heat waves; low-lying areas are flooding. With little room for adaptation in a City as densely developed as New York, in-water solutions to these problems must be part of any plan for resiliency and climate investment.

Vital to the economy and livability of the surrounding communities, the Flushing Waterways are focal points for waterborne recreation and commerce. Parts of Flushing Creek make up the end of a navigational channel utilized by various industries (and the City of New York) for aggregate and building-material operations. Local residents and visitors from all five boroughs utilize the promenade, parks, and the Bay for recreation, including a large community

of dragonboaters. Poor water quality of the Creek and Bay, however, limits these uses. The Waterways regularly fail to meet minimum Clean Water Act standards (for public and environmental health) while trash, debris, and solid sewage pollution build up throughout the system, creating noxious odors and limiting navigational access to marinas and piers.

Poor points of entry, a lack of pedestrian access to the waterfront, unsafe bike path connections, and crumbling sidewalks and bridges inhibit economic growth by preventing seamless integration of the businesses, industries and recreational opportunities of the Bay and Creek local neighborhoods and Flushing Meadows Corona Park. Nonetheless, the community has made it work by accessing the waterway for fishing, kayaking, boating, exercising, dragonboating, jogging and other recreation opportunities. Employees are also utilizing the parking, bridges, and paths to get to and from work.

These systems – ecosystems, economies, and communities – are managed by a number of federal, state, and City agencies and laws. NYC's Department of Environmental Protection manages the separate and combined sewer systems (MS4 and CSO); local Community Boards shape the surrounding parklands and access points; the Army Corps of Engineers manages and maintains the navigational channels; the NYC Parks Department promotes and preserves open space and the World's Fair Marina; State and City Departments of Transportation are responsible for the roads, highways, and bridges surrounding the Waterways; and the NYC Department of City Planning curates the zoning policies that dictate the form and function



of our land, water, and economy. Social groups and elected officials shape the waterway through advocacy and policy, from the Guardians of Flushing Bay and Riverkeeper, to the dragon boat teams, Waterfront Alliance, SWIM Coalition, and researchers at Queens College.

The Flushing Waterways are a complex urban ecological system with a rich economic and cultural past, present, and future. With robust wetlands, historic marinas, vital industries, proximity to the US Open and the Mets, and a diverse array of cultures, people, and languages, this system is unique and could be one of the most vibrant waterways in New York City. Despite remediation needs, ever-changing climate resilience concerns, and because of the active recreational uses, and potential for wildly successful ecological restoration, the Flushing Waterways are deserving of our time, care, and concern.



**Remediation**

*After decades (and longer) of combined sewage discharges, illegal dumping, and pollution, many parts of these wetlands and waterfronts need to be remediated before they can be restored. In 2017, the NYC DEP launched a multi-year initiative to dredge out large quantities of sewer solids that have built up below the World's Fair promenade.*



**Restoration**

*As with most waterways around the City, the waterways need significant investments in wetland reconstruction to restore a functioning aquatic ecosystem. Maritime forests, marshes, seagrasses, and oyster reefs are all necessary ingredients for success. In its 2017 restoration plan, the Army Corps of Engineers is asking for Congressional funds for a large wetland project at the head of Flushing Creek.*



**Recreation**

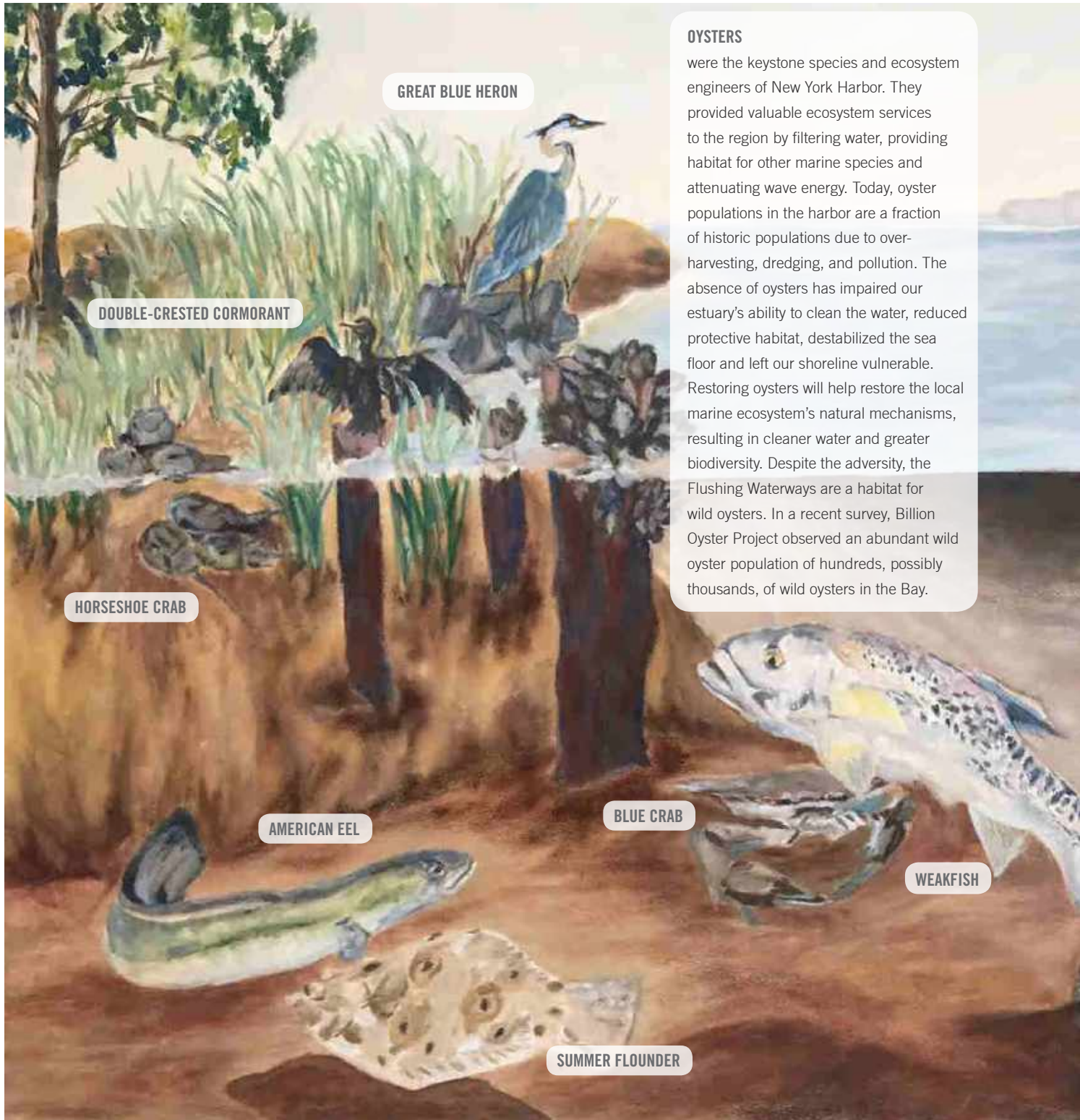
*As open waterways in New York City go, Flushing Bay and Creek are some of the best places for recreational boating; with relatively low vessel traffic, protection from the wind and waves, and access at the World's Fair Marina, a large dragon boating community calls these waters home. A proposed boathouse and community center could provide free community boating and allow New York City to host international dragon boat competitions.*



**Resilience**

*With lowland swamps and braided streams making up most of College Point, Corona, and Flushing Meadows before large-scale fill and development efforts kicked off in the mid-1900s, the watersheds here are very vulnerable to sea level rise, flooding, and storm surge. Investments in green infrastructure and soft shorelines can help mitigate some of these risks.*

# Marine Wildlife



GREAT BLUE HERON

DOUBLE-CRESTED CORMORANT

HORSESHOE CRAB

AMERICAN EEL

BLUE CRAB

WEAKFISH

SUMMER FLOUNDER

## OYSTERS

were the keystone species and ecosystem engineers of New York Harbor. They provided valuable ecosystem services to the region by filtering water, providing habitat for other marine species and attenuating wave energy. Today, oyster populations in the harbor are a fraction of historic populations due to over-harvesting, dredging, and pollution. The absence of oysters has impaired our estuary's ability to clean the water, reduced protective habitat, destabilized the sea floor and left our shoreline vulnerable. Restoring oysters will help restore the local marine ecosystem's natural mechanisms, resulting in cleaner water and greater biodiversity. Despite the adversity, the Flushing Waterways are a habitat for wild oysters. In a recent survey, Billion Oyster Project observed an abundant wild oyster population of hundreds, possibly thousands, of wild oysters in the Bay.



Illustration by Chrissy Remein, Riverkeeper

The Flushing Waterways are a tidal salt marsh, a natural sanctuary of calm waters and a crucial habitat in the larger New York Harbor ecosystem. Shown here are some of the more common and interesting species of marine wildlife one may encounter in the Flushing Waterways. Despite habitat loss, degradation, and periods of very poor water quality, the Flushing Waterways are a dynamic ecosystem. This naturalist rendering is not a complete list of all the wildlife in the waterways, but each of the species depicted is part of the story of the complex ecosystem; oysters, once a trademark of New York City, the weakfish, a voracious predator, the American eel that travels great distances across oceans, the color changing summer flounder, the prehistoric horseshoe crabs, the majestic great blue heron, the largest North American heron, and the Atlantic menhaden, a fish that plays an important role in filtering the waters. Given the chance, with habitat restoration, and stormwater management, this ecosystem could flourish.

This list is made possible through the path-making efforts of **Newtown Creek Alliance**, their design and species identification, as well as the expertise of **John Waldman, Professor of Biology, Queens College, CUNY**. Species are included based on observation and existing research.

*“Healthy ecosystems offer many benefits, or ecosystem services, in a self-sustaining way: nourishment, clean water, protection from floods and erosion, and recreational opportunities such as fishing, bird watching, and sightseeing. When ecosystems are degraded or lost, the ecosystem services diminish or disappear. Artificial alternatives (such as levees to protect against flooding during storms) may replace some of these functions, but usually with a narrower scope and at great monetary cost.”*

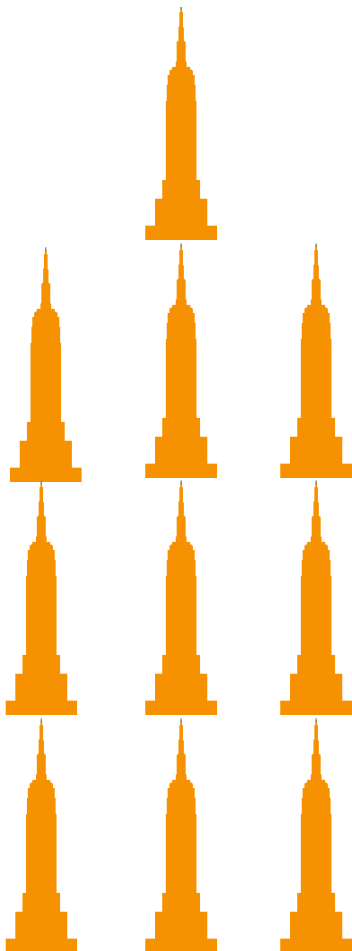
**–The State of the Estuary 2012, The New York-New Jersey Harbor & Estuary Program.**



# Pollution Sources

Nearly 3 billion gallons of CSO (sewage and stormwater) pollution is discharged into the waterways each year, enough to fill the Empire State Building

10x



Source: DEP LTCP Flushing Creek 2014 and Bay plans 2016

## COMBINED SEWER SYSTEMS

Street runoff during storms can carry some of the worst types of pollution to local waters (cigarette filters, plastic pollution, oils and other hazardous materials) through both separate and combined sewer systems. Abating this pollution is vital for the future of the Flushing Waterways.

More than two thirds of the over 17,000 acres of Queens that make up the Flushing Creek and Flushing Bay watersheds are served by combined sewer systems - sewers where the storm drains from streets are connected to the sewer system. Given NYC's overabundance of impervious surfaces (asphalt, concrete, buildings), even small storms can exceed the capacity of the storm sewers, which then mix underground with sewer lines. These systems have discharge points where this "combined" sewage is diverted - without treatment - directly into the Flushing Waterways. According to the NYC DEP, in a typical year nearly three billion gallons of this mixture are discharged, enough to fill over ten

Empire State Buildings with pollution, that contains not just sewage, but excess nutrients and emerging contaminants like pharmaceuticals and microplastics. Roughly, the Flushing Waterways receive more than 10% of NYC's sewage pollution.

## SEPARATE STORM SEWERS

In the other third of the land that drains to the Flushing Waterways, the system is not combined - the sewers carrying sewage are separated entirely from the system designed to collect and carry stormwater along streets, catch basins, curbs, gutters, and other specialized stormwater infrastructure. Because these systems are not connected to wastewater treatment plants, the water is not cleaned before it discharges into the Flushing Waterways; this leads to an as-yet-unknown amount of oils, brake dust, street garbage, fertilizers, and a host of other toxic pollutants entering the waterway every time it rains. Citywide, NYC is developing, for the first time, a stormwater management plan designed to at least partially address this pollution; the plan is expected to take effect in 2020.



Photo credit: Leah Rae, Riverkeeper

### INDUSTRIAL SITES

The banks of Flushing Creek and College Point are lined with dozens of industrial and commercial operations, providing jobs and vital maritime commerce hubs for greater Queens. Many, but not all, of these sites have State-issued water pollution permits that spell out ways those sites need to minimize and mitigate any pollution that may be discharged. Even when facilities are operated according to their permits, runoff and discharges can nonetheless contribute to the pollution overloading of our waterways. Over time, as the Flushing Waterways are remediated, the community, with the industry's input and leadership, will need to work to ensure that restoration progresses hand in hand with point source pollution reductions and control.

### HIGHWAYS AND FLYWAYS

The Flushing Waterways are also burdened by pollution directly discharged from the Grand Central Parkway, Van Wyck Expressway, LaGuardia Airport, and other roads and bridges. Highway runoff can in many ways be more difficult to mitigate

than street and sewer pollution, as there is less space for solutions like green infrastructure, and the volume, speed, and type of traffic (certainly as compared to neighborhood streets) limits even the utility of solutions like trying to issue littering tickets. LaGuardia Airport is governed by its own system of stormwater permits and best-management practices to control pollution from sources like fuel, deicers, and fire fighting chemicals. These activities are vital to airport operations, but present a potential threat to the Flushing Waterways.

### ILLICIT AND ILLEGAL DISCHARGES

Illegal sources of pollution also plague the Flushing Waterways. There are, broadly, two types of illegal water pollution sources: connections and discharges. Illegal connections exist throughout NYC, where (intentionally or not) stormwater pipes running from facilities, lots, and streets that discharge into local waters are not supposed to be there, or haven't been permitted by the State. Illegal discharges can be from facilities that have permits, yet, for example, violate the terms of their

permits or illegally dump waste into the water. This type of pollution occurs citywide with alarming frequency.

Environmental enforcement officers and citizen watchdogs also keep an eye out for illegal dumping activities where people bring waste from non-waterfront facilities (to places like Flushing Creek) specifically to dump that waste into the water. Smaller-scale dumping occurs daily in the Flushing Waterways. In the parking lots along the World's Fair Marina waterfront, for example, every straw, garbage bag, or plastic bottle tossed out a window immediately and directly ends up as floating garbage along the waterfront. Tons of debris accumulate this way citywide every year. Curbing street pollution requires both large infrastructure solutions and smaller, human-scale changes.

**Stopping illegal pollution events depends on an informed public, willing to call 311 or local environmental advocates to report pollution. If you see something, say something!**



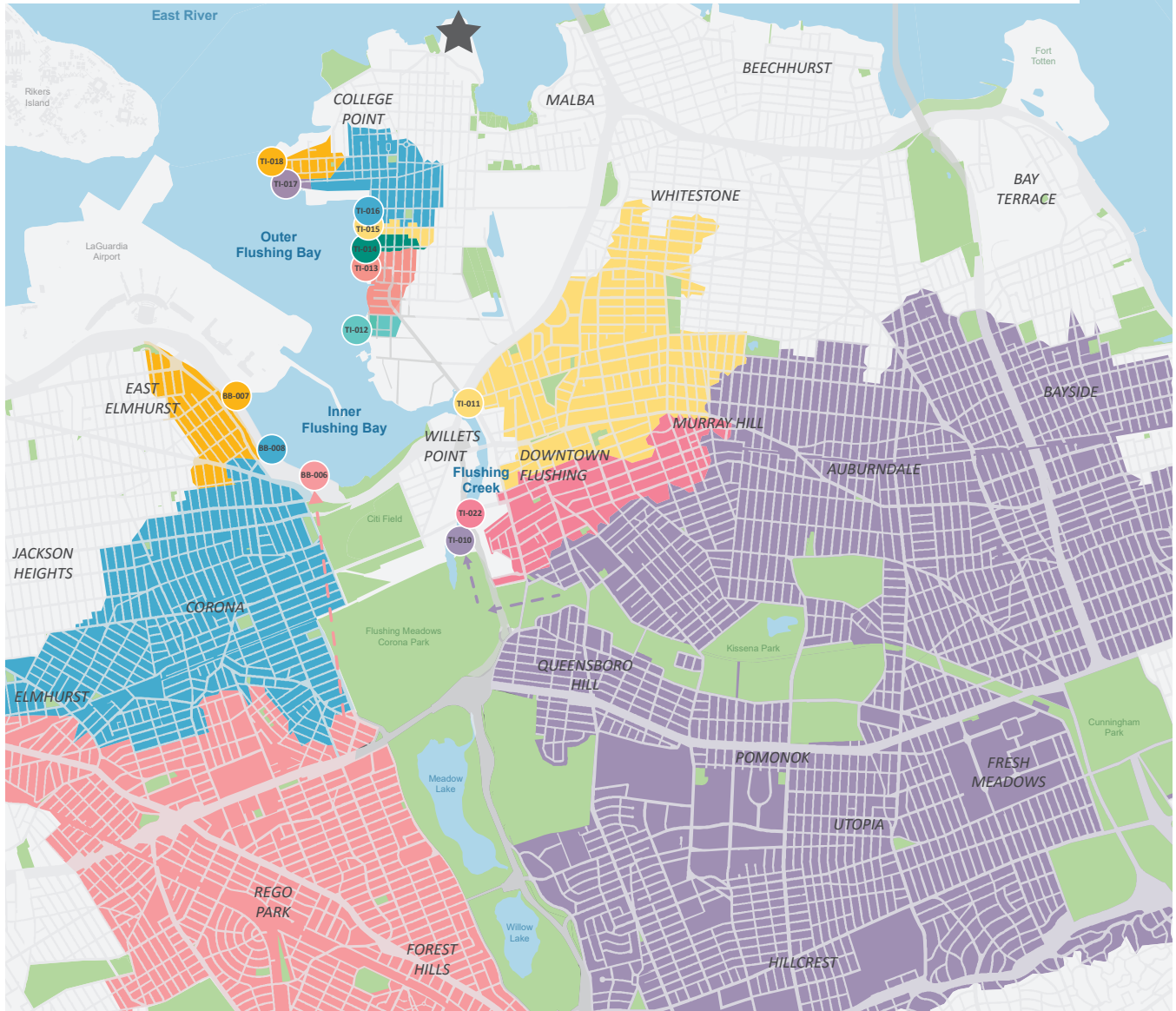
Photo credit: Sean Dixon, Riverkeeper

### ABANDONED BARGES

For eighteen months – from early 2015 to mid-2016 – Flushing Bay was heavily polluted from the illegal scuttling of two large, old, and decrepit barges. These barges were filled with massive amounts of foam blocks which, as the dumped barges decayed, gradually crumbled into smaller and smaller pieces that coated the shores of the Flushing Waterways with oil-based pollution. Larger blocks of foam from these barges were found as far away as the Upper West Side of Manhattan along the Hudson River. These barges were removed at great expense to the public taxpayer, as environmental enforcement agencies have not yet brought any legal actions for the sinking and dumping of these barges.

# Combined Sewer System

**THERE ARE NEARLY 3 BILLION GALLONS OF CSO FLOWING INTO FLUSHING WATERWAYS EACH YEAR. WITH SOME OUTFALLS EXPERIENCING 60+ SEWAGE OVERFLOWS IN A YEAR.**



Source: Open Sewer Atlas NYC, SWIM Coalition

This map shows Combined Sewer Overflow (CSOs) sheds – the drainage area for each CSO outfall in and around Flushing Bay and Flushing Creek. The color of the CSO shed corresponds to its CSO outfall. For example, on a rainy day wastewater and stormwater from the large purple area would all drain to the purple CSO outfall (TI-010) at the head of Flushing Creek. This map shows that many neighborhoods, even those far from the water, have important roles as stewards of the Flushing Waterways.

# A Vision for Clean Water

Based on sampling done by the City, Riverkeeper, Queens College, NYC Water Trail Association, and citizen scientists, the Flushing Waterways have poor water quality, especially – and largely – when it rains.

We measure if water is fishable (supports aquatic life) by analyzing dissolved oxygen levels; fish and other aquatic life depend on oxygen to breathe. We test swimmability (whether the water is safe for swimming and boating) by measuring fecal bacteria levels; pathogens associated with sewage can put people at risk of illness.

We use these data knowing that's not the end of the story – waters with high oxygen levels can still be devoid of habitat and swimmers usually avoid oil-coated waterways even if there are low levels of sewage that day. Odors, oil sheens, floating debris, underwater noise – all impact whether these waterways are healthy and safe.

After rain events, paddlers and boaters at the World's Fair Marina are surrounded by milky-white water, horrible stench, and skin irritants. Worried about harmful exposure, these waterway users don't need to wait for bacteria test results to recognize risk.

To be sure, the Flushing Waterways are clean and healthy, fishable and swimmable, so long as it isn't raining – and hasn't for a few days. After only a fraction of an inch of rain, combined sewer discharges are triggered, totaling, cumulatively, nearly three billion gallons of raw sewage each year into the Flushing Waterways. Flushing Creek has the largest outfall in the city; as a relatively short waterway with largely

stagnant waters, storms can impact the Creek's water quality for days and days. The more open waters of Flushing Bay are exchanged a bit more readily by the tides, leading to quicker turnaround times for swimmer and boater safety. Stormwater is the most important source of pollution in the Flushing Waterways; thus, while the water quality is poor, it could be great. It just isn't great yet.

Work already completed or underway – such as dredging by the City (removing historic sewage pollution), investments in green infrastructure and long term sewage control plans, such as a stormwater capture tank under soccer fields in College Point – certainly are vital first steps; there's simply much more that needs to be done. As we detail in this Vision Plan, we have the ideas and tools needed to achieve this clean water future.

Every so often, we see a glimpse of what the waterway could be year round.

**Riverkeeper's Boat Captain and Vice President for Advocacy, John Lipscomb,** has seen this clean water future – reminiscing during the visioning process about a patrol in 2016 when, after a few weeks without rain, on a clear day, “the water had clarity, the air smelled fresh and my boat was completely surrounded by bunker – not in distress, but simply schooling by the thousands. Dragon boaters were out paddling. Fishermen were out fishing. It was a beautiful day.” With key large-scale water pollution prevention investments, and a host of remediation and restoration ideas (detailed in this Vision Plan), this clean water future could be the day-to-day reality in the Flushing Waterways. The choice to commit to this ideal is ours,

and it needs to be made now. Throughout the report to follow we will provide a road map for the choices we need to make to achieve water quality standards deserving of the communities and the ecosystems in and around the Flushing Waterways.

## DATA SNAPSHOT

Flushing Waterways are often contaminated to a degree that far exceeds safe levels for recreation, based on measurements of *Enterococcus* (“Enterococcus”), a fecal bacteria that indicates pathogens associated with sewage are likely present. In 2016 and 2017, New York City reported Enterococcus counts as high as 1,760 in Flushing Bay and 6,000 in Flushing Creek - many times greater than the threshold recommended by U.S. Environmental Protection Agency for “safe” recreation (called the Beach Action Value of 60 counts). In both Flushing Bay and Flushing Creek, citizen scientists measured Enterococcus at concentrations that exceeded the detection limits of lab methods: more than 24,000!



# Access and Connectivity

Most broadly, this Vision Report aims to build a clean water future for the Flushing Waterways and ensure that the community can access these waters – for work and for recreation. At the moment, Flushing Bay is dominated by parking lots and highway access ramps, while Flushing Creek is mostly accessible only by trespassing through private property. Determining how to encourage and support multimodal access to these waterways is paramount.

There are four key walking access points to the park – and each has room for improvement. Along the western end of the promenade, two pedestrian bridges cross the Grand Central Parkway from Corona and East Elmhurst. As the **Community Board 3** team noted for this visioning process, “it is quite easy to walk by without noticing the entrance sign to the park and pedestrian bridges promenade. “For these communities, which largely lack open space options, building awareness and approachability into these crossings is key.

In the middle of the promenade, from the subway and train stops at Citi Field, around the Mets parking lots, and under the Grand Central Parkway, there is no clear, marked, safe path to the waterfront. Community advocates **Make the Road** added that “the poor, untranslated signage is not sufficient – and dangerous – for wayfinding; moreover, they added, you could go to the area and never know the water is right there.”

From downtown Flushing there are very few places to access the Creek, and very dangerous and neglected paths for crossing it. **Transportation Alternatives**, an advocacy group for better NYC streets,

called out the Northern Boulevard crossing of the Creek during the visioning sessions, noting that the “pedestrian pathway is unmarked, narrow, and signage is confusing – directing people away from the walkway. “With crumbling walls and stretches without sidewalks, the Creek and its crossings are simply not yet walkable.”

By bike (or as we’ve seen at least once, unicycle), these crossings and access points become even more strained. To cross the Creek, cyclists are routed over the Northern Boulevard bridge, along the same walkway pedestrians must use. Transportation Alternatives notes that this pathway is “too narrow for pedestrians and cyclists to even pass each other.” Blind corners and a lack of wayfinding (e.g., signs) makes cycling the entire area dangerous. As the City turns more and more to two-wheeled transportation infrastructure, ensuring that the paths and promenades of the Flushing Waterways are safe for cyclists is vital.

Finally, the Flushing Waterways can also be said to be inaccessible by car. Approaching the Marina and promenade from any of the local streets or highways is near impossible due to a lack of signage. Having a restored waterway that draws more people, cyclists, students, and visitors to these new open spaces every year can also be said to be incongruous with the current traffic patterns. Local dragonboater and member of the Guardians of Flushing Bay, Frank Dumlao, recently noted that drivers entering the promenade’s roadways (which are functionally an on-ramp for the Grand Central Parkway) are often “moving at very fast speeds, with

few visual cues or traffic calming methods to inform drivers of pedestrians that they are entering a park.” People headed to private functions or waiting to pick up arrivals from LaGuardia Airport can regularly be seen treating parking lots as speedways; making a new traffic design a number one priority for the success of this Vision Plan.

Overall, wayfinding, signs, infrastructure, and street-safety redesign is vital for controlling and improving traffic and ensuring an approachable waterfront. As Transportation Alternatives concluded, “without protected, family safe bike lanes, reaching the promenade without a car is difficult and often unsafe.” Fortunately, the **Flushing Meadows-Corona Park** leadership has made improved pedestrian access to the Bay and Creek a priority. In 2008, the Strategic Framework Plan for the Park was completed, which included a long-term vision to reconnect the park to the neighborhood and City.



Northern Boulevard Bridge Access



126th Street dead end underpass



# History

The Flushing Waterways has a tremendous historic legacy that includes two World's Fairs, major infrastructure projects and environmental challenges.

By the late 1800s two critical road and rail connections crossed low lying areas within a marsh that would ultimately become Flushing Bay and Flushing Creek, connecting Corona to Flushing and College Point. This increased access from the west brought recreational boating to the Williamsburg Yacht Club in College Point by 1865. By the 1920s, the 1,200-acre Flushing Meadows had been turned into an ash dump for the waste generated by facilities powering and heating the City in places like Astoria and Long Island City.

Everything began to change again in 1939 when the World's Fair arrived and a subway line brought more access and attention to the area. LaGuardia Airport also opened in 1939, seeing millions of cubic yards of landfill added to the western shoreline of the Bay to create space for runways.

Later, Robert Moses continued his plan to connect LaGuardia and Flushing by launching a series of monumental highway projects that permanently reshaped Brooklyn and Queens. After nearly four decades of work in Flushing Meadows, Robert Moses managed to

transform the area into the centerpiece of his Queens Park System in time for the 1964 World's Fair. The redesign greatly expanded the park's boundaries with new roads and infrastructure, and once again focused the world's attention on the Flushing Waterways. Shea Stadium's construction paved over hundreds of acres of remaining wetlands, extending the park all the way to the Bay and the World's Fair promenade. After the 1964 World's Fair, the marina and the park continued to serve the community as a place for boating, festivals, museums, and education.

In 2001, the NYC DEP funded reconstruction of the 1.4-mile-long promenade, in mitigation for construction of a sewer overflow tank along the banks of Flushing Creek. Over the years, and despite the DEP's renovations, portions of the waterfront – from the promenade to the designed wetlands under the Van Wyck Expressway – have fallen into disrepair and much of the marina and its facilities are now in need of critical improvements.

A strategic plan for improvements to the waterfront and greater park have been developed, improving access and

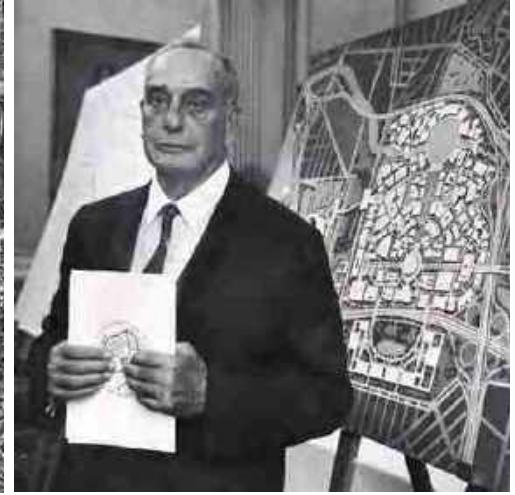
uses and complementing the new Citi Field. The NYC Economic Development Corporation's plan to redevelop the area was approved by City Council in 2013 and demolition of the industrial section of Willets Point began in 2016. Despite City Council approval, the state Court of Appeals recently blocked the development of "Willets West" on the basis that public parkland cannot be used for private gain.

The State and Port Authority of New York and New Jersey recently released multi-billion dollar plans to modernize LaGuardia airport. Phased construction of the new airport will feature a reconfigured Grand Central Parkway and high speed ferry access. A proposed AirTrain would also extend from LaGuardia Airport south, running between the highway and Flushing Bay promenade, connecting LaGuardia airport to the Willets Point subway station.

Thus, as has happened over the long history of the Flushing Waterways, improvements, reconstruction projects, and new open spaces continue to progress in fits and starts. Unlike the 1900s, however, we no longer resort to destroying and filling in wetlands for the sake of creating public value.



Flushing Meadows-Corona Park 2017, Daniel Paschall





# Industry and Economy

The local and regional economies of the communities around the Flushing Waterways have long been tied to the water. Acknowledging this legacy, the proposals in this vision report aim to protect existing jobs and foster economic growth – all while expanding shared connections to, and support of, a clean waterway. In order to best balance these interests, we asked three local partners to weigh in: **Friends of Flushing Creek**, the **Greater Flushing Chamber of Commerce**, and **NYC Council Member Peter Koo**.

## INDUSTRY, SHIPPING, AND COMMERCE

The businesses along the Flushing Waterways handle over a million tons of cargo every year, largely shipped in by barge along the U.S. Army Corps of Engineers maintained navigational channel into Flushing Creek. Two active marinas and a boat launch along Flushing Bay see untold numbers of charter cruises and personal boating trips each year as well. In the same way that the navigational channel and the marinas require regular maintenance to remain functional, the vitality of water dependent industry, shipping, and commerce, as the Friends of Flushing Creek stated during the visioning process, requires a healthy waterway. Industry and commerce stand to benefit from a remediated and restored ecosystem – with more recreation, more visitors, and more connections to the community.

## JOBS

A revitalized waterfront could provide avenues for job creation and economic development – as a hub for authentic food, music, and public events. “The city has a responsibility to ensure that as the city grows, wastewater management

infrastructure continues to meet the needs of the community, so that streets, pedestrian byways, and transportation are maintained to minimize pollution and congestion, and build new connections through opportunities like an expanded ferry service,” said John Choe, Executive Director of the Greater Flushing Chamber of Commerce. A revitalized waterfront, with new investment, can transform perceptions and provide real opportunities for continued prosperity.

The Flushing Waterways can connect communities, unite the seasonal sometimes-isolated components of current job-sector, create dimensionality in the economy, and provide year-round value.

## PEOPLE

The communities of the Flushing Waterways – East Elmhurst, College Point, Corona, North Corona, Jackson Heights, and Flushing – are already rich in culture, language, and diversity. Over 430,000 people in Community Boards 3 & 7 live and work along the Bay and Creek, but communities throughout northern Queens have a stake in the future of these waterways.



Working Waterfront, Flushing Creek

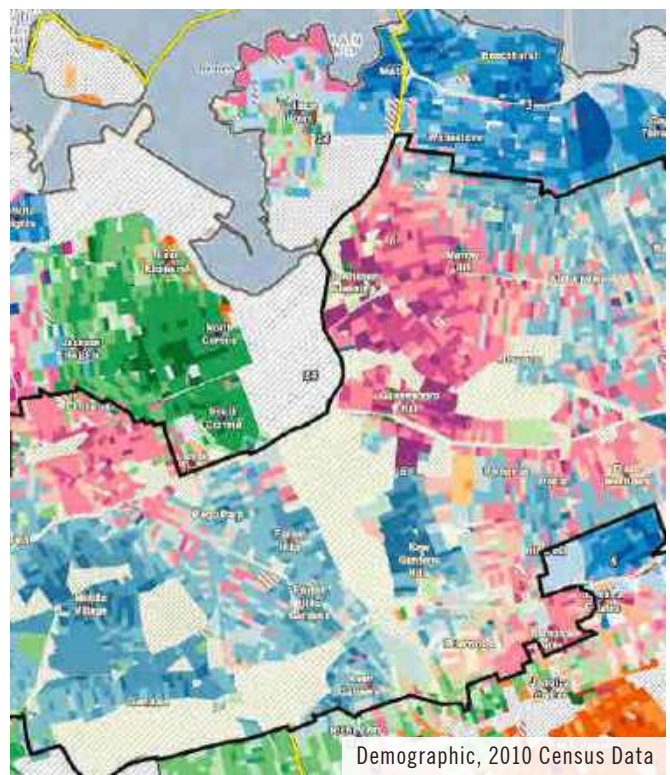
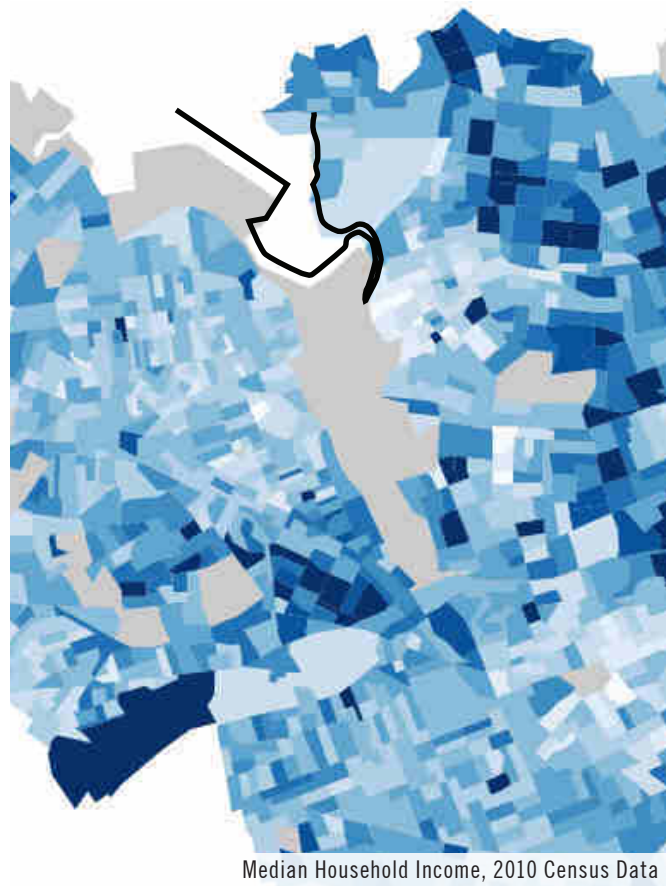
## VOICES FROM COMMUNITY VISIONING

“There is a rich and storied history in Flushing dating back hundreds of years. The community is known as the birthplace of religious freedom and contains a cluster of nationally recognized historic landmarks. Today, Flushing is known as one of the most diverse communities in the world where immigrants from across the globe are proud to call home. These ‘new’ New Yorkers settled in Flushing for its access to transportation, affordable housing, business opportunities, education, parks, and quality of life. As the community continues to grow, opportunities for recreation with new park and waterfront access have become increasingly important to residents and visitors alike.”

**Council Member Peter Koo**

“I discovered the Bay over 20 years ago, became enamored with the World’s Fair Marina in my own backyard and turned my hobby into my livelihood. Every time you set sail, it is amazing. I took a leap, sold my small business and then over the course of 20 years, worked my way to a fleet of 6 boats. The piers in Flushing Bay are crucial to mine and other’s livelihoods. I am committed to a revitalized Flushing Bay.”

**Marco Tempesta, local business owner**



# Land Use and Zoning

## FLUSHING MEADOWS-CORONA PARK

Built for the 1939 and 1964 World's Fairs, Flushing Meadows-Corona Park is home to Citi Field and the Mets, the US Open, Queens Museum, the NY Hall of Science, the Queens Zoo, and a host of other facilities, experiences and open space. The World's Fair Marina and promenade are also part of this network, managed by the NYC Parks Department. Connections between transit opportunities and the waterways, however, were less than well planned, making it difficult for park-goers to fully enjoy or even access the Flushing Waterways.

## WILLETS POINT

Historically a manufacturing district with a concentration of auto body parts and repair shops, Willets Point has been long investigated for transformation. In 2008 the Special Willets Point District rezoned the area into a mixed-use neighborhood that will bring some 15,000 new residents. Since the inception of the rezoning, efforts have been made to relocate existing manufacturing businesses and many parcels have been cleared. "There currently exists a wealth of economic potential by connecting the rapidly developing downtown Flushing area to the Flushing Creek and Flushing Bay waterfronts. Along the creek was once predominantly light manufacturing that is rapidly morphing into a mixed residential and commercial metropolis," said **Council Member Peter Koo**. He continued, "the City of New York attempted to rezone much of the waterfront along the Flushing Creek to allow for new economic development opportunities and affordable housing. Unfortunately, these plans were ultimately withdrawn, in part, because it did little to address pollution in the Creek."

## COLLEGE POINT

Primarily a working-class industrial and low scale residential neighborhood, College Point is somewhat isolated from other parts of Queens due to large infrastructure separating it. Most of the waterfront is industrial and isn't publicly accessible.

## LAGUARDIA AIRPORT

The Port Authority of New York and New Jersey operates LaGuardia Airport and is leading a modernization and redevelopment of the airport to meet the needs of the 21st century. Construction of the new unified airport includes new terminals for the existing terminals B, C and D, an improved roadway system, new parking infrastructure, an AirTrain and other associated projects. Scheduled completion is 2021.



Skyview Center, Flushing Creek

## FLUSHING WATERFRONT REVITALIZATION

*We asked NYC Department of City Planning to comment on their revitalization plan and this is what they told us:*



In September 2017, the NYC Department of City Planning completed work on behalf of the Flushing Willets Point Corona Local Development Corporation on a NYS Brownfield Opportunity Area Nomination and related master plan for the Flushing waterfront. The plan seeks to create opportunities for the revitalization, rehabilitation, and community-oriented redevelopment of underutilized, vacant, and environmentally-challenged areas near Flushing's waterfront. The plan's recommendations were shaped by a robust outreach process and intend to facilitate the coordinated development of new mixed-use buildings, the creation of new public walkways and open space along the waterfront, and the extension of pedestrian and vehicular circulation systems from the downtown to the waterfront in order to support a more economically vibrant, socially diverse and improved quality of life in Flushing.

The land use recommendations described in the plan are intended to serve as the basis of future private land use applications crafted to implement them. The plan also includes recommendations for targeted capital improvements in order to support the area's transformation.







# Reach Analyses

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LaGuardia Waterfront  
College Point  
Bay Promenade  
Flushing Creek



# 4 REACHES, 600 ACRES OF OPPORTUNITY

## LAGUARDIA WATERFRONT REACH

.275 SQUARE MILES OF WATER  
.03 SQUARE MILES OF NAVIGABLE WATER

East Elmhurst

3.0% WAGE INCREASE IN  
QUEENS FROM 2010-2016

4.6% (+102,332 PEOPLE)  
POPULATION GROWTH IN QUEENS  
FROM 2010-2016

Jackson Heights

TWO  
DIRECT  
WATER  
LINKS

7,064' LINEAR FEET OF  
PROMENADE SHORELINE

35,000  
PEOPLE 1/2  
MILE FROM  
THE WATER

UNEMPLOYMENT DOWN 3.1% IN  
QUEENS FROM 2010-2016

North Corona

Flushing Bay

### College Point

5,326' LINEAR FEET OF SHORELINE

### COLLEGE POINT REACH

MANDATORY INCLUSIONARY HOUSING  
CREATES 1,500 AFFORDABLE HOUSING  
UNITS FROM DOWNTOWN BROOKLYN TO  
FLUSHING, QUEENS

100+  
DRAGON  
BOATERS  
FROM  
FLUSHING  
WEEKLY

~15,000  
PROJECTED  
RESIDENTS

### Flushing

APPROXIMATE POPULATION DENSITY 5,000-  
15,000 PEOPLE FOR QUEENS IN 2015

### Willets Point

### BAY PROMENADE

OVER  
3 MILLION  
VISITORS A  
YEAR

4,729' LINEAR FEET OF  
WATERFRONT SHORELINE

### CREEK REACH

### Flushing Meadows- Corona Park



# Methods and Principles

This is not a top-down master plan. Master plans can be earnest in intention, as they often attempt to create a blueprint for community revitalization. Sometimes utilizing systems approaches, and in some circumstances, building connections across planning sectors, good sentiments of master plans are often eclipsed by a single error: a failure to engage those affected by the plan in the process. This Vision Plan is community driven – a bottom-up focused examination of our local waterways through four lenses: Remediation, Recreation, Restoration, and Resilience. With the community's lead, we build an overarching analysis for these waterways that also provides focal points and specific improvement ideas ready-made for implementation.

To engage the community and ensure an open process, we held a community-visioning workshop at Queens Museum (drawing dozens of organizations and over a hundred members of the public), and met with community boards, local cultural and civic associations, businesses, elected officials, and activists. We also held community clean-ups, a waterfront picnic, and a dragon boat paddling day. Though backed by a nearly yearlong process of community engagement, the conclusions and ideas in this report are still only a starting point for further collaboration. Much more work is needed, and we look forward to this continued dialog.

The waterways drove this plan. At Riverkeeper, our approach to any planning is to start at the water – what does it need, and how can we help steward that resource; once we knew that ecological baseline, we moved our analysis and the community conversation

inland and into the local communities, the pathways to the water, and the infrastructure connecting the whole system. We then divided the waterways into four reaches; the LaGuardia Waterfront, College Point, the Flushing Bay Promenade, and Flushing Creek. In the pages that follow, we evaluate each reach in four ways:

**We identify** existing social and environmental conditions and evaluate the reach by remediation, restoration, recreation, and resilience vulnerabilities.



**We articulate** opportunities within these reaches for achieving environmental improvements, making the waterways safer for human use, protecting ecosystems, and developing deeper, resilient connections (physical and cultural) to the community.

**We categorize** the community's ideas into two bins. First, "light improvements," that involve little energy and effort, where the ask, the disruption, would be a light lift. Second, "heavy improvements," where the effort involved could be a little bit more to consider – by way of permits, regulations, cost, and time. We also include some aspirational improvements that could vastly transform the waterways, given the right mix of time, space, and community desire.

**We highlight** projects that the community has pushed most vociferously for, and those where the Guardians of Flushing Bay, Riverkeeper, and local planning, science, and parks professionals see great potential for remediation, restoration, recreation, or resilience. With the planning and design firm of Perkins+Will, some of these ideas have been brought to life on the following pages.

## 50+ COMMUNITY VISIONED PROJECTS

The ideas to follow are just one vision, from some of the stakeholders of this Waterway's future; they are flexible and adaptable, but ready to go. In each reach we have identified priority projects and Waterfront Alliance WEDG Projects that are explored in more detail. These are called out with the following symbols:

-  Priority Project
-  Waterfront Alliance WEDG Project





### REMEDICATION

Due to a long history of pollution and industrial use, the Flushing Waterways are burdened by a legacy of contamination. From trash and toxics to sewage and stormwater, the cleanliness of the sediments, shorelines, and marshes of the Bay and Creek must be assessed and addressed before these waterways can realize their full potential. Whether by capping contamination in place or physically removing contaminants, addressing the Waterways' past pollution is paramount.



### RESTORATION

Clean waters depend on functional ecosystems as much as they depend on remediated sediments and shorelines. Investments are needed to repair, rebuild, and reintroduce habitat to both restore ecosystem functionality and protect public health. From wetlands and oysters to soft shoreline edges, we must work to include the ecosystem in every decision made about the water and the waterfront.



### RECREATION

Clearly and overwhelmingly, the community's vision for these waterways revolves around inclusive opportunities for environmental education, community boating, fishing, and access to improved parks and waterfronts. In developing any plan for open spaces like the Flushing Waterways, the community must be able to benefit from restoration and remediation projects. That said, improved access, connectivity to neighborhoods, safe manners of transportation, and facilities on and along the water are all needed for these waterways to reach their full potential.



### RESILIENCE

In the face of a changing climate, this highly urban ecosystem must be designed to bounce back – and indeed absorb – the water, social, food, and energy changes happening today. In this Vision Plan resilience means that water, wildlife, and habitat systems can not only survive as conditions change, but help to protect and buffer upland communities. For the Flushing Waterways, it also means, importantly, that the people, industries, and diverse communities that surround the Bay and Creek also persist and thrive as the waterways are cleaned and the potential unlocked.

The 4Rs are used as a set of lenses to identify need and direct implementation to have co-benefits and the biggest impact.



# 01. LAGUARDIA WATERFRONT

This unique estuary can be restored and reshaped into wetlands and open waters that feed, support, and protect the entire coastline.

Focusing on airport-safe ecosystem restoration.

Largely protected from heavy wind or waves, the northwestern corner of the inner Flushing Bay is an estuarine diamond-in-the-rough. This reach is home to a wide variety of wildlife that make use of the mudflats, marshes, LaGuardia Airport's rocky breakwall (that divides the Bay in two), and the tidal open waters. Boaters make use of these areas as well, dragon boat paddlers and powerboats alike, as do fishermen and families from East Elmhurst – accessing this area from Grand Central Parkway overpasses.

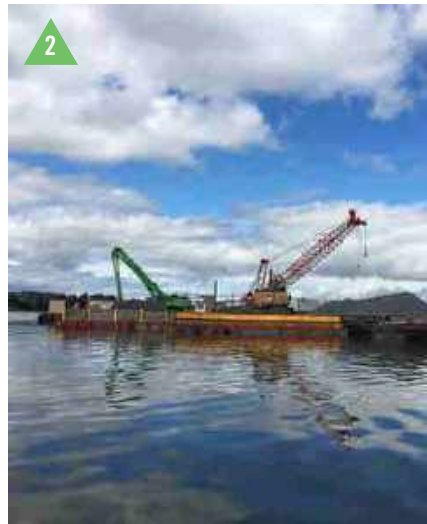
As we began the visioning process, however, it became clear that more needed to be done to activate the potential of this habitat. Historic sewage sediments have coated the mudflats, age has deteriorated pedestrian access across the Grand Central Parkway, and the break wall's impact on tidal exchange has led to poor water quality.

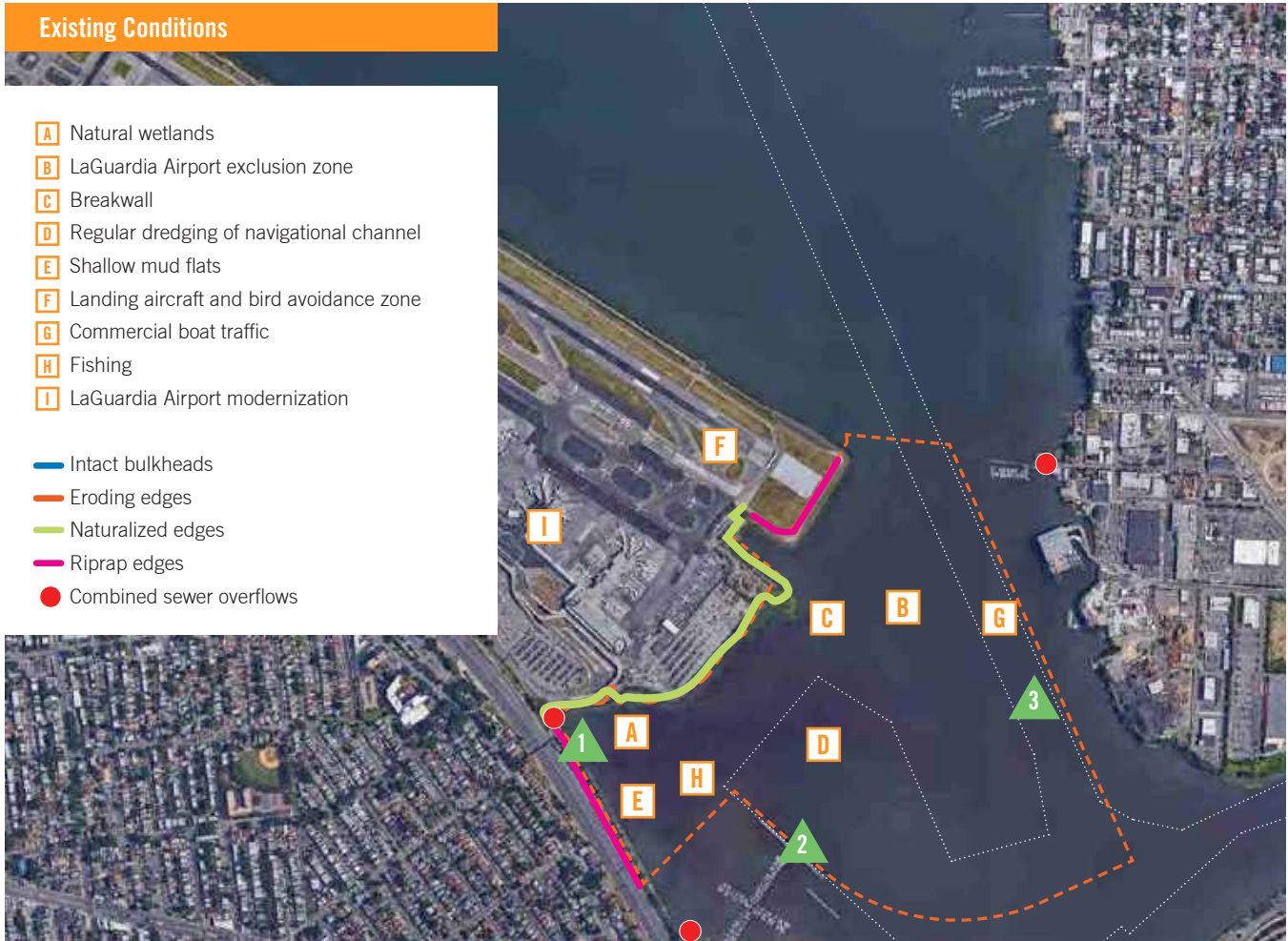
Significantly, much of this reach is entirely

inaccessible – locked away within an exclusion area that surrounds LaGuardia Airport. Unlike other parts of the Bay – including College Point's industrial waterfront – the water is inaccessible by design.

This condition is part of the driver for the reach's potential; with a little work, the LaGuardia Airport exclusion zone can become a hub for the ecosystem of the entire Upper East River. With expanded wetlands and oyster reefs, we'll protect the coast from storm surges. With a restructured and expanded breakwall – with a new inlet for tidal exchange – we'll have a very real sanctuary for recreational and commercial fisheries to thrive. With raised boardwalks through these marshes we'll help educate and inform visitors and residents alike.

Of all the reaches in this vision report, focusing on airport-safe ecosystem restoration in these waters will return immeasurable benefits – in resilience and recreation – to the community.





**REMEDIATION**



Over the past few decades, the marsh sediments that stretch along the edge of the LaGuardia Airport have been burdened by runway and parking lot runoff, marina discharges, and fuel spills. Tides also bring in pollution, waste, and debris from the open waters of the Upper East River. These legacy pollutants are keeping this potentially productive ecosystem from reaching its full potential.

**RESTORATION**



With shallows throughout, there is ample space here for restored and enhanced wetlands. Given the relative safety of the exclusion zones around the airport, rebuilt marshes, reefs, and mudflats can function as an anchor for the rest of the region's aquatic ecosystems. With bird-avoidance needs at the airport, designing the right mix of submerged and reef habitats will be a challenge here.

**RECREATION**



Largely closed to open-water recreational boating and coastal fishing or education because of airport exclusion areas, the few parts of this reach that can be accessed certainly will be accessed. Whether as a training ground for dragon boat crews or as a nature walk through the marsh, a restored wetland will provide new opportunities for environmental education and urban expeditions.

**RESILIENCE**



While there are no direct waterfront jobs in this reach, flood plain vulnerabilities abound; the airport, promenade, and Grand Central Parkway would all be served by wetlands to buffer storm surge and absorb wave energy. More space for three-dimensional ecosystems will allow wetlands to move and adapt with sea level rise over time.



## Light Improvement Projects

### 1. Habitat Restoration and Marsh Expansion

Along the airport's edge, a dramatic increase in marsh area and creation of seagrass beds, along with new upland habitat, provides pollution abatement benefits and storm surge mitigation.



### 2. Waterway Education: Signs and Connections

Befitting its history, community, and ecosystem, a new series of signs and information plaques, as well as murals, helps educate, engage, and inform park visitors.



### ▶ 3. Oyster Reef Creation throughout LaGuardia Waterfront



## Heavy Improvement Projects

### 4. Wetland Nature Trail: Boardwalk through LaGuardia Marsh

Within and above new and expanded marshes, a raised walkway over the water provides ample opportunities for wildlife observation and environmental education.



### 5. Enhancing Tidal Exchange with a New Breakwall Inlet

Opening up a new inlet in the breakwall facilitates increased tidal exchange by hydrologically connecting the inner and outer portions of the Bay.



### ▶ 6. Grand Central Parkway Pedestrian Bridge Improvements



### ▶ 7. Floating Wetlands: Wave Attenuation Redesign



### ▶ 8. Full-Ecosystem Redesign of LaGuardia Breakwall



## Aspirational Improvement Projects

### 9. Oyster Reef Reintroduction: Encircling LaGuardia Airport

With ample space for a thriving reef, restoring oysters to the waterways all around the airport provides shoreline erosion protection, cleaner water, and fish habitat for the entire upper East River.



### 10. LaGuardia Airport Improvements: Integrated Planning

As the redevelopment and redesign of the airport progresses, there will be ample opportunities to ensure that the plans provide for community, waterfront, and waterway information, education, and access, where appropriate.





**LARGELY PROTECTED MUDFLATS, A LITTLE ECOSYSTEM REMEDIATION CAN GO A LONG WAY; THESE WATERS CAN SUPPORT COMMUNITIES OF FISH AND OYSTERS FOR THE ENTIRE UPPER EAST RIVER.**





## Priority Projects

### 3 Oyster Reef Creation throughout LaGuardia Waterfront



Billion Oyster Project

Once ubiquitous throughout New York City, oysters provided habitat for fish and waterfowl, buffered waterfronts from wind and wave impacts, and cleaned – by filtering up to 50 gallons of water a day – the entire Harbor. Around LaGuardia Airport, oyster reef creation can start to recreate some of these ecosystem services for Flushing Bay, which is already home to one of the largest assemblages of native oysters in the city. Partnering with the Billion Oyster Project, and staged at the new Queens Water Exploration Center, LaGuardia's oyster reefs could fuel an environmental transformation of the entire Upper East River.

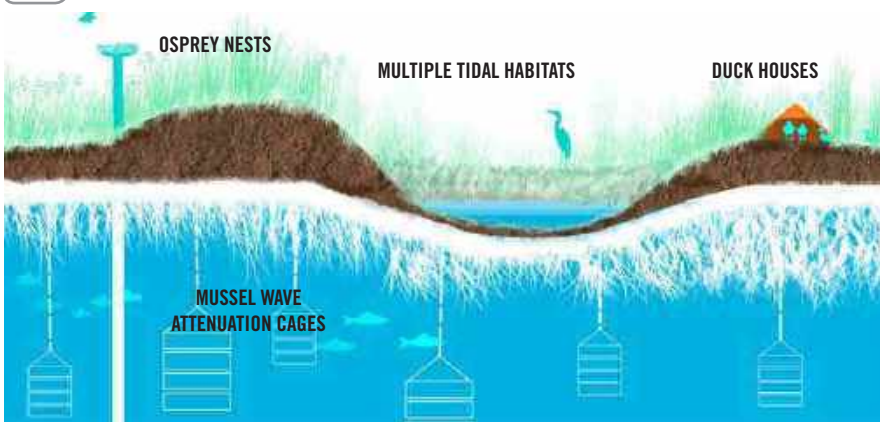
### 6 Grand Central Parkway Pedestrian Bridge Improvements



Vancouver Landbridge, Jones &amp; Jones Landscape Architects

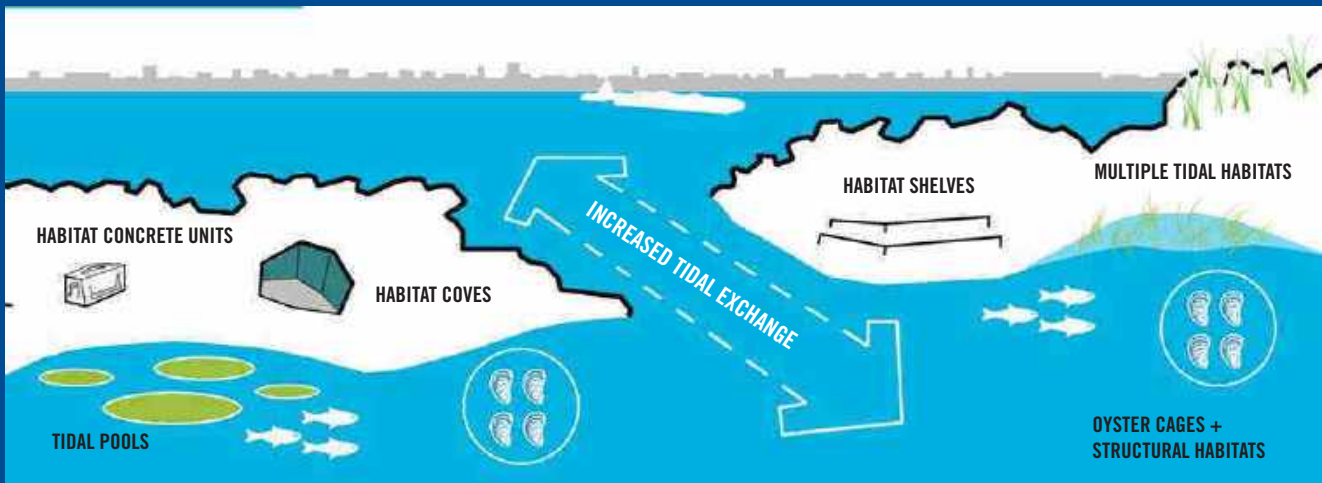
Connecting local communities to the waterfront requires as much, if not more, innovation and investment as any other proposal in this Vision Plan. Currently, the communities of Corona, Jackson Heights, and East Elmhurst access the promenade by crossing old, featureless, and narrow overpasses; and when they reach the waterfront, paths are cut through grass medians as the overpass designs failed to account for ease of access for pedestrians or cyclists. Enhanced crossings, with informational signs, landscaping, green infrastructure, and separate bike and pedestrian lanes will open the waterfront to more people; providing community safety improvements and stormwater control.

### 7 Floating Wetlands: Wave Attenuation Redesign



At the edge of Pier 3, protecting the powerboats and pilings from waves and wakes, two concrete breakwaters float – attached to pilings driven deep into the mudflats around the marina. These breakwaters function as designed, but only just – and certainly do not provide for any ecological function. Modeled on “3D ocean farming” techniques developed by Long Island Sound-based innovator GreenWave, new breakwaters include wetlands and multiple-height profiles (providing low, mid, and high tide habitat), a bird deck for nesting shorebirds, hanging mussel and oyster cages, and osprey nests atop the pilings.

8 Critical Path Project / Full-Ecosystem Redesign of LaGuardia Breakwall



A game-changing proposal, the community envisions an entirely re-thought and re-designed breakwall that takes into account the ecological and structural needs of the entire system.



Fujairah breakwater, Gulf of Oman



Seattle Seawall with habitat shelving

Jutting out into Flushing Bay from the eastern end of the LaGuardia Airport runway is a half-mile-long breakwall. Sitting at the waterline, this man-made structure bisects the Bay, limiting not just boat traffic to the piers of World's Fair Marina, but also limiting sediment flux (leading to built-up mounds of sewage solids) and tidal exchange (causing local water quality impairments). As a game-changing proposal, the community envisions an entirely re-thought and re-designed breakwall that takes into account the ecological and structural needs of the entire system. With an inlet punched through the middle of the wall to perhaps allow more water to ebb and flow through the system, and oyster, mussel, seagrass, and fish habitat structural improvements to the wall itself, this new smart breakwall will change the physical, chemical, and biological baselines of the Bay.



# 1 Habitat Restoration and Marsh Expansion

A holistic ecosystem Restoration that focuses on habitat and water quality.



Today the waters along LaGuardia Airport are stagnant and with no circulation collect debris and provide little opportunity for habitat.



FLOATING WETLANDS & WAVE ATTENUATION

FULL-ECOSYSTEM BREAKWALL

ENHANCED TIDAL EXCHANGE AT NEW INLET



PEDESTRIAN BRIDGE IMPROVEMENTS

EXPANDED & IMPROVED PROMENADE

SPONGE PARKS

FLOOD PROTECTION BERMS

WETLAND NATURE TRAIL

OYSTER REEF REINTRODUCTION



## 02. COLLEGE POINT

Whether you work along or visit this stretch of College Point, you wouldn't be able to tell if you're near any water, even from just a few feet away.

Focusing on the testing and implementation of resilience innovations.

With well-known business signs, large-scale concrete facilities, and a bright green wetland-covered waterfront, College Point – especially as viewed from the Flushing Bay promenade – was an iconic reminder of the need to balance economic and ecosystem interests in this visioning process.

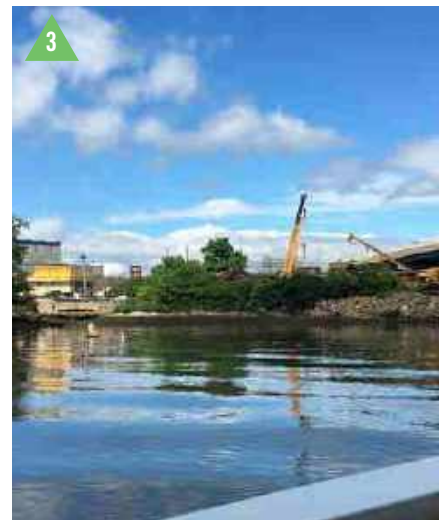
As compared to the industrial edge of Flushing Creek, much of the College Point businesses are not water-dependent; only a few sites make use of barges or boats. Over time, as bulkheads decayed, parking lots retreated, and buildings were rebuilt closer to the main roads farther inland, this lack of water-dependency has allowed nature to reclaim the shoreline. Creeping up through soil and riprap, wetlands and even small beaches support re-emerging wildlife populations.

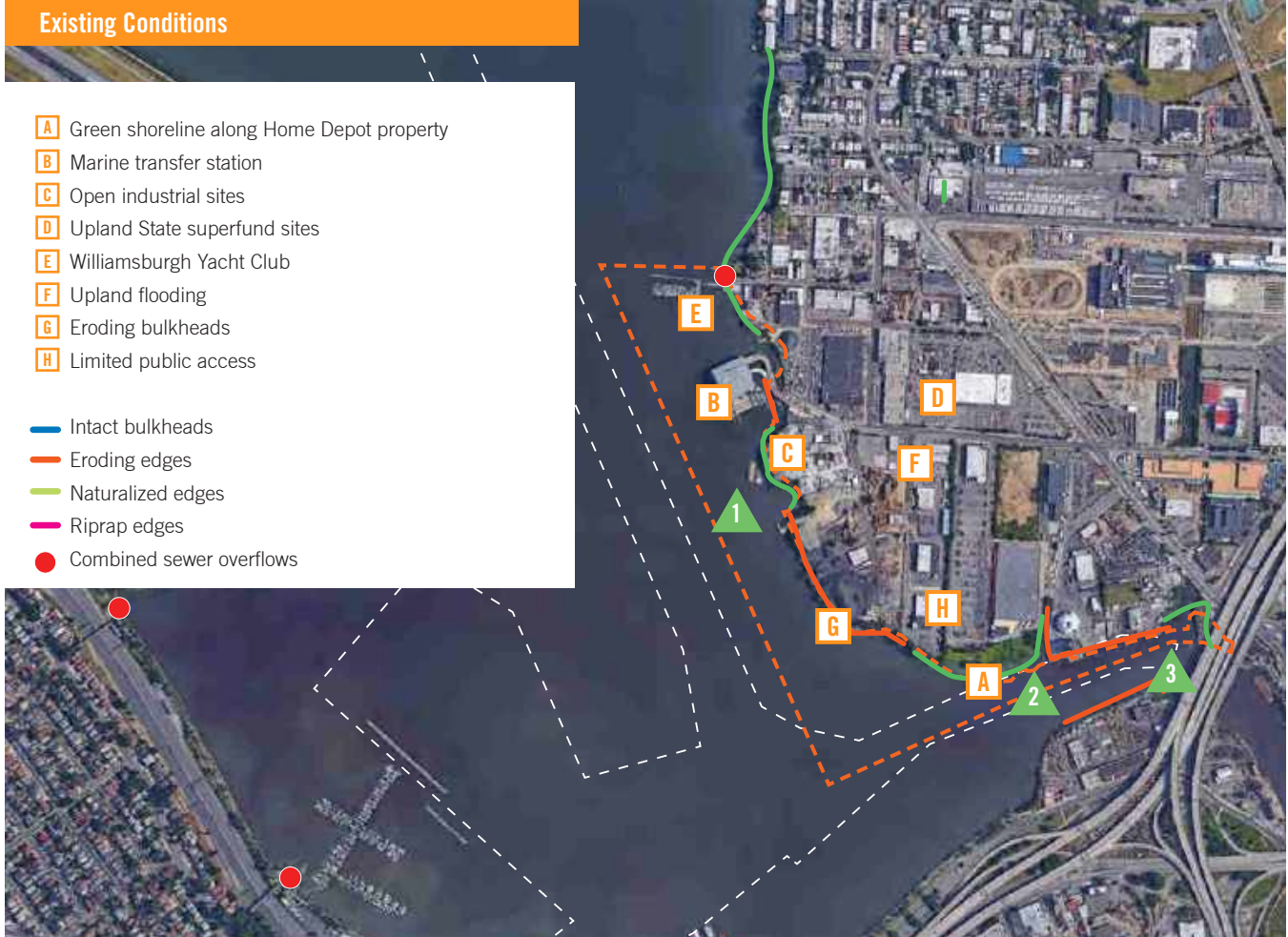
Behind the College Point waterfront, including much of the areas that drain through the storm sewers and discharge into the Bay and Creek, the area is a low-

lying floodplain nearly entirely made up of industrial and commercial facilities.

During visioning, local community members pointed out an unfortunate reality: whether you work along or visit this stretch of College Point, you wouldn't be able to tell if you're near any water, even from just a few feet away. Inlets and street ends (where city roads meet the water) were identified as perfect opportunities to provide open space amenities for anything from fishing to taking a break and having lunch. Rebuilt “green streets” can be found across NYC and are significant local air quality, quality of life, and stormwater control opportunities that can be implemented here.

Given the vulnerabilities to climate changes throughout the floodplains in this area, and the economic value of having a core of industrial and commercial uses, the College Point waterfront should be a place to test and implement resilience innovations to ensure the people, jobs, and waterfront can be sustained over time.





**REMEDIATION**

Most of College Point’s waterfront along the inner end of Flushing Bay, and at the mouth of Flushing Creek, consists of a dangerous combination of low-lying floodplains and open industrial uses. While this reach has seen illegal dumping, oil spills, and unpermitted discharges over the years, the crumbling and unattended waterfront may be what is most in need of remediation.



**RESTORATION**

One key challenge here will be balancing the need to preserve the working waterfront with the availability of a wealth of ecosystem potential. College Point’s waterfront has coves and inlets, soft shorelines, and early-stage beaches. A series of microhabitats along this stretch, especially where businesses are not using their waterfronts, should immediately take hold.



**RECREATION**

Already used as a canoe and kayak route for boaters enjoying the wildlife of the reach’s soft edge, establishment of a water trail with canoe and kayak launches, features, and education will help solidify this waterfront’s place at the heart of the local community. When balanced with the needs of the navigational channel, small-boat sailing could make use of this protected channel.



**RESILIENCE**

Historically a floodplain with some highlands, this reach has some sea level rise and storm surge vulnerability, especially at low-lying industrial and commercial sites. Determining how the waterfront’s soft-edges and in-water habitat can be preserved – for adaptation and mitigation purposes – without resulting in a change in the use of the waterways and lost jobs.



## Light Improvement Projects

- 1. **Water Trail Waypoints**  
 With expanded canoe, kayak, and outrigger access, a water trail along the waterfront provides human-powered boaters with informational and educational tour opportunities.
- 2. **Community Environmental Art Installations**  
 By converting silos, walls, and bulkheads into murals, sculptures, and large-scale art installations, the industrial waterfront turns into an environmental engagement opportunity.
- ▶ 3. **Salt Marsh Preservation & Public Boating Beach**
- ▶ 4. **College Point Gateway Inlet Reconstruction & Public Access**

## Heavy Improvement Projects

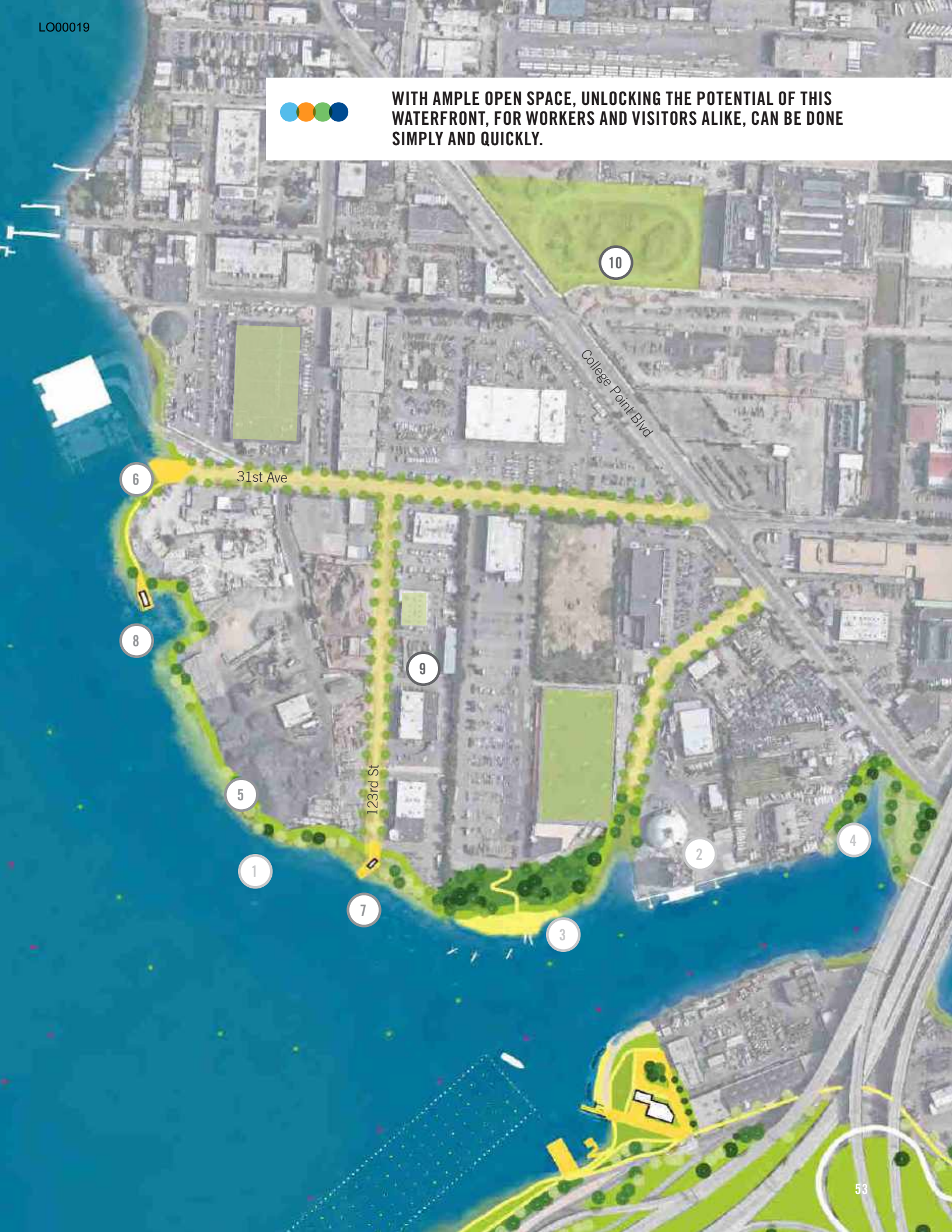
- 5. **College Point Greenbelts**  
 Building new wetlands, upland maritime forests, and berms along the breadth of the College Point waterfront provides storm resilience, habitat, and ecosystem services.
- 6. **31st Ave Street End: Redesign and Public Access Point**  
 For workers and the waterfront, a redesigned street end-with green infrastructure, tables and benches, access to the water's edge, and open space – is incalculably valuable.
- ▶ 7. **123rd Street End: Redesign, Open Space, and Fishing Pier**
- ▶ 8. **Concrete Cove Renewal & Oyster Reef**

## Aspirational Improvement Projects

- 9. **Green Infrastructure and Open Industrial Use Improvements**  
 Throughout College Point, deployment of enhanced stormwater best management practices and innovations in industrial pollution prevention is the first step toward clean water.
- 10. **Blue Infrastructure at the NYPD Police Academy Track**  
 With large-scale stormwater capture infrastructure potential in a floodplain, NYPD facilities in the heart of College Point are ideal sites for innovative public infrastructure designs.



 WITH AMPLE OPEN SPACE, UNLOCKING THE POTENTIAL OF THIS WATERFRONT, FOR WORKERS AND VISITORS ALIKE, CAN BE DONE SIMPLY AND QUICKLY.





# Priority Projects

## 3 Salt Marsh Preservation & Public Boating Beach



Behind the parking lot of College Point's Home Depot, through the trees, and past the fence line, the ecosystem of Flushing Bay has reclaimed – on its own – a large swath of the waterfront. Already a robust habitat that supports birds and turtles, fish and mussels, these wetlands should be expanded and augmented; a narrow tidal inlet is reopened for paddlers and public access to this waterfront allows for public education and awareness opportunities. A human-powered boat-accessible beach is a staging area for the new College Point water trail, a potential lookout or access point for community members, as well as oyster restoration with cages deployed in the deeper waters near the navigation channel.

## 4 College Point Gateway Inlet Reconstruction & Public Access



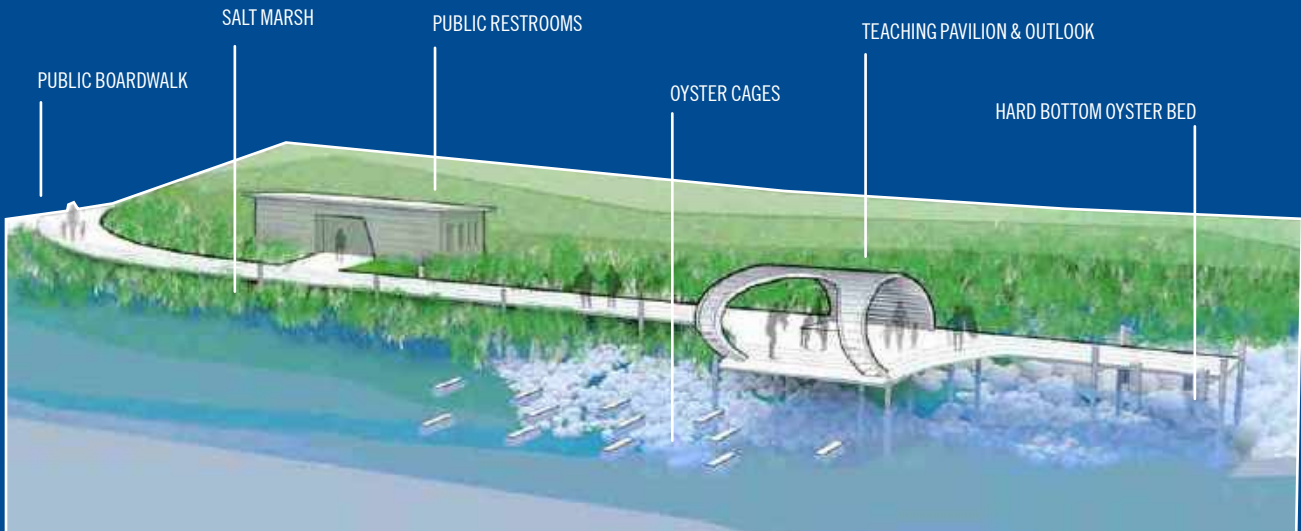
Where the industrial corridor of College Point meets the Whitestone Expressway at the mouth of Flushing Creek, a small, neglected and polluted inlet provides little ecosystem, resilience, or recreational services. By restoring the wetlands, constructing new habitat, softening the shoreline, and opening up the public spaces at this Gateway to Flushing Creek, this once-forgotten parcel can become an historic cornerstone for Flushing Waterway revitalization. The new habitat can also provide connections and corridors of habitats for species migrating through and around the Bay and Creek.

## 7 123rd Street End: Redesign, Open Space, and Fishing Pier



Across NYC's more than five hundred miles of waterfront, the public spaces created where streets meet the water can provide crucial public health and environmental benefits to the surrounding neighborhood. As 123rd Street approaches Flushing Bay, we have an opportunity to build a true green street to capture stormwater runoff. At the street end, this green infrastructure corridor connects to a raised Bay overlook where local workers can spend some time in the shade, surrounded by native plant gardens. Below the overlook, restored ecosystems buffer storm surges and connect outer Bay ecosystems with the newly rebuilt Flushing Creek wetlands.

### 8 Critical Path Project / Concrete Cove Renewal & Oyster Reef



Concrete Cove becomes a sanctuary for wildlife and fish, feeding and supporting the restoration projects in all of the Flushing Waterway reaches.



Sunset Park Community Reef at Bush Terminal Park, Billion Oyster Project



Eco-Dock, New York Harbor School Governors Island

At the northernmost edge of the College Point Reach, close to a waste transfer station and the outer Flushing Bay, a private, mostly inaccessible cove – surrounded by open industrial uses – presents an incredible opportunity. After remediating any historic pollution, restoration (oyster and mussel habitat and new wetlands) would provide storm surge resilience while creating an ecological destination for recreational boaters and paddlers. Oyster cages and floating docks systems are designed by local schools and colleges as in-water laboratories, built and deployed from the new Queens Water Exploration Center. With limited access along the water’s edge, and bounded by open waters and a navigational channel, Concrete Cove becomes a sanctuary for wildlife and fish, feeding and supporting the restoration projects in all of the Flushing Waterway reaches.

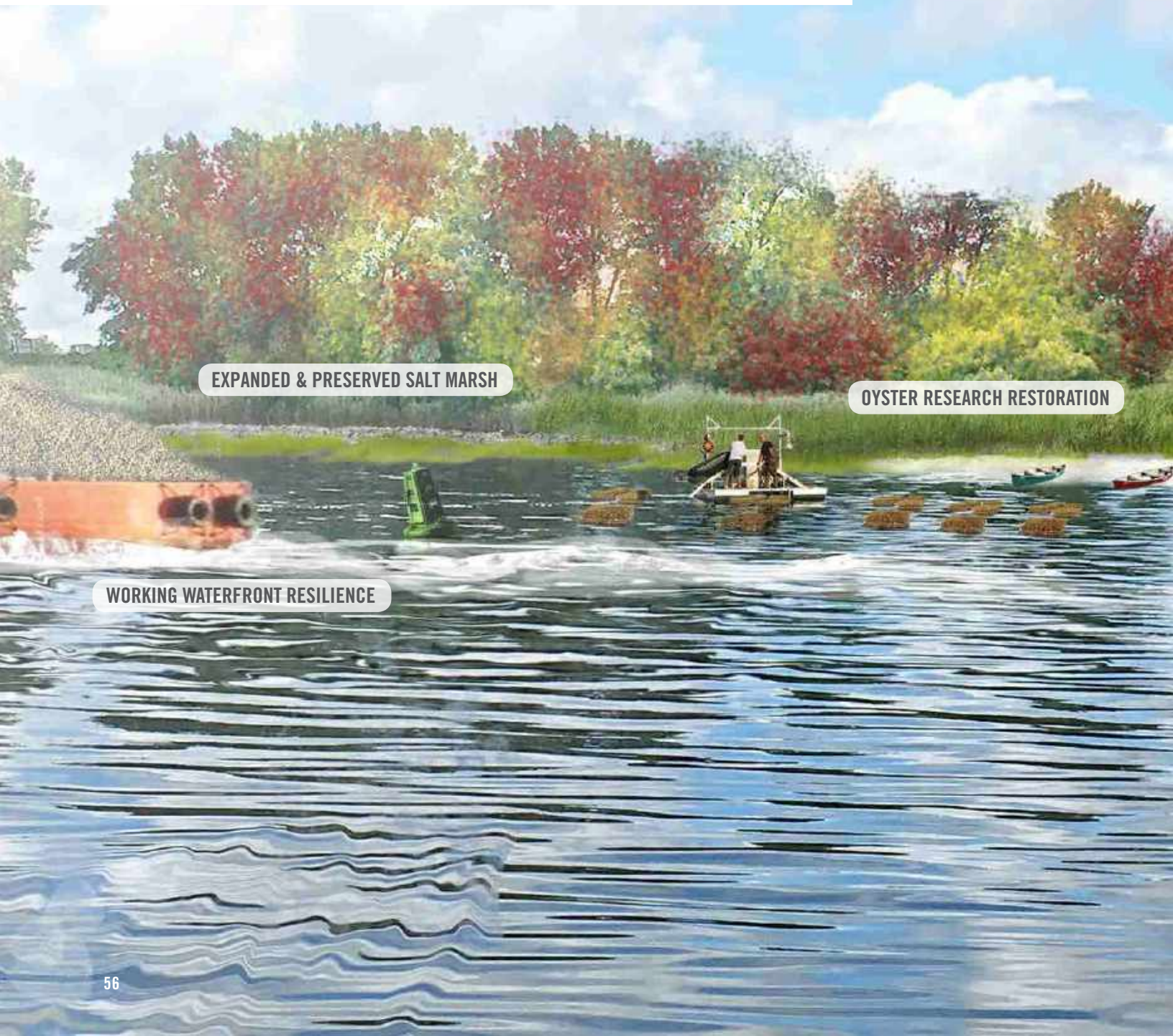


### 3 Salt Marsh Preservation & Public Boating Beach

A human-powered boat-accessible beach is a staging area for the new College Point water trail and habitat.



Today the waterfront behind the parking lot of the College Point Home Depot is a robust salt marsh habitat but lacks upland public access or education opportunities.



**EXPANDED & PRESERVED SALT MARSH**

**OYSTER RESEARCH RESTORATION**

**WORKING WATERFRONT RESILIENCE**



**PUBLIC SHORELINE ACCESS**

**WATER TRAIL BEACH LANDING**



## 03. BAY PROMENADE

This waterfront twice held the attention of the world, showcasing innovations in park design, transportation, and global exploration at the 1939 and 1964 World's Fairs.

Focusing on shoreline design, restoration, exploration, education, and new transportation.

Originally built as a causeway connecting the people of Flushing township to western Queens, the Flushing Bay waterfront edge has always been a hub for water exploration, tourism, recreation, and transportation. With the World's Fairs of 1939 and 1964, and the industrial needs of a growing City, this causeway was gradually turned into a park by filling in, paving over, and building a fence around wetlands and watercourses.

This legacy lives with us today; during the visioning process, the community identified flooding, access, and stormwater pollution as key problems limiting the potential of the Flushing Bay promenade.

Nevertheless, boaters have persisted in their use of the piers and pile fields of the Bay. Fish and the fishermen angling for them ply the riprap. Runners, cyclists, and amateur musicians use the paths and parking lots that string along the promenade for exercise and rehearsal. Workers from Jackson Heights transit to jobs in other parts of the Flushing Meadows-Corona Park community.

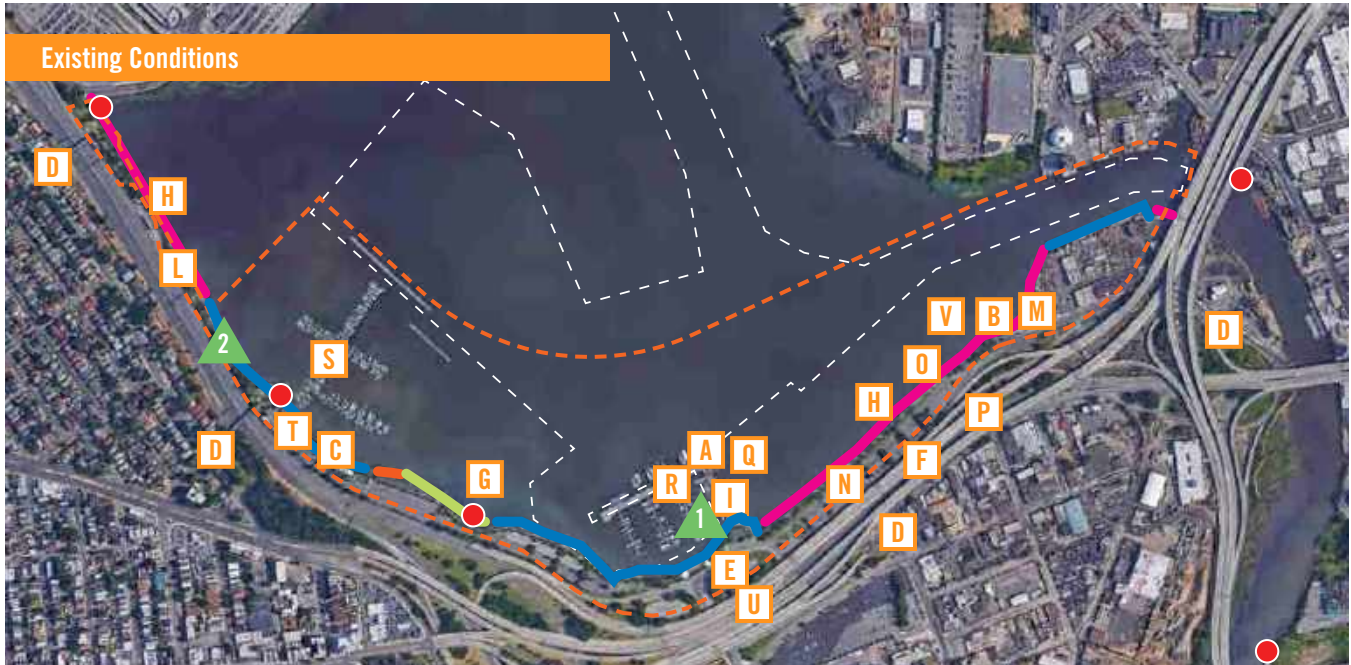
Even without sound barriers between the park and the Grand Central Parkway, without safe street planning, with heaps

of garbage lining the fences of the park, and with two of the largest combined sewer discharge outfalls in the entire City, the promenade is the community's open space. The Parks Department's ongoing beautification and Pier 1 dock restoration initiatives were augmented by community visions of new boathouses, research centers, picnic facilities, and importantly, new, public, clean bathrooms. Between tennis events and Mets games, some weeks see hundreds of thousands of visitors to the MTA and LIRR stations just a few minutes' walk from the Flushing Bay promenade.

This waterfront twice held the attention of the world, showcasing innovations in park design, transportation, and global exploration at two World's Fairs. Now, New York City has the opportunity to recommit to this legacy and invest in a world-class waterfront once again.

Modern innovations in shoreline design and restoration, waterway exploration and education, and new transportation systems will not only help make the park more resilient but will harness the momentum that already drives this reach: the people coming to this waterfront for fun, for sport, and for recreation.





- |  |   |   |
|--|---|---|
| <b>A</b> Public pier                             | <b>J</b> Lack of public bathrooms               | <b>S</b> Private boating marina           |
| <b>B</b> Public boat launch                      | <b>K</b> Historic candela structures            | <b>T</b> NYC DOT maintenance facility     |
| <b>C</b> Event venue                             | <b>L</b> Under utilized park space              | <b>U</b> Pollution and runoff             |
| <b>D</b> 4 points of pedestrian access           | <b>M</b> Temporary dragon boat storage          | <b>V</b> Native oyster population         |
| <b>E</b> Restricted traffic patterns             | <b>N</b> Citi Field and event parking           | <b>Intact bulkheads</b> (Blue line)       |
| <b>F</b> Direct highway and airport exposure     | <b>O</b> Designated fishing areas               | <b>Eroding edges</b> (Orange line)        |
| <b>G</b> Largest CSO in NYC                      | <b>P</b> Isolated by highway infrastructure     | <b>Naturalized edges</b> (Green line)     |
| <b>H</b> Uniform riprap shoreline                | <b>Q</b> Private charter boat staging           | <b>Riprap edges</b> (Pink line)           |
| <b>I</b> World's Fair Marina restoration project | <b>R</b> Multiple dragon boat teams (city-wide) | <b>Combined sewer overflows</b> (Red dot) |



**REMEDIATION**

With two of the largest CSOs in NYC discharging into the Bay, and decades of build-up of sewage pollution solids, dredging began in 2017 to remove some of the worst of the Bay's historic contamination. With active marinas, but a history of illegal dumping, plastic pollution, and marine debris along the promenade, more remediation may be needed.



**RECREATION**

With dragon boat, kayak, and motorboat launches, and two marinas, the Flushing Bay promenade is a hot spot for water-based recreation. Redevelopment of Pier 2 into a new community boathouse, canoe and kayak rental facilities, and an educational facility doubles down on the already robust recreational community of this reach.



**RESTORATION**

Despite almost 1.5 miles of waterfront, the ecological diversity of the promenade is not living up to the Bay's potential; sheet piles running the length of the Bay leave little room for diversity of habitats, but great potential for improved and restored function. Riprap and mudflats can easily be enhanced to bring new life to this wide open Bay.



**RESILIENCE**

With no industries along the Promenade beyond boating and a handful of commercial facilities, new park facilities, food and entertainment venues, and more visitors will help the economy of the entire community. Environmentally, the entire promenade is vulnerable to storm surges and flooding; reconfiguring the park and waterfront can provide resilience benefits to surrounding communities.



## Light Improvement Projects

- 1. NYC Parks and Community Festival Facilities  
Open spaces along the waterfront allow for movie screenings, food festivals, farmers' markets, and fun-runs to complement ongoing Flushing Meadows-Corona Park programming.

REMED:  RESTOR:  RECREA:  RESILIE:
- 2. Pier 1 Revitalization & Improved 126th St. Access  
At the focal point for the entire Flushing Bay promenade, new 126th Street-corridor access connects Willets Point with sunset sail, dining, and entertainment opportunities on Pier 1.

REMED:  RESTOR:  RECREA:  RESILIE:
- 3. Family Fun: Playgrounds and Picnics  
Throughout the open glades and plazas of the promenade, new playgrounds, fountains, picnic tables, sculptures, and shade trees invite families and friends to make use of the waterfront.

REMED:  RESTOR:  RECREA:  RESILIE:
- ▶ 4. Candela Restoration & Repurposing

REMED:  RESTOR:  RECREA:  RESILIE:
- ▶ 5. Reconfigured Parking Designs with Green Infrastructure

REMED:  RESTOR:  RECREA:  RESILIE:
- ▶ 6. World-Class Dragon Boating Race Course

REMED:  RESTOR:  RECREA:  RESILIE:
- ▶ 7. Peninsula Improvements: New Gateway Park Center

REMED:  RESTOR:  RECREA:  RESILIE:

## Heavy Improvement Projects

- 8. Restored NYC Ferry Stop at Pier 1  
Whether for Mets games, tennis, airport access, or for daily commuting, Ferry service to Pier 1 joins bus, rail, and subway as a way everyone in NYC can access Flushing's Waterways.

REMED:  RESTOR:  RECREA:  RESILIE:
- ▶ 9. Grand Central Parkway Underpass Improvements

REMED:  RESTOR:  RECREA:  RESILIE:
- ▶ 10. Reshaped Shoreline, Fishing Access, and Resilient Waterfront

REMED:  RESTOR:  RECREA:  RESILIE:
- ▶ 11. Queens Water Exploration Center

REMED:  RESTOR:  RECREA:  RESILIE:
- ▶ 12. Promenade Park Improvements & Sound Barrier

REMED:  RESTOR:  RECREA:  RESILIE:
- ▶ 13. WEDG Site: Improved Park Boat Launch (See page 100 for more information)

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### Aspirational Improvement Projects

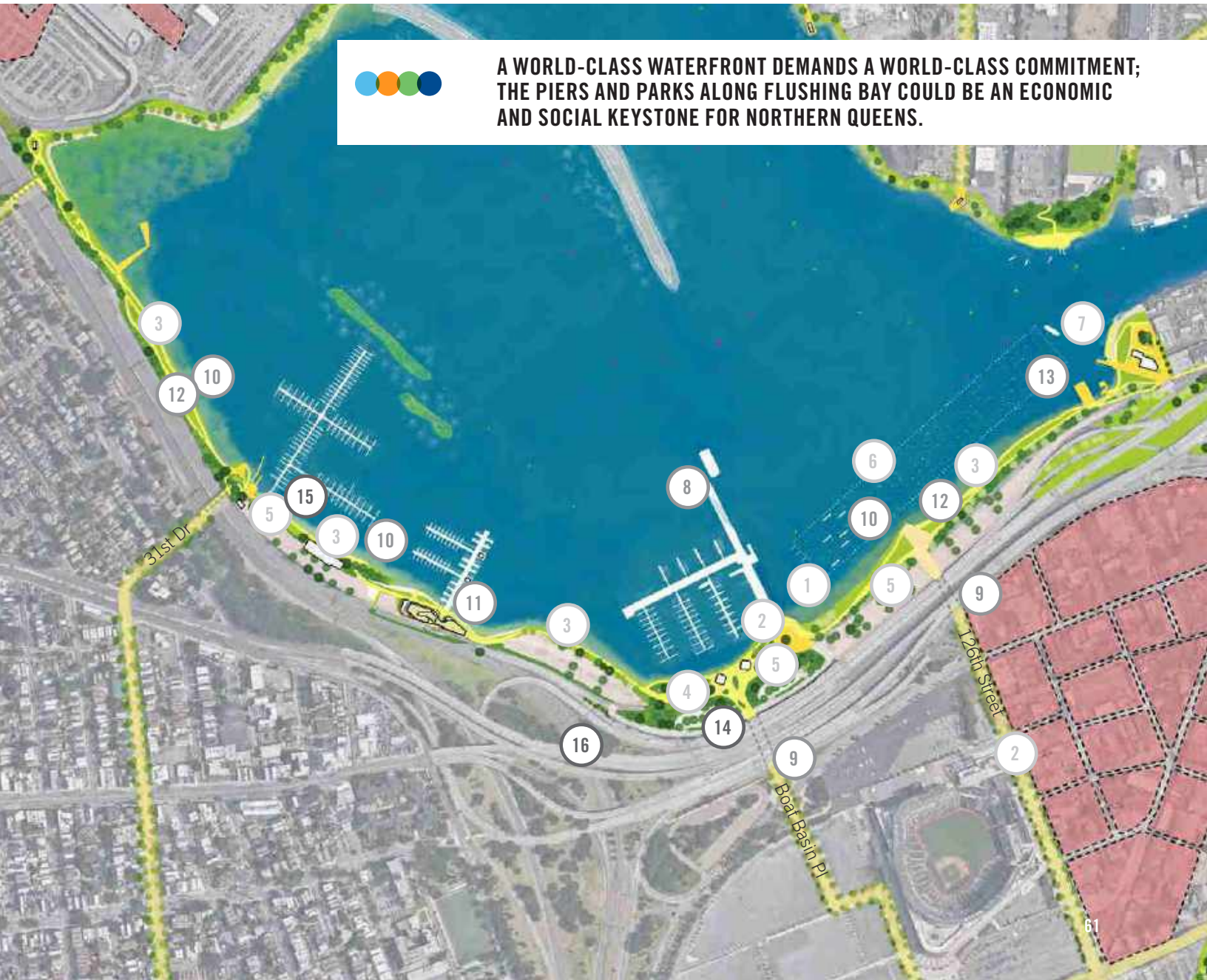
14. Traffic Pattern Redesign & Parking Structures  
 By relocating the entirety of Marina Road behind waterfront parking lots, and creating vertical parking structures, the promenade is safer for pedestrians, cyclists, and drivers alike.



15. Pier 3 Dock and Dine & Commercial Marine Businesses  
 With a new ship supply store and expanded marina restaurant facilities, Pier 3 becomes a premier destination for boaters throughout the Harbor and Sound.



16. Grand Central Parkway Green Infrastructure  
 With abundant below-grade open space, newly installed green infrastructure in the cloverleaves and curbsides of the Grand Central capture stormwater, garbage, and oil.



**A WORLD-CLASS WATERFRONT DEMANDS A WORLD-CLASS COMMITMENT; THE PIERS AND PARKS ALONG FLUSHING BAY COULD BE AN ECONOMIC AND SOCIAL KEYSTONE FOR NORTHERN QUEENS.**



# Priority Projects

## 4 Candela Restoration & Repurposing



Original Candela Structures, Collection of John Pender

Once a set of three food, fashion, and cultural facilities, the two remaining shells of the historic Flushing promenade “candela” structures have deteriorated in the decades since the close of the last World’s Fair. Once restored, the Candelas can once again support the park and the promenade. Programming within the restored Candelas can celebrate the World’s Fair history, showcase the diverse neighborhoods around the park, provide food and entertainment to visitors, or remain open and unenclosed as a shelter from storms.

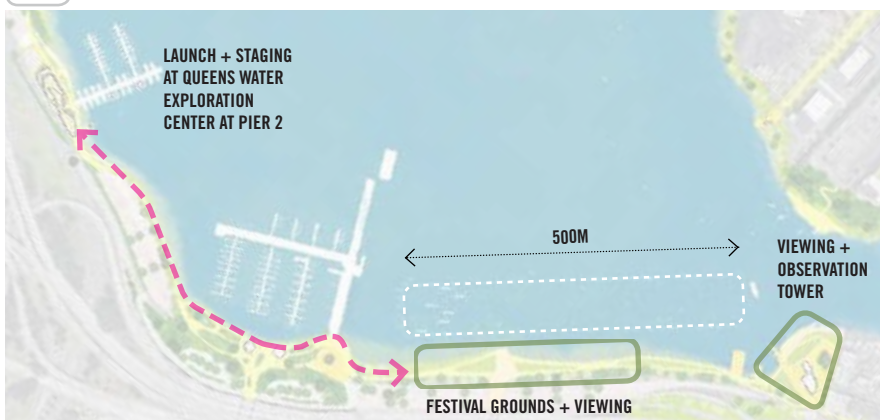
## 5 Reconfigured Parking Designs with Green Infrastructure



Cornell Plantations Bioswale, Ithaca, NY

The promenade’s parking lots are used by Citi Field on game days, airport taxi overflow, and visitors to the Marina and the park. Given the importance of stormwater capture for the clean water future of the Bay, improvements are needed to the design of these lots; strategic use of green infrastructure stormwater controls (e.g., rain gardens, catchment basins) should be the cornerstone of that redesign. Smart, green lots will cool the park, reduce runoff, and create more open space, without losing any parking.

## 6 World-Class Dragon Boating Race Course



Flushing Bay’s calm, sheltered waters are one of the few places in the city suited for dragon boating; over the years, a thriving community of paddlers has made the Bay its home base and training center. With a restructured promenade, the Queens Water Exploration Center (acting as the headquarters for local teams), new food and family facilities, and improved waterfront access, a world-class, buoyed dragon boat race course will draw international attention to the World’s Fair Marina.

7 Critical Path Project / New Gateway Park Center



With the new Flushing Gateway Welcome Center, visitors emerging onto the promenade will be greeted with skyline views of Manhattan, restrooms and park information kiosks, a kayak launch and staging area, and a fishing pier.



LIC Landing by Coffeed, Long Island City



West Harlem Piers Park, Harlem

For visitors to the promenade from downtown Flushing and points further East, once across Flushing Creek, the first corner of public space encountered consists of a city-run mechanic operation (on Park land) and a parking lot. With the new Flushing Gateway Welcome Center, visitors emerging onto the promenade will be greeted with skyline views of Manhattan, restrooms and park information kiosks, a kayak launch and staging area, and a fishing pier. The improved public space provides a destination and access to the water, a resource for Flushing communities and new residents of Willets Point. The open entrance to the promenade and the greater Flushing Meadows-Corona Park cements the connections between these communities.





# Priority Projects

## 9 Grand Central Parkway Underpass Improvements



Under the Brooklyn Bridge, Tillett Lighting Design Associates

At the heart of the promenade, at the point of the Bay closest to mass transit, Boat Basin Place connects the parking lots at Shea Road with Marina Drive, cutting under almost a dozen lanes of the Grand Central Parkway. This dark, dank underpass was identified as one of the biggest impediments to waterfront access in the whole system. A redesigned underpass – with public art, wayfinding, informational signs, lighting, pedestrian safety improvements, and bike paths – creates a safe and inviting pathway to the waterfront for visitors to Flushing Meadows-Corona Park, baseball and tennis events, and Willets Point.

## 10 Reshaped Shoreline, Fishing Access, & Resilient Waterfront



La Promenade Samuel-De Champlain, Quebec

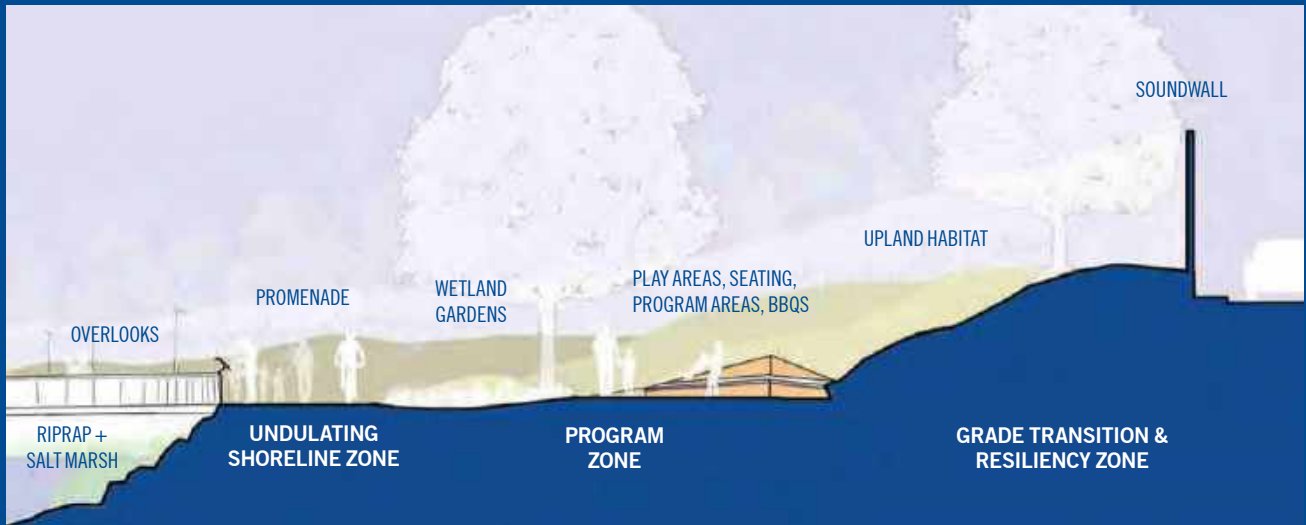
Reconstructed in the early 2000s, the multi-use path that runs along the promenade from the Willets Point peninsula in the east to LaGuardia Airport in the west consists nearly entirely of hardened bulkheads buffered by riprap (boulders and rocks). This linear edge absorbs some wave action, but also collects debris and keeps people away from the water. A redesigned edge that sacrifices the linear in favor of a sinusoidal edge will provide more habitat, wave attenuation, fishing sites, and, if designed to include portions located across the tidal range, actual water access.

## 11 Queens Water Exploration Center



At the site of historic Pier 2, a new hub can emerge that brings together all of the themes of this visioning process. At the promenade's new Water Exploration Center, a remediated waterfront will teem with life under the ecologically friendly pier reconstruction while educational and community programming takes place in the resilient-designed first floor classrooms and wet labs. With community boating, dragon boat teams train a new generation of paddlers, and art, food, and public spaces provide for seamless accessibility of all of the new features of the Flushing Waterways for residents and visitors alike.

12 Critical Path Project / Promenade Park Improvements & Sound Barrier



New, Olmstead-inspired park design, green infrastructure, playgrounds, picnic areas that separate cycling and walking paths.



Eastlink Acoustic Barrier, Australia



Seaside Nature Wildlife Park Playground, Staten Island

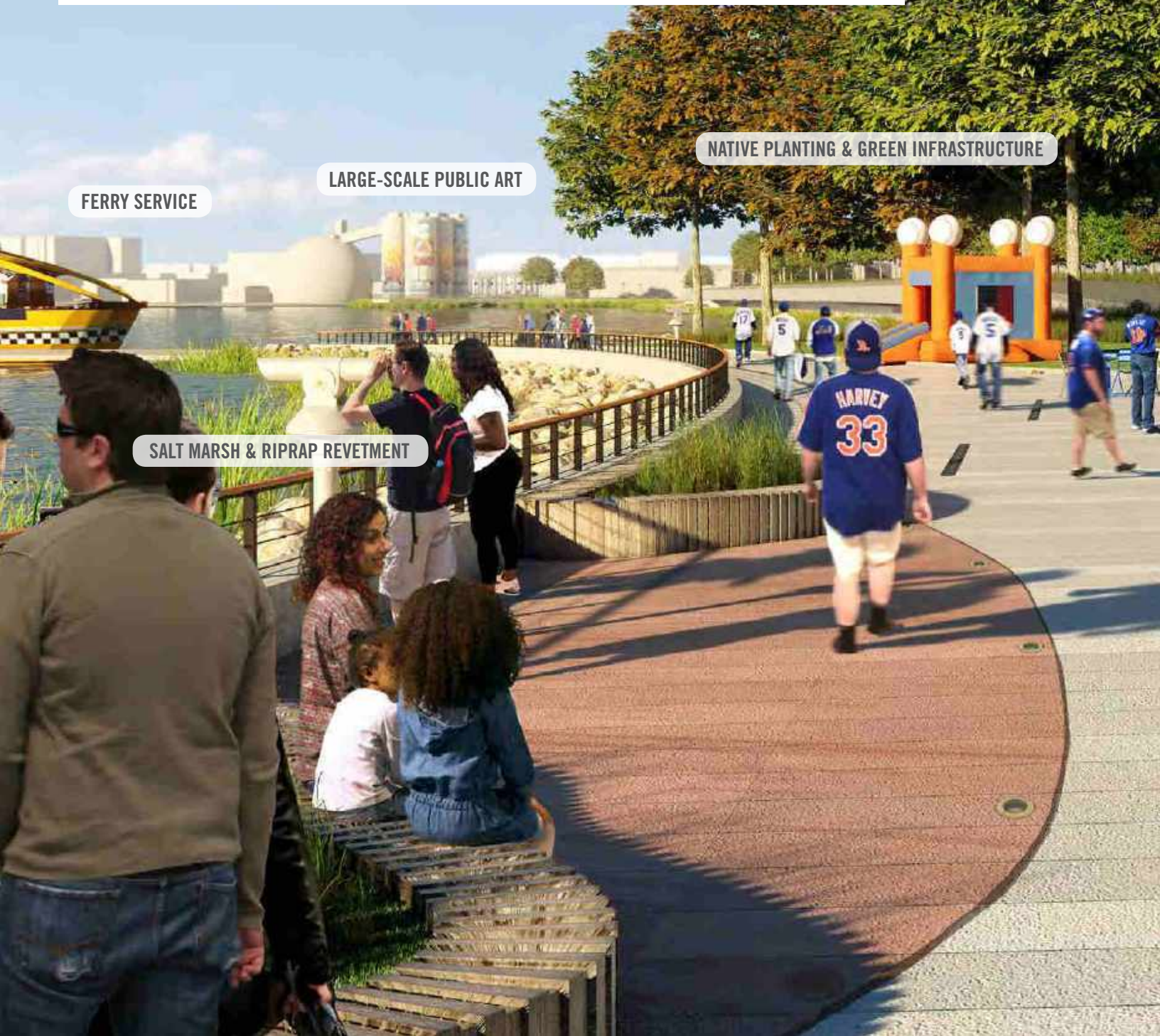
Along the present-day promenade, a largely featureless park provides visitors with little more than a path and a railing. A hill between the promenade and the Grand Central Parkway does nothing to curb noise pollution from passing cars, or prevent trash and debris from running off the highway during wind and rainstorms. Few places exist to safely sit and enjoy the waterfront, and none of the park is designed to help capture stormwater pollution before it overloads the sewers and discharges into the Bay. New, Olmstead-inspired park design, green infrastructure, playgrounds, picnic areas, and separate cycling and walking paths make the park much more approachable, and a new sound barrier (doubling as a climate resilience berm) separates the park from the parkway's noise and waste pollution.

## 4 Candela Restoration & Repurposing

Historic Candelas are revitalized and new resilient landscaping and seating enliven the Pier 1 plaza.



Today the Candelas and the surrounding plaza are empty crumbling spaces with little information or celebration of their World's Fair past.



FERRY SERVICE

LARGE-SCALE PUBLIC ART

NATIVE PLANTING & GREEN INFRASTRUCTURE

SALT MARSH & RIPRAP REVETMENT

CANDELAS TRANSFORMED INTO  
YEAR-ROUND PROGRAMMED SPACE

WORLDS FAIR CAFE

PERMEABLE PAVEMENT

NEW SEATING & GREEN INFRASTRUCTURE

# 7 New Gateway Park Center

New park space, shoreline access, and community space transform the promenade's eastern gateway.



Today the peninsula, despite being NYC Parks land, is currently a parking lot for NYC DOT vehicles. A public road, Harper Street, separates the peninsula site and the NYC DOT lot.



NEW STREET TREES

MANHATTAN SKYLINE

FISHING PIER

BOAT LAUNCH

GREEN INFRASTRUCTURE

TRAFFIC CALMING CURB EXTENSION WITH GREEN INFRASTRUCTURE

EDUCATIONAL SIGNAGE



GUARDIAN'S TOWER & BAY OVERLOOK

WAYFINDING

PUBLIC RESTROOMS

BOAT DROP-OFF

SUSTAINABLE FOOD CAFE

STORMWATER CAPTURE GREEN INFRASTRUCTURE

BIKE ROUTE

## 9 Grand Central Underpass Improvements

Streetscape improvements and overpass art installations draw visitors to and from the renewed Pier 1 park entry.



Today the existing approach along Boat Basin Place is dark and offers little orientation to the waterfront or opportunities beyond.



NEW STREET TREES

CITI FIELD HISTORICAL SIGNAGE

IMPROVED LIGHTING

DEDICATED BIKE LANES



MARITIME EDUCATIONAL SIGNAGE

HIGHWAY RUNOFF FILTRATION

WATERFRONT SIGNAGE

DEDICATED BIKE LANES

INTEGRATED STORMWATER LANDSCAPE







## 11 The Queens Water Exploration Center

“New Yorkers love the water. The proposed Queens Water Exploration Center would create a wonderful opportunity for children and adults to enjoy all that the estuary offers for boating, wildlife and learning.”

- Robert Pirani, Program Director, New York-New Jersey Harbor & Estuary Program, Hudson River Foundation

The Queens Water Exploration Center is located along the Flushing Bay promenade, at the site of an historic human-powered boating pier within the New York City Parks Department-managed greater Flushing Meadows-Corona Park. This waterfront is also known as the World's Fair Marina, having been designed for the 1934 World's Fair and expanded when, in 1964, the world once again gathered in Queens. Today, though, these historic sites are used largely as overflow parking for baseball and tennis events, while the piers fell into disrepair.

We are committed to this waterfront, and its vast potential - not only for the people who live around the Flushing

Waterways, but for visitors, tourists, students, recreational paddlers, and local ecosystems. The core of this waterfront is the promenade, bookended by the rapidly expanding community of Flushing and the historic homes of East Elmhurst, the promenade also services the people of Corona, Forest Hills and Jackson Heights – all neighborhoods historically lacking in open space. Today, however, the waterfront is cut off by highways and poor pedestrian connections, making it difficult for anyone to use or enjoy the promenade, marina, or waterfront parks of the Flushing Waterways. Nonetheless, Flushing Bay is home to a large and growing dragon boating community which draws paddlers of all ages (with particular attraction to young people),

### WATER EXPLORATION IS...

#### EDUCATION

A commitment to broadening water literacy in order to motivate support and empathy. It is our mission to educate visitors on the wildlife habitats of the Bay, sources of pollution, and their impacts on our communities. The Center will be a living laboratory, with exhibits, programs and activities that feature learning through interaction and participation.

#### CONNECTION

Directly experiencing the water fosters a personal connection with the water that is transformative. We are creating a destination and a platform to bring diverse communities together for recreational, cultural, and educational activities to what will be a jewel in Queens, with outstanding views of the New York City skyline.

#### STEWARDSHIP

Creating a community of champions who care and advocate for safe and healthy waterways and our New York City urban environment. We will work toward better understanding how to responsibly enjoy and protect our waterways and the Center will lead by example by setting out programs to monitor, protect and share information.



from all over the metropolitan area. It is also the home to one of the largest wild oyster populations in NYC – aquatic friends hard at work filtering the millions of gallons of pollution dumped into these waterways every rainstorm. From the cyclists to the fishermen, boaters to airport workers, there is life here, and it's up to us to engage, connect, and support that energy. The Queens Water Exploration Center is the focal point for this celebration, and a starting point for the restoration and rejuvenation of this entire watershed.

Because of its proximity to public transportation, Queens' largest park (Flushing Meadows Corona Park), major sports stadiums, dense diverse population centers, and ample parking, the Center provides an opportunity to create a world-class destination for recreational, educational and cultural use. Local, on-site aquatic habitat provides rich opportunities for environmental education and hands-on exploration. With all of the diverse surrounding communities, the Center represents a unique forum that draws

the community to the waterfront and activates that experience. The Queens Water Exploration Center is for people of all ages, a place to engage visitors on water ecology and conservation, and a safe harbor for introducing people to human powered boating; it is what the Northern Queens communities need and deserve. This harmony of science, service, and sport has the potential to create generations of water stewards and advocates, and to revitalize Flushing Bay.

WINTER

SPRING

SUMMER

FALL

BOATING

Indoor Training

In Water Training

Racing Season

Family Boating Weekends

RESEARCH

Wet Lab Seminars

Field Research

Summer Interns

Academic Symposia

CULTURAL

History and Culture Tours

Plaza Programming

Summer Food Festivals

Rotating Exhibits

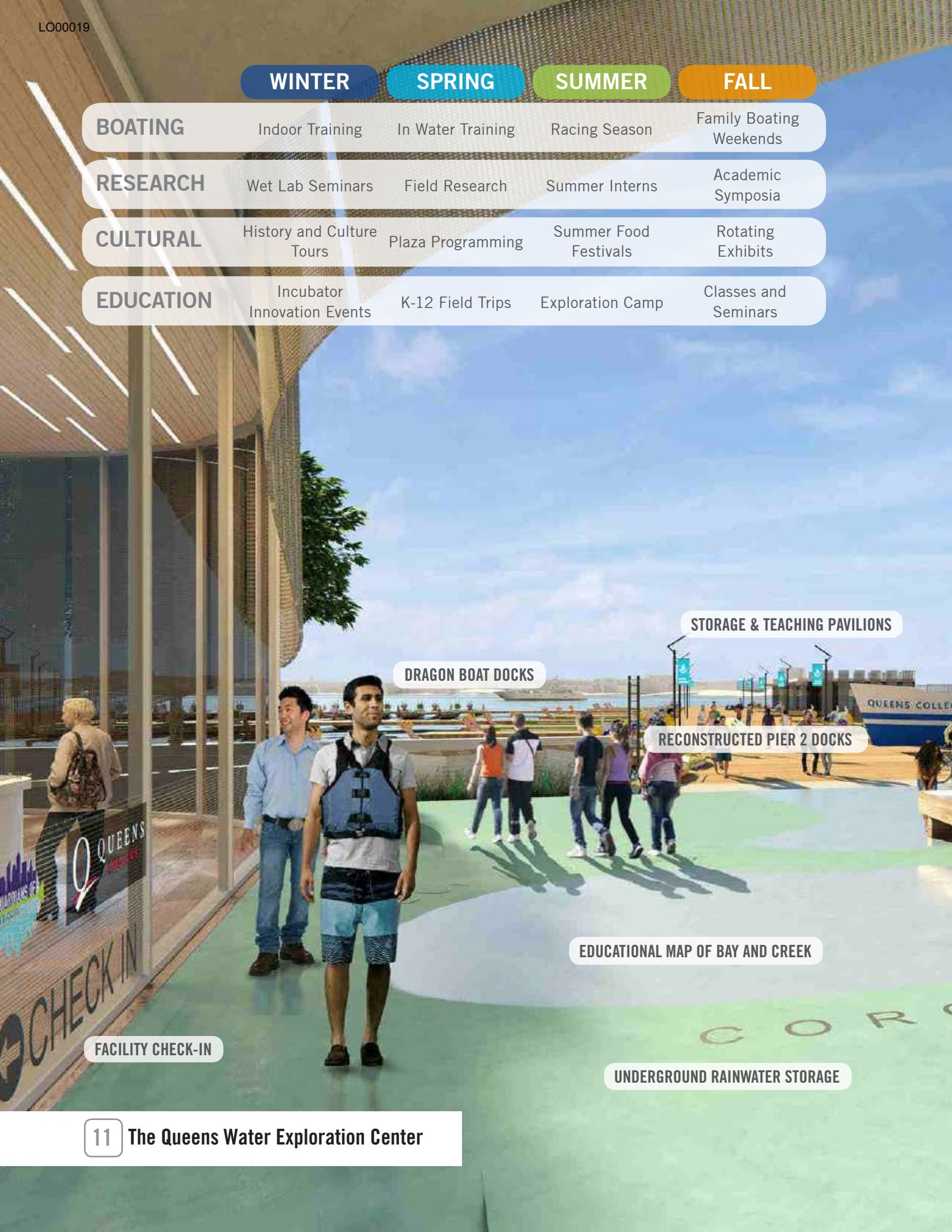
EDUCATION

Incubator Innovation Events

K-12 Field Trips

Exploration Camp

Classes and Seminars



DRAGON BOAT DOCKS

STORAGE & TEACHING PAVILIONS

RECONSTRUCTED PIER 2 DOCKS

EDUCATIONAL MAP OF BAY AND CREEK

FACILITY CHECK-IN

UNDERGROUND RAINWATER STORAGE

TERRACE & BAY OVERLOOK

HIGH-PERFORMANCE BUILDING SHADE PANELS

ENVIRONMENTAL & ECOLOGY CENTER

QUEENS COLLEGE RESEARCH VESSEL

RETRACTABLE SECURITY GATES

SUSTAINABLE FOOD CAFE

ROTATING INTERACTIVE EDUCATION CARTS



## 12 Promenade Park Improvements & Sound Barrier

A redesigned promenade integrates social spaces, educational landscapes and resilient design features.



Today the Flushing Bay Promenade is an underutilized and uninspiring path with overgrown vegetation and limited programming.



RESHAPED SHORELINE WITH SALT MARSH HABITAT & RIPRAP REVETMENT

HISTORIC WATERWAY SIGNAGE

NEW YORK WEST  
WORLD TRADE CENTER



GLASS SOUNDWALL

TERRACE OVERLOOK SEATING

NATIVE PLANTING & RAISED SHORELINES

EXPANDED OPEN SPACE FOR PUBLIC & PARK PROGRAMMING

BIKE & JOGGING ROUTES

ENVIRONMENTAL EDUCATION LEARNING STATIONS

EDUCATIONAL SIGNAGE

**WATER QUALITY**

I know the looks like a lot of water, but it's not always clean.





# A Renewed Waterfront Destination

If even half of the ideas generated throughout this vision process become a reality, the value of the waterfront to the community would be incalculable.

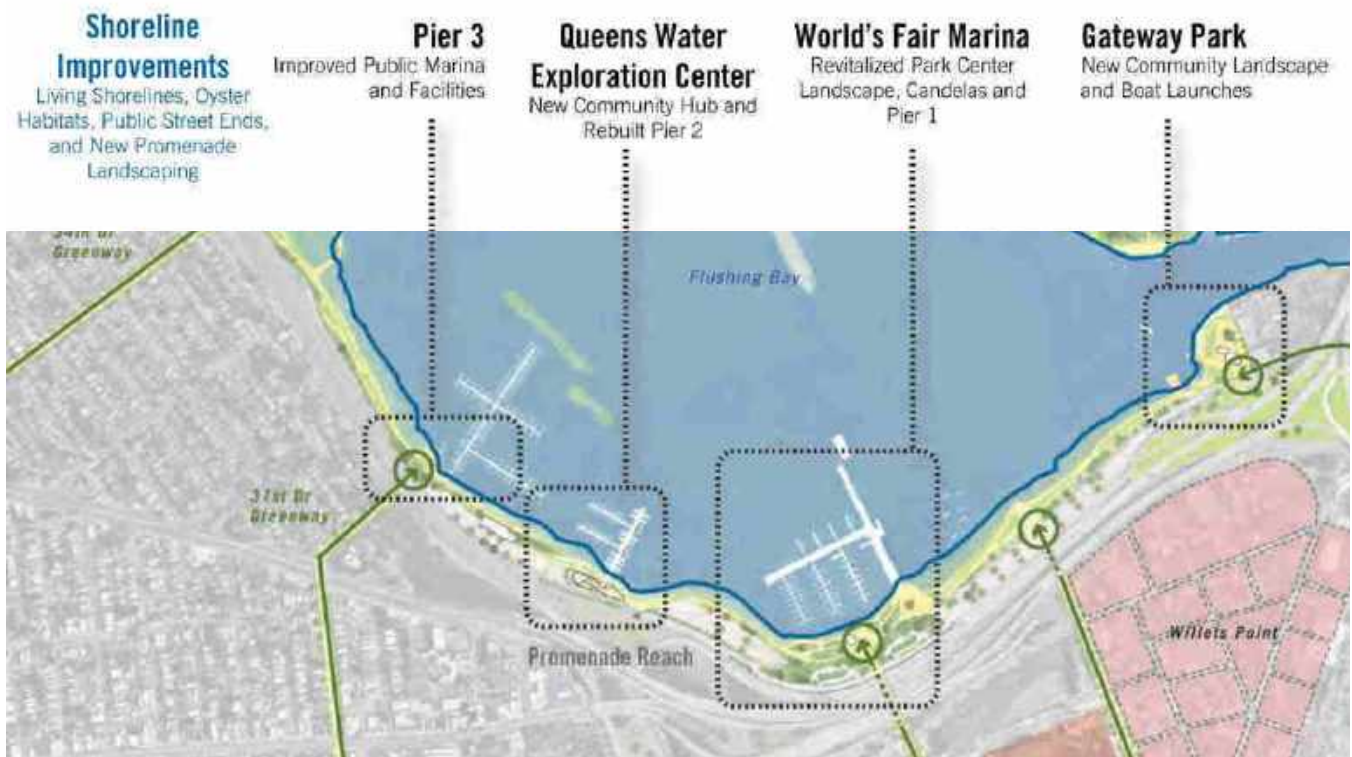
As noted elsewhere in this report, the promenade connects some of the most diverse communities in the nation, has hosted two World’s Fairs, encircles an estuary that is home to some of the largest clusters of wild oysters in the City, and hosts hundreds of recreational boaters and paddlers every week. It has been, and is, a centerpiece for the region.

The present state of the promenade, however, does not compare with its future potential. While tens of thousands of people head to Flushing Meadows-Corona Park for baseball, tennis, festivals, and concerts, few make it to the waterfront – and those that do mainly use the promenade as parking. Years past have seen ferries use the marina as a terminal, yet the Bay has been left out of the Citywide plans for expanded ferry

services. The 1.5-mile park promenade is the length of the Brooklyn Bridge Park and DUMBO waterfronts, combined, but has a fraction of the facilities, jobs, and connections – a disservice to the local communities and park users.

During community visioning sessions, Scout Exter, a member of the Empire Dragon Boat Team and the Guardians of Flushing Bay, highlighted how bad water quality limits the promenade’s potential, noting that paddlers navigate “raw sewage, dead rats, dead fish, and bad smells - particularly at low tide.” This debris coats the walkway edges, and the smells waft over the promenade.

Nonetheless, Exter is drawn to the waterfront and the “therapeutic quality to being on the water and the rhythm of paddling in a dragon boat with 19 other



cancer survivors – the first time I visited the waterfront I made the commitment to get myself and the waterfront in better condition.” For Exter, and all of the runners, cyclists, families, paddlers, workers, agencies and business owners that participated in this visioning process, this resilient waterway still grabs your attention and commits you to its cause.

If even half of the ideas generated throughout this vision process become a reality, the value of the waterfront to the community would be incalculable. Let us paint you a picture. At the westernmost end of the promenade, where the Bay, LaGuardia Airport, and East Elmhurst all intersect, barbeque pits and playgrounds greet families. Bike lanes and marsh boardwalks open up for locals out for a workout accessing the waterfront over safe and new Grand Central Parkway crossings. Classrooms of students learn from informational kiosks and spot wildlife, comparing notes on this newly quiet side of the highway – protected from the roaring traffic by new sound walls and coastal flooding berms.

Moving along the waterfront, at Pier 3, recreational boating has a new home. Ship supply stores, dock-and-dine restaurants, and brand new marina facilities open up the area to increased traffic and economic investment.

At a reconstructed Pier 2, the Queens Water Exploration Center welcomes the world to the ecosystems and opportunities of the Flushing Waterways. Researchers on hand give waterfront lectures on oyster reef restoration while a permanent research dock provides real-time water quality information. Dragon boat teams, training in the mornings, teach

community paddling in the afternoon, and provide boater safety education seminars on the weekends. Local artists exhibit their Creek-inspired sculptures around the seasonal café and local universities partner with the Parks Department for environmental film screenings at night.

At the World’s Fair Marina, ferries drop off Mets fans and commuters while charter boats run pre-game ecological tours of the oyster reef breakwall. Water taxi service connects Flushing Creek’s new park to the World’s Fair Marina, and then the rest of New York City as part of the citywide ferry network. Food trucks on the pier provide a multicultural backdrop for date night strolls along the water out to the end of the pier for sunset views of the Manhattan skyline. Early morning fishermen test the waters as the sun rises over downtown Flushing and reflects off of stadium lights.

At the easternmost end of the promenade, where a new network of pedestrian bridges and improved bike lanes connect the Bay with the Creek and downtown Flushing, a Parks Department welcome center and kayak launch provides free boating on the weekends and bird tours during migration seasons. An observation tower overlooks the entire system from the northernmost end of the Willets Point Peninsula, providing a breathtaking view of a promenade busy with people, a Bay teeming with fish, and a Creek awash in wetlands.

Rejuvenating and renewing the World’s Fair Marina and Flushing Bay promenade – connecting it to Flushing Creek and the surrounding communities – will create an economic, environmental, and social keystone destination for the region.

## WORLD'S FAIR MARINA

*Many of the proposed projects in this Vision Plan call for improvements along the Flushing Bay Promenade that would bring more boats and boaters to the World’s Fair Marina – including the proposed Queens Water Exploration Center. For a look at what’s at the Marina today, we asked NYC Parks Department’s waterfront team for an update.*

Flushing Bay is a crucial stopover in the New York City Harbor. It is a protected space to catch your breath, steel your nerves to go through Hell Gate, and head on to the Long Island Sound. The marina prioritizes quality of services, and long-term goals to renew the physical structure of the marina. NYC Parks is in process of a major capital project including complete reconstruction and upgrading of Pier 1.

The full service marina offers fuel, has a 50-ton travel lift, and two mechanics on staff perform mechanical work and haul-out services. The marina has 300 slips, and some transient slips for folks watching the U.S Open, concerts, Mets games or visitors. When not under construction, there are 11 commercial slips for larger vessels, cruise and tour boats that offer charters for events, parties, and fishing.

NYC Parks keeps boating affordable and accessible to all New Yorkers but manages to add profits from the marina to the community fund. The marina is also used by the FDNY and NYPD. The NYC Parks marina offers sailing school with the non-profit TASCAs and hundreds of NYC kids come through the marina to experience on-water adventures and education programs every year.





# Sewage Pollution Sources and Solutions

Throughout visioning, we heard from countless members of the community that ending this pollution is a top priority.

For this Vision Plan, sewage is perhaps the most limiting factor for the reaches; that said, with some plans in the works, and some ideas in this report; we have a chance to mitigate this problem significantly. Sewage, here, deserves a deeper dive.

In many older cities, sewer systems and stormwater systems were often built as a single system. Rain and melting snow drain into the same set of pipes that carry sewage water from the toilets and sinks of our homes and businesses. This system is known as a combined sewer system. When it rains (as little as a fraction of an inch in some places), the sewer system's capacity is overwhelmed and the mix of polluted stormwater and raw sewage is discharged from an outfall.

The watersheds surrounding the three Bay-facing reaches (LaGuardia Waterfront, College Point, and the Promenade) are largely impervious; covered in roads, buildings, concrete and asphalt, there's nowhere for stormwater to soak into the ground. Just into Flushing Bay's three reaches, around 1.5 billion gallons of sewage-stormwater pollution can be discharged in any given year.

This pollution prevents recreational uses (swimming, paddling, even fishing), creates noxious odors, coats the waterfront in garbage and solid waste, and generally makes these reaches unusable and unapproachable during storms and for a few days after any rain event.

Throughout the visioning process, we heard from countless members of the community that ending this pollution is a top priority. People are keenly motivated to mitigate this stormwater and CSO pollution because many of the projects and proposals in this Vision Plan are contingent on successful mitigation.

In two key ways, we're working to turn the tide. First, a number of the projects and plans in the preceding pages will directly curb the flow of stormwater pollution. Green Infrastructure redesigns of the Marina Drive parking lots and street edges will capture stormwater, healthy marshes and rebuilt oyster reefs will clean and filter the waterway, a new Queens Water Exploration Center will shed light on the sewage pollution issue – leading to a better-informed community.

Second, the City is working on a large-scale infrastructure project designed to capture about half of the sewage-stormwater pollution that would otherwise discharge into Flushing Bay. The city's plan, called a "Long Term Control Plan" was approved by the State in early 2017 and proposes creating a two-mile-long underground stormwater storage tunnel. A feature of many other old, industrial cities around the country, this kind of tunnel would store stormwater during storms until nearby

treatment plants had enough capacity to begin to treat it. The plan so far is estimated to cost several hundred million dollars.

Unfortunately, this plan has a few fatal flaws – construction wouldn't start for perhaps another decade, the tunnel wouldn't be operational until perhaps 2035, and there would still be an estimated 659 million gallons of discharges per year. For scale, this would still be twice the volume, discharged just into Flushing Bay, of the entire combined sewer discharge volume of all of Pittsburgh's waterways.

For these reaches, and for the ideas and projects identified by the community in this Vision Report, we need bigger, faster solutions to this sewage problem. We can't wait until 2035 and we can't still have 659 million gallons of discharges every year; if we do, we won't see investments in a new community and clean waters. We've seen improvements in water quality over the past few decades, and the plans in place today will continue that progress, but the system will still be limited by this pollution. The Bay's ability to unlock its full potential – for the communities around it, for the economy of Queens, and for the next generation – demands more from us.



Flushing Bay sewer outfall



The New York City Department of Environmental Protection (DEP) has completed a number of green infrastructure (GI) projects around the city including in the Flushing Bay watershed; although more can be done. To best describe their projects, we asked the DEP to give an overview of their current and planned work.

**CURRENT INITIATIVES**

The goal of DEP's GI Program is to reduce combined sewer overflows (CSOs) into the waterways of New York City by managing stormwater from impervious surfaces using green infrastructure practice. DEP selected priority areas based on CSO volume and frequency of CSO events, and works to

retrofit City-owned streets, sidewalks and other public property (such as schools, parks and municipal buildings) and incentivize GI retrofits on private property.

DEP designs, constructs and maintains GI practices called "rain gardens" in the sidewalk. These account for over 90% of GI projects constructed to-date. On public property, the DEP and partner agencies have installed numerous GI assets around the City. Typical on-site GI types include bioretention practices (such as rain gardens or swales), subsurface detention/retention systems, synthetic turf fields with infiltration capacity, green roofs, or permeable pavement. DEP also provides funding for the design and construction of GI practices on private property. Around Flushing Bay (a priority watershed) the agency is actively pursuing several on-site GI retrofit opportunities.

Citywide, since 2011, DEP and its partner agencies have built nearly 4,000 individual GI practices, managing stormwater from more than 450 acres of impervious surfaces.

**FUTURE EFFORTS**

DEP and partner agencies are ramping up their efforts to identify GI opportunities on public property. This is being carried out through strategic watershed level planning and opportunity analyses, growing interagency partnerships, and new, flexible GI designs. DEP will continue to advance the nearly 200 public property retrofits currently in the design pipeline with partners such as the Department of Education, NYC Housing Authority, and the Parks Department. Concurrently, DEP is collaborating with the Department of Design and Construction to incorporate GI in public building upgrades where feasible and cost effective.

Private property continues to present an exciting opportunity for GI retrofits. DEP is laying the groundwork for scaling up GI on private property with innovative incentives built on best practices from other cities, outreach with local communities and industry experts, and spatial and engineering analyses to estimate the private stormwater market in NYC.

Waterbody	Total Impervious Acres within Combined Sewer System (ac)	10% of Impervious Acres (ac)	1.5% of Impervious Acres (ac)	2010-2015		2016		Total 2010-2016			2017	
				Built		Built / In Construction <sup>1</sup>		Number of Assets	Total Impervious Acres (ac)	Total Percent of Impervious Acres Managed	Projected Construction <sup>2</sup>	
				Number of Assets	Impervious Acres (ac)	Number of Assets	Impervious Acres (ac)				Number of assets	Impervious Acres (ac)
Flushing Bay*	4,049	405	61	202	22	797	91	999	113	2.80%	4	0
Flushing Creek*	5,923	592	89	13	2	75	9	88	11	0.20%	101	10
<b>Total for all LTCP waterways (Citywide)</b>	<b>37,622</b>	<b>3,762</b>	<b>564</b>	<b>1,397</b>	<b>149</b>	<b>2,444</b>	<b>259</b>	<b>3,841</b>	<b>409</b>	<b>1.10%</b>	<b>421</b>	<b>36</b>
East River & Open Waters (ER/OW) (i.e., all waters without specific LTCPs)	41,127	4,113	617	75	29	33	19	108	48	0.10%	6	6
<b>Total Citywide</b>	<b>78,749</b>	<b>7,875</b>	<b>1,181</b>	<b>1,472</b>	<b>179</b>	<b>2,477</b>	<b>278</b>	<b>3,949</b>	<b>457</b>	<b>0.60%</b>	<b>427</b>	<b>42</b>

Built and Planned Green Infrastructure 2011 to Present, New York City Department of Environmental Protection's Green Infrastructure Program.

\* Priority CSO Tributary Areas

1 Assets constructed or in construction in 2016, including sites in registered contracts having a Notice to Proceed

2 Project sites projected to be constructed or in construction by 2017

3 Sum may not add up to total due to rounding

4 Total Waterbodies plus ER/OW



## 04. FLUSHING CREEK

For thousands of people and hundreds of businesses, industries, and schools, Flushing Creek is the closest waterfront open space.

Focusing on Creek and shoreline remediation and improving access.

Running only a mile or so into Queens from its confluence with Flushing Bay, this small yet historic Creek is the heart of the region. Along its riverbanks sit railroads, redevelopment projects, brownfield sites, city-owned maintenance yards, and highways.

The Creek also connects underground with the lakes of Flushing Meadow-Corona Park, and is crossed by Roosevelt Avenue and Northern Boulevard. For thousands of people and hundreds of businesses, industries, and schools, Flushing Creek is the closest waterfront open space.

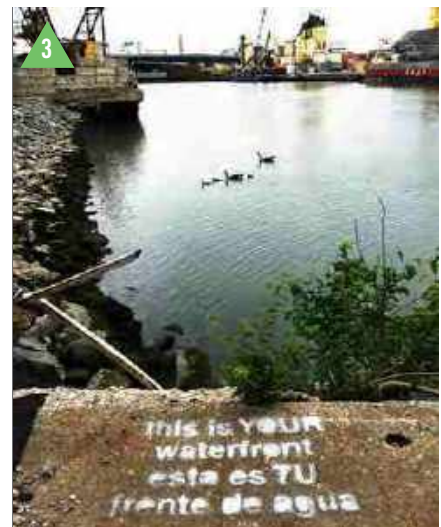
Yet, this navigable waterway has been clogged with a century of sewage pollution – solid waste and garbage from more than a billion gallons of combined sewer pollution that flows annually into the Creek, as well as stormwater and waste from the highways and illegal dumping.

Wetlands that run the length of the Van

Wyck Waterfront have long been limited by this pollution, highlighted starkly during 2017's visioning-season by a large cracked open safe that was, and still is, mired in the mudflats exposed every low tide. Pollution and neglect have deteriorated these wetlands, limiting their ability to help clean the Creek and filter debris flowing from streets and sewers.

Over the next few years, long-running plans for redevelopment along and around Flushing Creek will bring thousands of new residents to this waterfront, and thousands more daily visitors, shoppers, tourists, and workers.

As with other waterfronts in the City, reinvestment must progress in step with remediation; capturing sewage, clearing out historic pollution, and preventing recontamination of this largely stagnant waterway is as vital for public health and safety as it is for the ecosystem.



Existing Conditions

- A** Limited access to entire waterfront
- B** Permanent trash boom
- C** Highway runoff
- D** Navigational channel
- E** No designated parkland on the waterfront
- F** Deteriorating artificial wetlands
- G** Subsistence fishing
- H** Blighted highway underpass condition
- I** Historic toxic and CSO sediment and mounds
- J** Limited connections to park from the Creek
- K** Industrial and commercial stormwater pollution
- L** NYC DOT Maintenance Facility
- M** Maritime traffic system limitations
- N** Proposed wetland restoration site by US Army Corps of Engineers
- H** Multiple rezoning proposals throughout watershed
- P** Increasing number of downtown Flushing visitors and residents
- Q** Proposed sewage chlorination facility

- Intact bulkheads
- Eroding edges
- Naturalized edges
- Riprap edges
- Combined sewer overflows



**REMEDIATION**

The Creek has a long history of pollution; these legacy problems, along with ongoing storm and sewer discharges, crumbling bulkheads, and poor hydrological flow, mean that the Creek will likely need significant remediation (such as dredging, debris removal, and sediment toxicity testing) before it can be restored.



**RECREATION**

Naturally calm and sheltered, the Creek is perfect for kayaking, fishing, and aquatic education. Unfortunately, there are very few sites for accessing or even viewing the Creek's waters. The infrastructure that does exist is largely neglected. The community's interest in the Creek stems from awareness of its existence; a first-step problem that needs a solution.



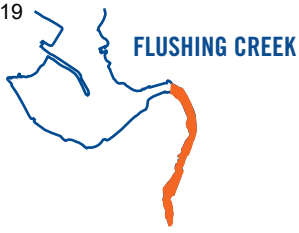
**RESTORATION**

With existing wetlands, inaccessible edges, soft shores, and shallow waters, the Creek is ripe for ecological restoration, including and starting with a US Army Corps of Engineers wetland project in the planning stages at the head of the Creek. Avoiding a completely hardened shoreline and dealing with navigability needs will be two key challenges here.



**RESILIENCE**

Ensuring that the Creek can adapt with a changing climate is achievable; by remediating and restoring the waterways with adaptation in mind, and ensuring that the people can get to and enjoy the Creek, this system can both sustain itself and protect the community. Creating resilience for working waterfront and open industrial uses will be more challenging, but can be done, and can be done today.



## Light Improvement Projects

- |  |   |
|--|---|
| <p>1. <b>Education, History, and Environment: Community Information Hubs</b><br/>Scattered throughout downtown Flushing, along the esplanade, and at overpasses, a new series of signs, kiosks, and plaques showcase the Creek's robust social and cultural history.</p> | <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid blue; width: 30px; height: 30px; margin: 2px;"></div> <div style="border: 1px solid green; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: orange; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: darkblue; width: 30px; height: 30px; margin: 2px;"></div> </div>           |
| <p>2. <b>Improve and Restore the Van Wyck Waterfront Wetlands</b><br/>Restored and expanded wetlands along and underneath the Van Wyck Expressway improve the water quality of Flushing Creek and mitigate flooding in Willets Point.</p>                                | <div style="display: flex; justify-content: space-around;"> <div style="background-color: lightblue; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: lightgreen; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: orange; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: darkblue; width: 30px; height: 30px; margin: 2px;"></div> </div> |
| <p>3. <b>Highway and Street Runoff Pollution Abatement</b><br/>Rebuilt with the best stormwater control technology, a modernized Van Wyck Expressway joins Northern Blvd. and Roosevelt Ave. as 'Green Streets' protecting the Creek's water quality.</p>                | <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid blue; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: lightgreen; width: 30px; height: 30px; margin: 2px;"></div> <div style="border: 1px solid blue; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: darkblue; width: 30px; height: 30px; margin: 2px;"></div> </div>        |
| <p>4. <b>Built Infrastructure Beautification</b><br/>Recognizing the value of industrial waterfronts in the local economy, beautification initiatives bring uplighting, gardens, and murals to the edges and underpasses of the Creek.</p>                               | <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid blue; width: 30px; height: 30px; margin: 2px;"></div> <div style="border: 1px solid green; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: orange; width: 30px; height: 30px; margin: 2px;"></div> <div style="border: 1px solid blue; width: 30px; height: 30px; margin: 2px;"></div> </div>               |
| <p>5. <b>Connecting Downtown Flushing to the Creek</b><br/>With green streets leading from subways and bus stops, signs leading visitors to the waterfront, and water views, downtown Flushing's waterfront is revitalized and renewed.</p>                              | <div style="display: flex; justify-content: space-around;"> <div style="background-color: lightblue; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: lightgreen; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: orange; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: darkblue; width: 30px; height: 30px; margin: 2px;"></div> </div> |
| <p>▶ 6. <b>Living Docks and Soft Shorelines: Redesigned Waterfront Edge</b></p>  | <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid blue; width: 30px; height: 30px; margin: 2px;"></div> <div style="border: 1px solid green; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: orange; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: darkblue; width: 30px; height: 30px; margin: 2px;"></div> </div>           |
| <p>▶ 7. <b>Safe Crossings: Northern Boulevard &amp; Roosevelt Avenue</b></p>   | <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid blue; width: 30px; height: 30px; margin: 2px;"></div> <div style="border: 1px solid green; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: orange; width: 30px; height: 30px; margin: 2px;"></div> <div style="border: 1px solid blue; width: 30px; height: 30px; margin: 2px;"></div> </div>               |

## Heavy Improvement Projects

- |  |   |
|--|---|
| <p>8. <b>Stormwater 'Treatment' Wetlands and Maritime Forest</b><br/>At the head of the Creek, non-navigable open waters, converted into highly engineered treatment wetlands and uplands, absorb and clean overland stormwater runoff.</p>              | <div style="display: flex; justify-content: space-around;"> <div style="background-color: lightblue; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: lightgreen; width: 30px; height: 30px; margin: 2px;"></div> <div style="border: 1px solid orange; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: darkblue; width: 30px; height: 30px; margin: 2px;"></div> </div> |
| <p>9. <b>Solar-Powered Floatables Capture Installation</b><br/>Acting as both a floating classroom and trash collection station, a permanently installed "trash wheel" keeps garbage from incoming tides from befouling the Creek's shoreline parks.</p> | <div style="display: flex; justify-content: space-around;"> <div style="background-color: lightblue; width: 30px; height: 30px; margin: 2px;"></div> <div style="border: 1px solid green; width: 30px; height: 30px; margin: 2px;"></div> <div style="border: 1px solid orange; width: 30px; height: 30px; margin: 2px;"></div> <div style="border: 1px solid blue; width: 30px; height: 30px; margin: 2px;"></div> </div>          |
| <p>▶ 10. <b>Van Wyck Waterfront Nature Trail Boardwalk</b></p>   | <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid blue; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: lightgreen; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: orange; width: 30px; height: 30px; margin: 2px;"></div> <div style="border: 1px solid blue; width: 30px; height: 30px; margin: 2px;"></div> </div>          |
| <p>▶ 11. <b>New Downtown Flushing Community Park</b></p>   | <div style="display: flex; justify-content: space-around;"> <div style="background-color: lightblue; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: lightgreen; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: orange; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: darkblue; width: 30px; height: 30px; margin: 2px;"></div> </div> |
| <p>▶ 12. <b>WEDG Site: Redesigned U-Haul Shoreline (See page 101 for more information)</b></p>   | <div style="display: flex; justify-content: space-around;"> <div style="background-color: lightblue; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: lightgreen; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: orange; width: 30px; height: 30px; margin: 2px;"></div> <div style="background-color: darkblue; width: 30px; height: 30px; margin: 2px;"></div> </div> |



### Aspirational Improvement Projects

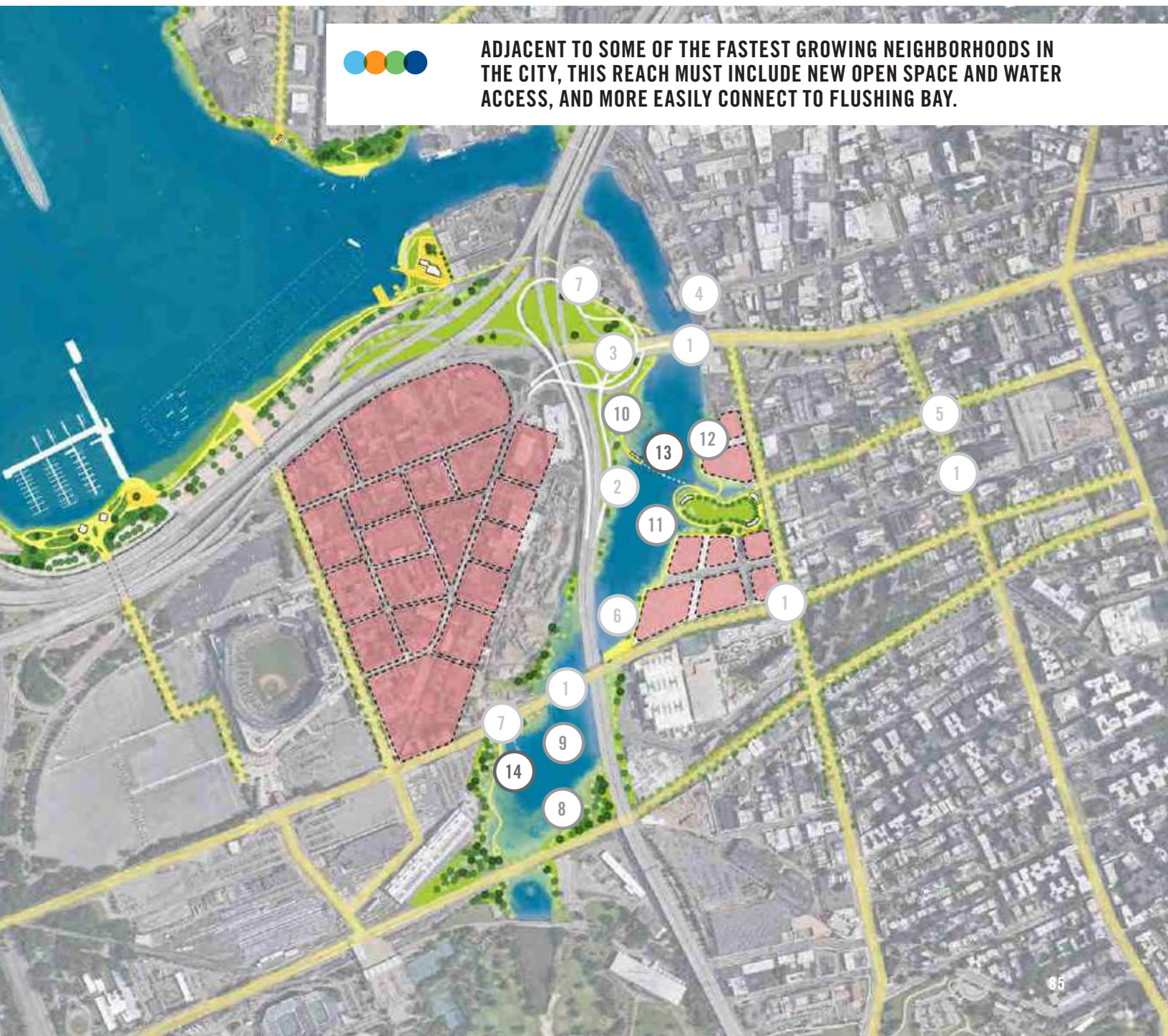
13. New Pedestrian & Bike Overpass

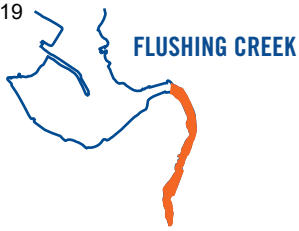
With a revitalized Bay connected to a restored Creek, a new pedestrian- and cycling-only bridge over the Creek connects schools, neighborhoods, and economies as never before.



14. Willets Point Canoe and Kayak Docks & Boat Launch

Along the southern and western edges of the Van Wyck Waterfront, new Willets Point residents and visitors to Flushing Meadows-Corona Park have water-borne access to downtown Flushing, World's Fair Marina facilities, College Point's Greenbelt watertrail, and LaGuardia Airport.





# Priority Projects

6

## Living Docks & Soft Shorelines: Redesigned Waterfront Edge



Long Island City Gantry State Park, SWA/Balsley

The installation of living docks and development of soft shorelines along Flushing Creek will provide fish and birds with a continuous stretch of habitat, and create the ecosystem structure necessary for oysters, mussels, and crabs – a vast improvement over the current mix of hard edges and featureless “sheet-pile” bulkheads. Coupled with wetland restoration, waterfront access points, and a Creek-front park in downtown Flushing, the waterfront edge provides new resilience benefits and ecosystems services.

7

## Safe Crossings: Northern Boulevard & Roosevelt Avenue



Schuylkill River Trail, Philadelphia

Better lighting, separated and widened bike and walking lanes, and safer interconnections with sidewalks and bike paths are top priorities for the Roosevelt Avenue and Northern Boulevard Bridges. By making such strategic infrastructure upgrades to these pre-existing connections linking downtown Flushing to Citi Field, Willets Point, Flushing Bay, and Corona, walking and cycling will be safer and more accessible, and will, in turn, encourage more local residents, commuters, and tourists to use these waterways.

10

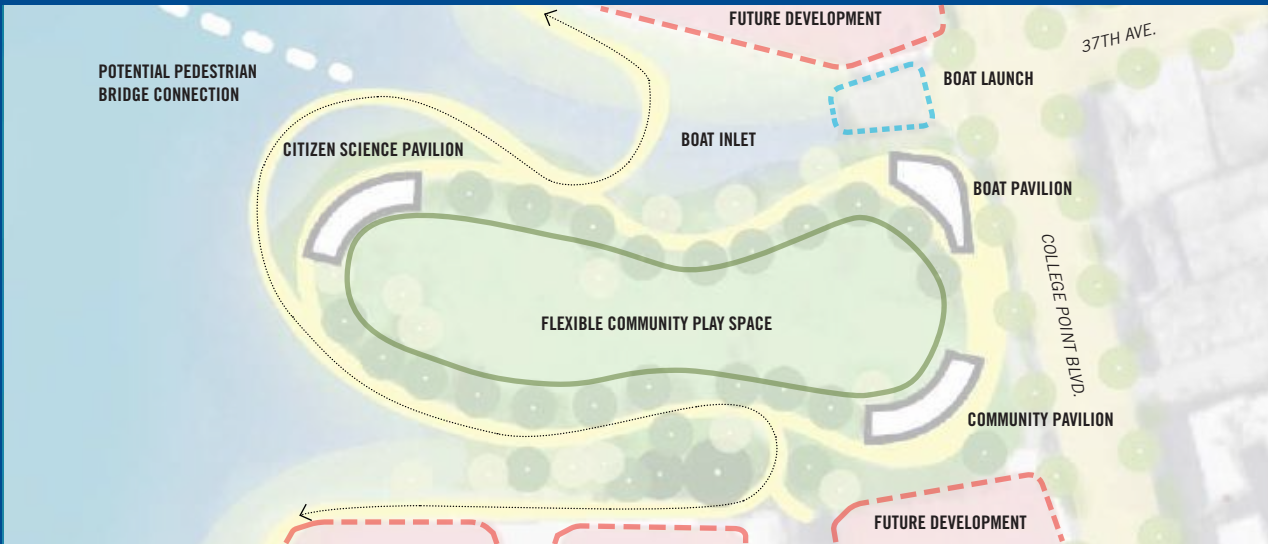
## Van Wyck Waterfront Nature Trail Boardwalk



Alley Pond Park, NYC Parks

Within the restored and expanded wetlands that run alongside the Van Wyck Expressway, an elevated boardwalk-style nature trail will offer visitors views of downtown Flushing and an opportunity to learn about and enjoy the Creek’s natural ecologies. Much of the Van Wyck wetlands are presently degraded mudflats that abut contaminated upland parcels; providing an accessible way to enjoy new tidal marshes - for passive recreation, education, or fishing - will help ensure a new generation of waterfront stewards.

11 Critical Path Project / New Downtown Flushing Community Park



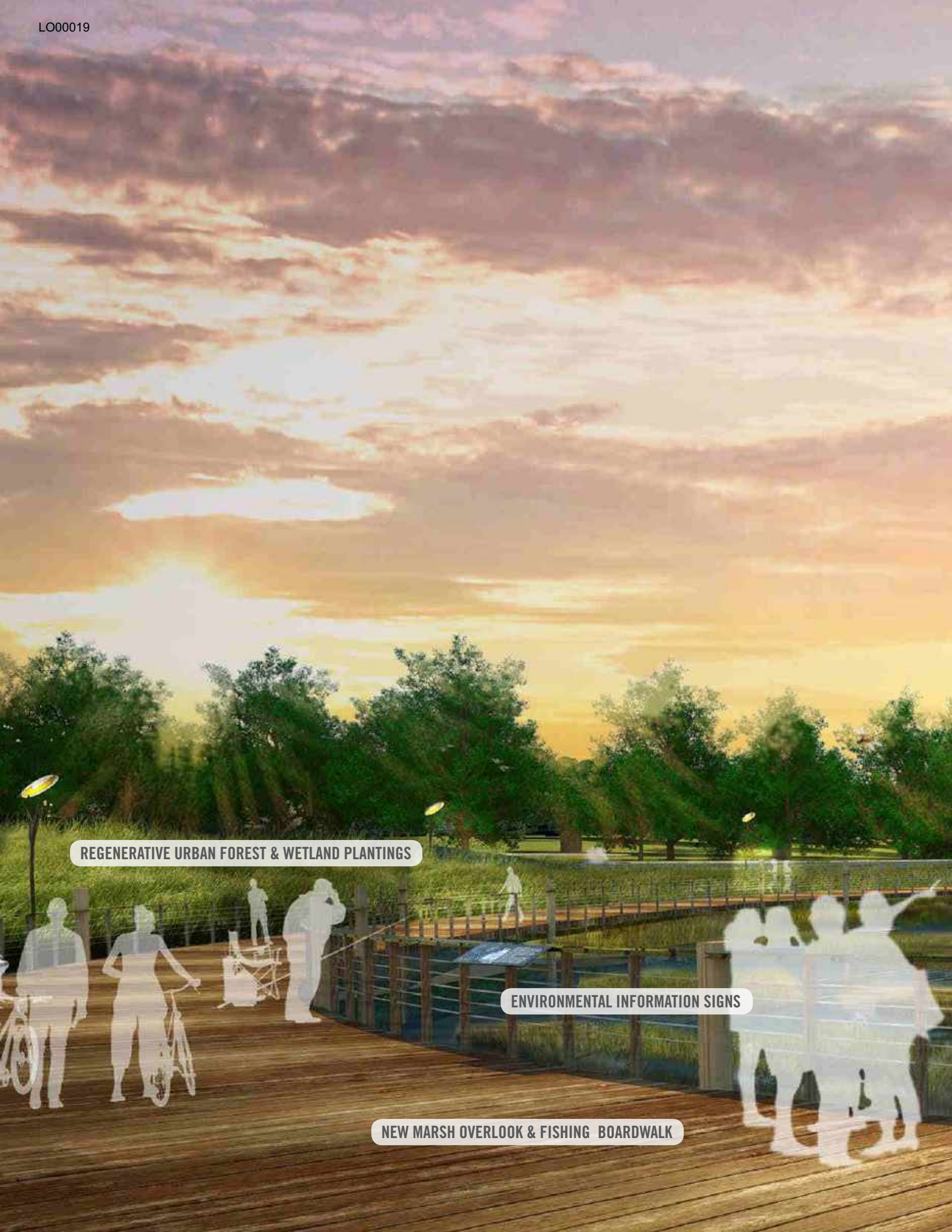
With strategically located water access points, the new Flushing Park will be a staging area for citizen science, community boating, ferry service, and tourism.



Riverside Park South, Upper Westside

A new park along the eastern edge of Flushing Creek will transform the waterfront into downtown Flushing’s premier public open space. Connected by a promenade to the entire Creek as well as the Roosevelt Avenue and Northern Boulevard Creek crossings, the Park will function as a hub for waterfront activities. With views of Citi Field and the Van Wyck Waterfront, this park will be a destination for local cultural programming, events and festivals, and education. With strategically located water access points, the new Flushing Park will be a staging area for citizen science, community boating, ferry service, and tourism. The park will also be new and critical green space for Flushing, an area lacking local and easily accessible green space.





REGENERATIVE URBAN FOREST & WETLAND PLANTINGS

ENVIRONMENTAL INFORMATION SIGNS

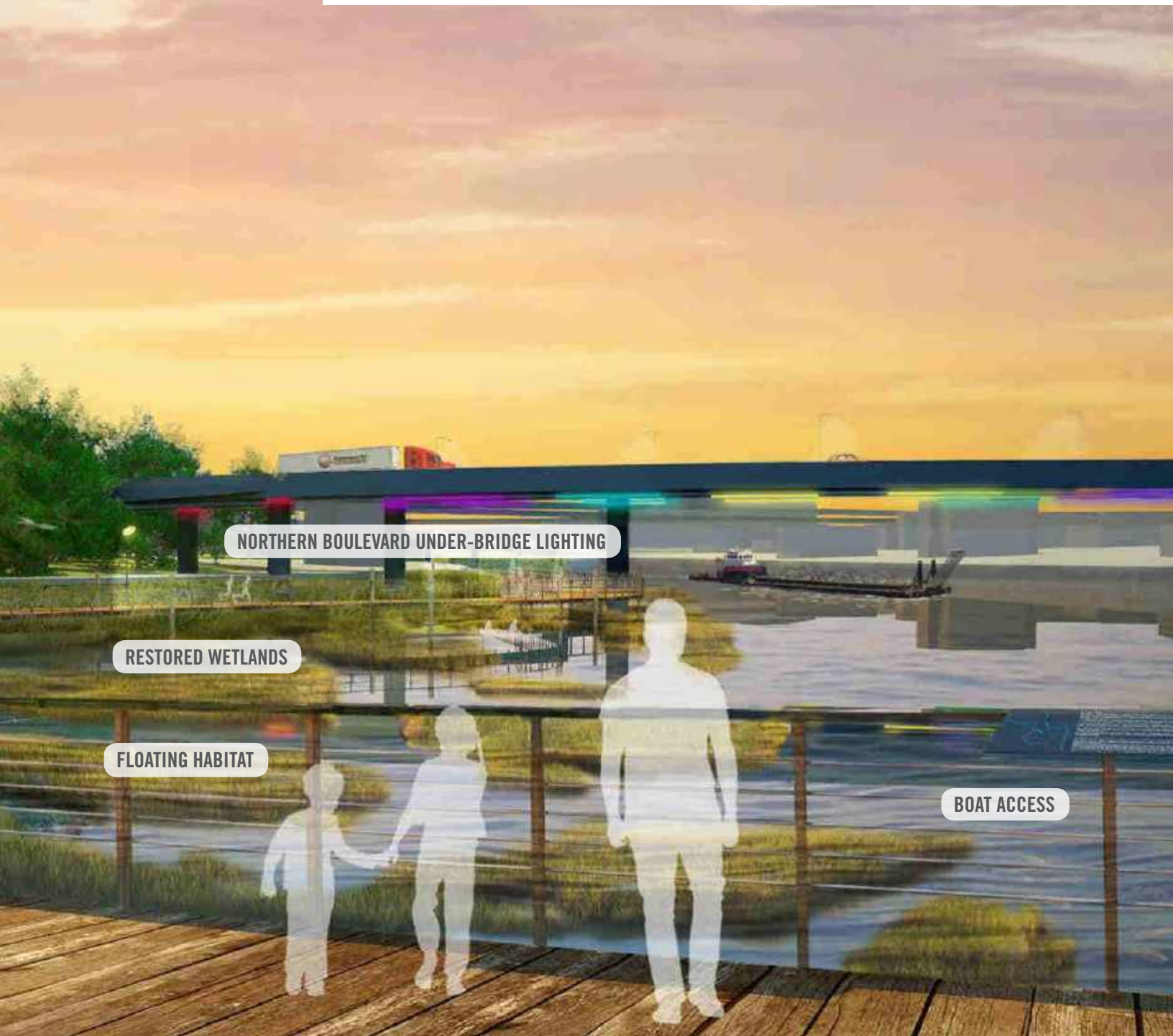
NEW MARSH OVERLOOK & FISHING BOARDWALK

## 10 Van Wyck Waterfront Nature Trail Boardwalk

A new boardwalk and fishing pier gives visitors access to restored creek wetland and shoreline habitat.



Today the Van Wyck wetlands are degraded mudflats that abut contaminated upland parcels with limited access or education opportunities.





CITI FIELD

PARK PAVILION

MAHJONG TABLES

INDUSTRIAL ART & SIGNAGE

# 11 New Downtown Flushing Community Park

An active and flexible park space connecting development along Flushing Creek to Downtown Flushing.



Today Flushing West is planned to be rezoned by NYC Planning that includes a required waterfront access zone but no signature substantial park that Downtown Flushing needs.



WILLETS POINT

VAN WYCK EXPRESSWAY

REGENERATIVE URBAN FOREST

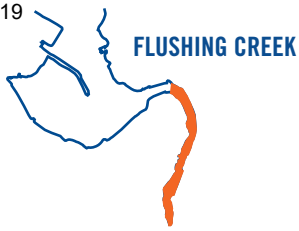
LIVING SHORELINE

CREEK-WIDE SHORE PUBLIC WALKWAY

WETLAND GARDENS

CREEK OVERLOOK SEATING

FLEXIBLE COMMUNITY LAWN



# Flushing Creek Sewage & Stormwater

In much of the Creek's watershed, all of the stormwater that runs off the streets and sidewalks carries a significant amount of pollution directly to the waterway.

As with Flushing Bay, Flushing Creek absorbs detrimentally huge quantities of sewage and stormwater pollution each year.

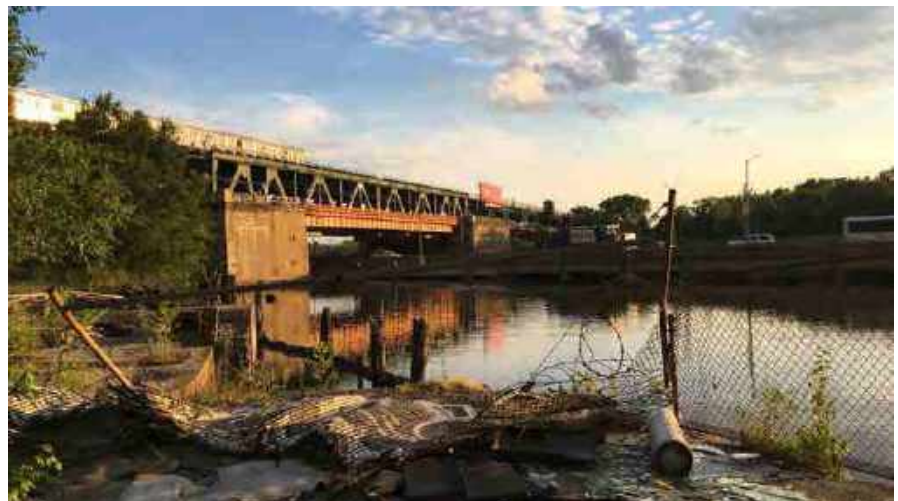
For both Flushing Waterways, the risks presented by this pollution are self-evidently bad for people and the ecosystem. When untreated household sewage is released along with stormwater, our rivers, beaches, and Bays become contaminated with pathogens and viruses. Street runoff alone contains litter, pet waste, cigarette butts, motor oil, and brake dust. Mixed together, this is a potent problem.

Bacteria and viruses put people at risk, whether one is boating, swimming, wading along the Creek's riverbank, or eating fish they catch in Flushing Creek. Plastics, garbage, excessive nutrients, oils and greases lead to malodorous conditions that drive away visitors – and fish. Ecologically, low-oxygen conditions (sparked as organic sewage solids decay, or as nutrients feed algal blooms) can cause massive fish die-offs.

The problem in Flushing Creek overlaps with that of the Bay, in that combined sewer systems – where sewage and stormwater mix and discharge during storms, at around 1.2 billion gallons a year – cause many of the pollution problems. In the Creek, though, a number of other sources of pollution impact the waterway.

Pollution from the City's separate sewer system – where the sewers are not connected to the storm drain systems – are always, intentionally discharged into the Creek without any treatment. In much of the Creek's watershed, all of the stormwater that runs off the streets and sidewalks carries a significant amount of pollution directly to the waterway.

Even when the sewer system is working as designed, Flushing Creek is affected by pollution from Meadow and Willow Lakes (where pathogens and bird waste wallow, untreated, flowing into the Creek slowly and constantly), illegal dumping, illicit and unregulated connections to the City's sewer system, and industrial pollution.



Despite these pollution problems, buildings are proposed (and under construction) along the banks of the Creek and in the core of Willets Point, workers take their breaks along the bulkheads, and locals fish for their dinner from bridge underpasses.

When we asked for his priorities for Flushing Creek and its waterfront, City Council Member Peter Koo reflected on the immediate need for action – to curb pollution for the water’s sake as well as to ensure public health and safety of those who will, no matter the quality of the water, have to interact with the Creek. According to the Council Member, “in the coming years, development will continue with or without actionable commitments to cleaner waters by all levels of government; without appropriate plans to significantly improve sewage overflow controls and remediate the Creek, we risk losing out on opportunities to capitalize on waterfront-focused development.”

As with other industrial waterfronts, people, pollution, and public health risks overlap in Flushing Creek. What solutions, then, are there for this suite of problems

– either proposed as part of the visioning process or separately by agencies and authorities?

To be sure, large-scale stormwater management policy must be part of this solution. Projects identified by the community for the Flushing Creek reach included more robust green infrastructure along streets and sidewalks leading to the Creek, as well as stormwater-treating wetlands along the Van Wyck Waterfront. For the Vision Plan’s proposals to work, this will not be enough.

Over time there have been early successes in pollution reductions. The City built, in the mid-2000s, a large sewage collection tank under the Al Orton Recreation Center to capture significant quantities (43.5 million gallons) of sewage and stormwater pollution. Recently planned remediation of brownfields in Willets Point can prevent oils and toxic contaminants from reaching the Creek. More, though, must be done.

The City’s Long Term Control Plan for the combined sewers that discharge into Flushing Creek – approved by the State in early 2017 – proposes disinfection

to treat raw sewage and stormwater by chlorination during the summer months. The plan has been criticized by elected officials, the Guardians of Flushing Bay, Riverkeeper, and community-based scientists as a threat to public health and ecological resilience, among other risks.

Significantly, by only disinfecting the over-1.2 billion gallons of sewage pollution entering the Creek each year, we’re locked into a future where the Creek will have 1.2 billion gallons of stormwater pollution – chlorinated or not – every year, for at least the next few decades. Opponents to the City’s plans have asked that the City capture the pollution – in storage tanks and tunnels, or through sewer system upgrades – not chlorinate it.

With the development around Flushing Creek already in full swing, we’re behind the curve for public health and ecosystem protection. As we invest in wetland restoration, waterfront parks, waterway access, boating and birdwatching, we will need to invest in abating sewage and stormwater pollution. The vision for Flushing Creek stops and starts with clean water.







# System Solutions

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Community Connections

Industrial Resilience

Green Infrastructure

Clean Water Stewardship

Waterfront Alliance WEDG Sites

Billion Oyster Project

The Road Ahead

Acknowledgments

A Story from the Visioning



# Community Connections

Throughout the visioning process, there were few messages that resounded with the community as clearly as the need for better connections between the communities and the waterways.

Improvements to the way that the community connects with Flushing Bay and Creek is one of the first, best, and most implementable solutions for these waterways. At the moment, accessing the Bay from East Elmhurst is limited, accessing the promenade from the subway station at Willets Point is less than inviting (and undiscoverable, due to a lack of wayfinding), crossing the Creek is dangerous, and accessing the Creek itself is mostly illegal. Without easy, inviting, and integrated ways to get to the water, the full potential of these waterways will never be realized.

This issue tops the list of concerns for the **Flushing Meadows-Corona Park** leadership. At community visioning sessions, the NY Parks Department announced their intention to “restore the Candela structures, improve landscaping, and open the views of the waterfront and promenade” – changes designed to provide “safer and more efficient pedestrian access to the piers and promenade and making the park, overall, much more welcoming.”

Improvements to the facilities – to make the area more inviting – are also a key concern of the leadership of **Community Board 3** (an area that broadly includes East Elmhurst and Corona). Among the specific changes highlighted by CB3, several are found in the proposed projects included in this Vision Plan, including more visible signs and wayfinding, and better lighting (such as lighting under the Grand Central Parkway overpass – connecting Citi Field to the waterfront).

In representing the communities (generally) along Flushing Creek, **NYC Council Member Peter Koo** believes transportation solutions are key to the future of the waterways. Downtown Flushing is a hub – with more than 20 bus lines passing along, over or terminating within a few blocks of the Flushing Waterways. “Commuter vans, private bus services, the Long Island Railroad, and the 7 train,” noted the Council Member during the visioning process, “also make Flushing a prime location for new innovations in transportation.”

While ground-based solutions are not specifically highlighted within this visioning process, waterborne transportation and pedestrian access to the water certainly is. Project plans in all four reaches of this Vision include plans for enhanced boat and kayak launches, a new ferry terminal, and new opportunities for boating. Council Member Koo also notes the opportunity we have at the moment to drive these innovations, calling on “new development along the Creek to include green waterfront access such as a public park – which could provide dining, exercise, or other recreational experiences – as well as waterfront

pathways connecting to the Flushing Waterways.”

Throughout the visioning process, there were few messages that resounded with the community as clearly as the need for better connections between the communities and the waterways. Cleaner streets, better lighting, and inviting communities are a great first step, but further innovations in water access, wayfinding and street signs, and large-scale proposals (such as new Creek pedestrian bridges) must also be on the table.



27th Ave overpass entrance



Northern Blvd bridge pedestrian path

# Industrial Resilience



## RESILIENT INDUSTRY STUDY

*The Department of City Planning conducted the Resilient Industry Study to better understand flood risk for industrial businesses and propose cost-effective strategies to prepare for future floods and coastal storms.*

The study documents best practices to prevent hazardous material spills and leaks on industrial sites. Where

possible, hazardous materials should be permanently stored in areas outside of the floodplain in storage containers that are watertight, sheltered from rain, isolated from stormwater runoff, and stored using overpacks to prevent spills. For smaller containers, flammable and acid cabinets can help secure and contain hazardous substances. Where infeasible to relocate outside of the floodplain, containers and tanks that contain hazardous substances should be elevated, safely secured, and anchored.

The study also demonstrates strategies to repair or rebuild shoreline infrastructure, using bulkheads or revetments to stabilize

sites, reduce erosion, and help prevent pollutants from entering waterways during floods. Effective stormwater management, including green infrastructure in areas where the concentration of contaminants are low, is also discussed as an important component of industrial resiliency.

Visit [nyc.gov/resilientindustry](http://nyc.gov/resilientindustry) to download the full report with industrial resiliency best practices.

### RECOMMENDATIONS FOR SPILL PREVENTION DURING FLOODING EVENTS

- Use appropriate storage containers
- Properly label all containers
- Segregate chemicals
- Minimize the amount of chemicals on site
- Properly elevate all materials
- Schedule pick-ups and deliveries appropriately
- Ensure inventory records are current
- Check weather forecasts regularly
- Review and implement emergency procedures if a Risk Management Plan is required for your facility

\*State permitting challenges are prevalent when building past original shoreline or bulkhead

Planting at a 3:1 Max Slope

Bioswales and other green infrastructure can retain and treat stormwater runoff

Topsoil; needed to establish plantings

Stone revetments provide erosion protection and shoreline stabilization. Sloped edges can dissipate wave energy. By incorporating vegetation, they can also increase habitat and biodiversity.

2:1 Max Slope

Stone aggregate must extend to toe to prevent scour



*Revetment used with permission of the New York City Department of City Planning. All rights reserved.*

# Green Infrastructure

Despite “grey” investments by the City in the sewershed for the Flushing Waterways (infrastructure like tanks and sewer capacity expansions), most experts believe that these projects, alone, cannot provide for swimmable, fishable waterways.

This is where green infrastructure comes in. Green infrastructure (GI) is broadly defined as any use of natural systems to manage stormwater in the built environment. With installations like rooftop gardens, street tree planters and rain gardens, and a host of other readily deployable technologies, stormwater is captured before it enters the sewers and storm drains – tackling this pollution problem at the source.

GI doesn't have to be green. The term also broadly refers to any system that manages stormwater rather than letting it enter the sewer or stormwater system. This includes rain barrels, cisterns and stormwater detention tanks. These systems store water, either for another use such as irrigation (watering gardens or nearby parks), or to simply hold stormwater until the storm passes and local wastewater facilities have the capacity to treat more water.

While the primary purpose of GI is to use plants and soils to store, absorb, and infiltrate stormwater, these installations have many other benefits. These projects mitigate urban heat island effect (i.e., cool neighborhoods), sequester carbon, reduce greenhouse gas emissions, reduce air pollution, and create habitat (especially for pollinator species). GI has the potential to be a widely distributed resiliency network within Queens and the watersheds that drain into Flushing Bay

and Flushing Creek, as most forms of GI help reduce inland flooding and can buffer communities from coastal storm surge.

The land that drains to the Flushing Waterways, or its watershed, is massive; nearly half of Queens drains into either Flushing Bay or Flushing Creek. There are over 10,000 acres of impervious land in this watershed – land where rain cannot be absorbed into the ground, but runs off instead (such as rooftops, roads, and parking lots).

These areas are central to the water quality problems of the Flushing Waterways – as they drive pollution, garbage, sewage, and ecosystem impairments whenever there's rainfall and runoff – but the areas can also be part of the solution: Queens College and Queens Botanical Gardens have installed rain gardens on their properties, and the DEP has built or designed hundreds of tree-pit rain gardens along the sidewalks throughout the watershed.

With significant investment in private property GI, and more GI in the parks, streets, and sidewalks operated by the City, GI can ensure that the watershed is greener and the Flushing Waterways are cleaner. Indeed, by installing green roofs, rain gardens, and other GI wherever technically feasible, we might even be able to capture, divert, and store all of the rain that falls on this watershed, all while improving the quality and character of our community's public spaces.





# Clean Water Stewardship

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## A CITIZEN CHECK LIST FOR STORMWATER MANAGEMENT

As residents of New York City, we each have a vital role to play in mitigating (i.e., reducing, stopping, or abating) combined sewer system discharges and overflows (“CSOs”). There are two major contributors to CSOs: sewage and stormwater. Residents of NYC can easily make a difference for both sources: To reduce the stormwater that runs off your property, consider installing or advocating for more GI on your home or in your neighborhood; this will keep water out of the sewers and make the system less likely to overflow into the Flushing Waterways. To reduce the sewage that may overflow into local waterways during a rain event, simple water conservation strategies can help save your waterfront; consider not washing dishes or doing laundry during storms.



### CONSERVE WATER DURING RAINSTORMS

In combined sewer systems, sewage and stormwater runoff inundate the sewer system when it’s raining. If you can’t do anything on your parcel to capture rainwater, you can always help by conserving water inside your home, business, or facility. Wait to shower, clean, do laundry, or wash dishes until the storm passes. Or, consider not flushing your toilet until a storm has passed.



### TAKE CARE OF STREET TREES

Street trees are green infrastructure! When you’re taking care of your sidewalk, take care of your trees – the soil that the tree bed sits within manages stormwater! In dense urban environments, however, these “tree pits” are often choked and clogged; people and vehicles can compact the soil and litter can cause the soil to turn to useless dirt. A little street tree care can go a long way to providing more stormwater management and a healthier tree canopy.



### KEEP LITTER OUT OF STREETS

Litter on streets and sidewalks – when it rains – is driven by stormwater runoff along the curb and into the sewer system. From there, our garbage ends up in waterways where it is a hazard to the ecosystem, public health, and coastal businesses. By keeping your block clean, sweeping up trash and pet waste, and properly throwing away garbage, you directly improve local water health and safety.



### MAKE THE FLUSHING WATERWAYS A PRIORITY FOR YOUR ELECTED OFFICIALS AND CITY AGENCIES

Clean waters start with clean streets, water-smart citizens, and investments in green infrastructure for our roads, buildings, and yards. To ensure that the right investments are made, and that communities coalesce behind clean water stewardship, help ensure that the Flushing Waterways are a priority for your community board (see map), Council Member, and city agencies.



### HOME IMPROVEMENTS

Much of the watershed that drains to Flushing Bay and Flushing Creek is made up of neighborhoods in Queens dominated by residential land use – meaning houses and apartment buildings. To protect local water quality, and to ensure that your family, friends and neighbors have access to clean waterfronts, take steps at home to capture stormwater: rain barrels, green roofs, and down spout planters are all readily adaptable to NYC, if you have the permission of your building owner. See the Green Infrastructure Guide, developed by Riverkeeper and the NYC Soil and Water Conservation District for more information and resources, at [http://www.soilandwater.nyc/uploads/7/7/6/5/7765286/giguide\\_final\\_web.pdf](http://www.soilandwater.nyc/uploads/7/7/6/5/7765286/giguide_final_web.pdf)



# WEDG Site- Bay Promenade Reach



Existing park boat launch

The Waterfront Alliance's Waterfront Edge Design Guidelines (WEDG) promote **access**, **resiliency** and **ecology**. WEDG was used as a tool to imagine how this shoreline and boat launch could be improved. This conceptual rendering reconfigures the existing boat launch to further separate motorized and human powered boaters. It also creates new wetland and upland habitats through cutting back into the existing hardened edge, increases tree plantings, and expands and protects connected shoreline access through a greenway and walkway graded above current elevations to accommodate sea level rise.

- ELEVATED BOARDWALK
- FLOATING DOCK
- HIGH MARSH PLANTING
- MOTORIZED BOAT LAUNCH
- LOW MARSH PLANTING
- OYSTER REEF SILL
- STORMWATER BIOSWALE
- RIPRAP REVETMENT
- ELEVATED GREENWAY



Improved park boat launch





# WEDG Site- Creek Reach



Existing U-Haul shoreline

The Waterfront Alliance's Waterfront Edge Design Guidelines (WEDG) promote **access**, **resiliency** and **ecology**. WEDG was used as a tool to imagine how this shoreline and adjacent connections could be improved. This conceptual rendering shows a stabilized shoreline with continuous public access to the water, elevated above current grade to provide storm protection and ensure public access provision in the future. It also creates new wetland and upland habitats, stormwater bioswales, public open space and increases salt-tolerant tree plantings throughout the area.

- STORMWATER BIOSWALE
- PUBLIC STREET ACCESS
- BEACH GET DOWN
- ELEVATED PUBLIC WALKWAY
- SILL MARSH
- ENHANCED TEXTURED SEAWALL
- OYSTER REEF SILL
- SALT-TOLERANT TREES
- HIGH MARSH PLANTING
- LOW MARSH PLANTING



Redesigned U-Haul shoreline



# Billion Oyster Project

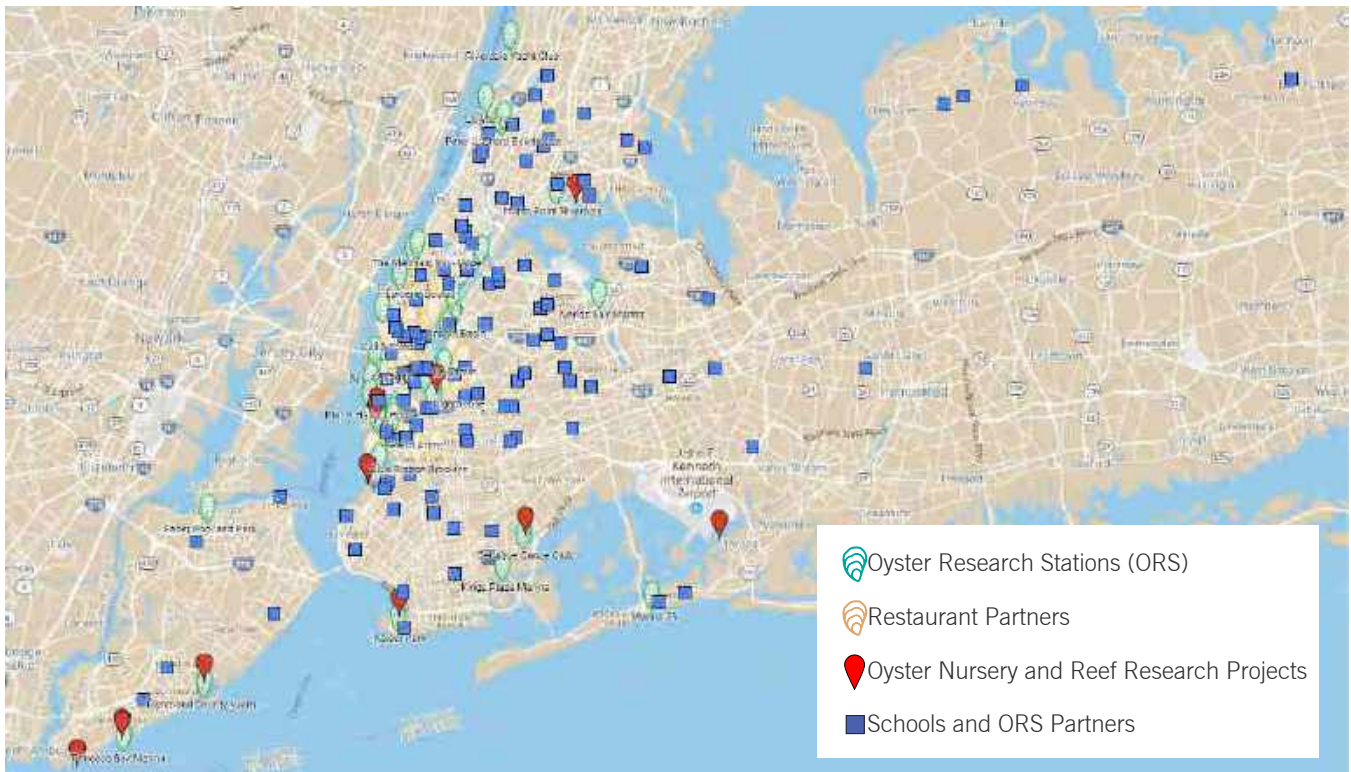
With some of the largest wild oyster clusters in the City, Flushing Bay is an ideal estuarine laboratory for reef reintroduction.

Billion Oyster Project (BOP) is an ecosystem restoration and education project aimed at restoring one billion live oysters to New York Harbor and engaging hundreds of thousands of youth through restoration-based STEM education programs. BOP has collaborated with over 100 schools to provide authentic, place-based science and math lessons through the lens of oyster restoration.

Students at the New York Harbor School have been working on oyster restoration in New York Harbor for the past six years, learning to scuba dive, culture larvae, operate and maintain vessels, design and build underwater equipment, and conduct long-term ecosystem monitoring – all in the murky, contaminated, fast moving waters of one

of the busiest ports in the country. Over the first few years of the program, over 22 million oysters have been deployed throughout the Harbor.

Billion Oyster Project's vision for the Flushing Waterways is of a community with endless opportunities to learn, experience, and enjoy their local marine environment. We look to help build this opportunity; to help ensure that local students and teachers engage in authentic hands-on education at the water's edge, focused largely on oysters, but also on the fish, seagrasses, shellfish, and birds that healthy oyster reefs help to sustain. Oyster restoration in Flushing Bay and Creek can be the keystone project that holds a diverse collaboration of communities, organizations, and institutions, together;



\* As of August 2017



BOP and the students of the New York Harbor School are eager to help build and support that ideal.

From oyster reef restoration to fisheries education, we hope that one day students and teachers will be along this waterfront discussing the role of Atlantic menhaden in the ecosystem, not their absence; that the stories of pollution and degradation in the Flushing Waterways are a thing of the past and wholly unbelievable in the eyes of the next generation of water stewards.

By addressing key water infrastructure challenges that are plaguing the waterfront, together we'll ensure the Flushing ecosystem has the best possible chance of restoring native oyster populations. This may lay the foundation

for a bright future; for improved water quality; for shoreline protection; and for a community more directly engaged and connected to its local environment. In the years to come, we hope the Flushing Waterways have indoor classrooms and learning centers, covered and accessible open air parks, labs, aquariums, and, most importantly, clear paths for the community to access these resources. In full bloom, the Flushing Waterways – and the community stewards protecting it – will be a resource for generations of New Yorkers.

**BOP BY THE NUMBERS**

Oysters planted in NY Harbor  
**22 million**

Shells Recycled  
**700,000 pounds**

Restaurants Collecting Shells  
**70**

Partnering Schools  
**107**

High School Students Engaged  
**1,215**

Middle School Students Engaged  
**5,340**

Volunteers Engaged  
**921**

*\* As of October 2017*







# The Road Ahead

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As we opened this document, we explained that we would work the problem; whether the problem is contamination, neglected piers, or ongoing sewage pollution, by working toward solutions through a lens of remediation, restoration, recreation, and resilience we hope to meet the present and future needs of the Flushing Waterways.

In our identification of over 50 interventions and projects within the waterways, as well as a number of large-scale stormwater management issues, we teased out as many parts of the urban ecosystem for which we had space and time to garner stakeholder input. What this document represents is a plan of action, a vision to pursue. With so many ideas and dozens of priority initiatives and projects, the question we are most often asked is where to begin.

For shorter-term projects, such as proposed improvements in wayfinding (signs and information about the waterways) or green infrastructure investments in stormwater and pollution reductions, our next steps will be dependent on city and state agencies, engineering timelines, and community feedback. For longer-term projects, like moving Marina Drive back away from the promenade along the Bay, or constructing a waterfront park along the Creek in downtown Flushing, issues such as eminent domain, the city's capital budget, and a host of continued planning and design work will be needed.

For any and all improvements, however, the community is key. As clean water advocates and NYC residents, each member of the Flushing Waterways community has a part to play in effectuating this community-built vision.

Bring up this vision and specific projects at community board meetings. Support local non-profits already at work in these waterways, like Guardians of Flushing Bay or the Billion Oyster Project. Connect with (or create) cultural organizations with an eye on water quality and environmental justice, such as the American Chinese Environmental Protection Association. Partner with community advocates and educational institutions with missions to foster community cohesion and resilience such as Make the Road and Queens College. Help agencies like the Parks Department who are working to ensure our waterfront open spaces are safe and accessible. Join the Flushing Meadows-Corona Park and Guardians of Flushing Bay clean-ups to help provide for clean water while connecting with our neighbors.

These organizations are your eyes and ears for policy updates; they are knowledgeable voices engaging with policy makers, they are advocates and watchdogs – but their missions revolve around and depend on your involvement. Building a network of support around the proposals in this Vision Report is vital – no matter the scale of the idea.

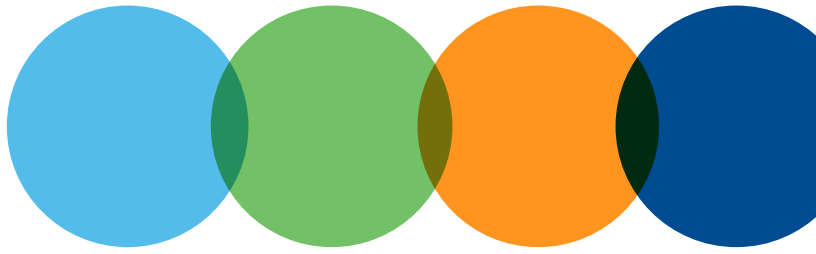
Individually – and outside of the proposals in this Vision Report – always remember that we are the caretakers of our own waterways. If you notice murky water coming out of an outfall on a sunny day, if you see clogged storm drains, a leaky fire hydrant, a trash filled rain garden, or oil sheens, call 311 and report the pollution to the City. If you have a new idea for a project or park, a way to help spread the work, or an idea for a new stormwater-capturing green infrastructure location, share it! Together we can help prevent further stress to the waterways, and see that this Vision Plan is implemented.

Whether advocating for broader policy needs, like stormwater management, or supporting local community groups in their clean water goals, Riverkeeper has been there for NYC's waterways, for Flushing Waterways, for 51 years, and we will be there for the years to come.

We look forward to working with the communities around these waterways to help connect the dots between these projects, public health and safety, and the environment, in the hopes that a clean water, healthy waterfront future is just around the corner for Flushing Bay and Flushing Creek.

With thanks to the community for your energy, ideas, and commitment to clean water,

Riverkeeper



Before we set out to work toward this vision report with the community, we had set our sights on a host of long-term goals for these Waterways: eliminating CSO pollution, keeping litter out of the water, restoring native oyster reefs, creating climate resilience by building more natural aquatic habitat, and making the waterfront an educational and accessible destination for our community and our City's visitors.

Largely, these goals mirrored the 4R approach we took for community visioning; to function and thrive, these waterways need to be remediated and restored, and we need to invest in resilient economies and ecosystems. With almost 50 proposed projects (large and small!) that touch on various elements of these targets, we hope this report has helped to define what our organization, the community, government agencies, universities, and local businesses see as the potential Flushing Bay and Flushing Creek.

That said, in order to meet this potential, implement these projects, and ensure that the entire urban cityscape of the Flushing Waterways are sustainable for decades to come, much work needs doing.

On land, capturing stormwater is vital. With more public and private property stormwater capture in green infrastructure, together we can keep millions of gallons of sewage out of our waters. Our sidewalks, highways, parks, and homes can all be activated to help achieve clean water. Importantly, we must also invest in large-scale public infrastructure to capture – not chlorinate, divert, or ignore – storm sewer pollution, we have some of the largest pollution burdens of the City (and thus, in the nation), and need investments to match. We do not want to leave the next generation a sewer system patched with small fixes.

Along the waterfront and in our shared waterways, we need to invest in smarter solutions to our changing world. We have the most densely populated coastline in the nation sitting atop waterfront businesses, industries, access points, educational hubs, and recreation centers – all plagued by historic contamination, ongoing pollution, and a changing climate. With public awareness campaigns tied to in-water garbage collection devices like Baltimore's famous Trash Wheel, waterfront bulkhead design standards that account for sea level rise and habitat needs, oyster restoration initiatives, and community boating, we hope to turn the tide of momentum back toward clean water and activated waterfronts.

Bringing more people to the water is the first step in turning the tide. Thus, our biggest push in the coming months will be to re-establish a human-powered boating pier, community boathouse, and environmental education center at Pier 2 in Flushing Bay. This will secure a home and a future for dragon boaters, provide the community with an opportunity to experience and enjoy their waterway, and serve to build awareness of the robust history and ecology of the Flushing Waterways.

We're not starting from square one, and we're not on our own. We look forward to continuing to work with the amazing agencies, people, and organizations who are also working in the best interests of the Waterways. The NYC DEP has recently removed odorous sediment from the Bay and is completing shoreline restoration activities, the US Army Corps of Engineers is building a proposal for new constructed wetlands at the head of Flushing Creek, the NYC Parks Department has decided to invest in the rehabilitation of Pier 1 at World's Fair Marina, and from Downtown Flushing to Willets Point and out to LaGuardia Airport, the community, community boards, and elected officials have circled the wagons around these Waterways and their clean water, accessible future.

Together, and only together, we can take this Vision Plan and begin to move toward smarter projects, greener infrastructure, ecologically friendly construction, accessible waterfronts, and cleaner waters.

Sincerely,  
The Guardians of Flushing Bay

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# Acknowledgments

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Thank you also to Korin Tangtrakul – your dedication, despite distance, is nothing short of heroic, and to Cody Herrmann, citizen scientist, artist, and community activist, we appreciate all the hats you wear.

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NYC and around the globe, and for the complicated and time-consuming field work that went into this project; the SWIM Coalition for your volunteer time, expertise, knowledge and resources; the Billion Oyster Project for leading the way; our new friends at Make the Road, Transportation Alternatives, and the American Chinese Environmental Protection Association, gracias, thank you, and 谢谢; our hosts at the Queens Museum; the dragon boat teams working tirelessly as stewards of the Flushing Waterways; and to all of the community members that offered their ideas, energy, and input.

Thank you also to the numerous individuals at NYC DEP, the Parks Department, Flushing Meadows-Corona Park and the World's Fair Marina, Queens College, the Army Corps of Engineers, DOT, and Borough President Melinda Katz's office for your time, insight, and shared interest in the resiliency of the Flushing Waterways. We are grateful.

To everyone that sat down at the table to talk, or took a walk around the promenade: community board members, Citi Field and the Mets, Council Members, the LGA redevelopment team, and all of the other individuals, agencies, and organizations we didn't have space to list here, thank you for your voices.

*\*The contents of this report do not necessarily reflect the views or policies of any organization or foundation, nor does the mention of trade names or commercial products constitute endorsement or recommendation for use.*

*\*\*Our thanks to mentioned city agencies does not represent their endorsement.*



Photo Credits: Riverkeeper, Guardians of Flushing Bay, Perkins+Will

# A Story from the Visioning

## CITIZEN SCIENCE & PUBLIC ACCESS

Growing up in Flushing I had no idea there was a waterfront in my neighborhood; it was not until I researched local environmental problems that I found out Flushing Bay and Creek even existed. As I learned more about the poor conditions in the waterways, and experienced the poor conditions, I wanted to do everything I could to make sure my neighbors found out too!

Since 2015, every Thursday morning, for 22 weeks during recreational boating season, I collect water samples from the Flushing Waterways. The samples are tested for Enterococcus by the microbiology team at Queens College – a job first started in 2012 with members of Empire Dragon Boat Team's Green Team through the NYC Water Trail Association's Citizens Water Quality Testing (CWQT) Program with support from the River Project and Riverkeeper. Today, Empire sponsors 6 sites in the Flushing Waterways, World's Fair Marina, the Public Boat Launch, Pier 1 East, Pier 1 West, Flushing Creek, and Meadow Lake.

During the 2017 season, I started sampling all 6 locations, translating into a 10-mile weekly bicycle ride. Because of this testing, I intimately know the waterfront in ways not everyone is lucky enough to experience. As part of the CWQT team, I have become a part of the waterfront community, a caretaker for the water, and I contribute to a growing body of scientific research that often challenges DEP actions in the Flushing Waterways.

Cody Herrmann, Citizen Water Quality Testing





NEW CREEK PARK

NEW GATEWAY PARK

NEW PLAZA

NEW OYSTER COVE



PIER 1

QWEC

PIER 3

NEW  
BREAK-  
WALL





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