

Negative Declaration

I. Introduction and Summary

The Metropolitan Transportation Authority (“MTA”) is proposing service changes, including reducing certain transportation services and discontinuing certain other transportation services currently provided by MTA, in order to produce a balanced operating budget for fiscal year 2010. These actions collectively constitute the Proposed Action that is the subject of this Negative Declaration.

The purpose of the Proposed Action, also referred to as the 2010 Service Reductions, is to achieve a balanced operating budget for 2010. The Proposed Action consists of cost saving measures that are to be achieved through service changes. Individual components of the Proposed Action would be implemented by the MTA headquarters as well as its affiliates and subsidiaries: New York City Transit and its subsidiary Manhattan and Bronx Surface Transit Operating Authority (“MaBSTOA”) and affiliate Staten Island Railway (“SIR”) (collectively “NYCT”), Long Island Rail Road (“LIRR”), Metro-North Railroad (“MNR”), Long Island Bus (“LI Bus”), MTA Bus Company (“MTA Bus”), and the Triborough Bridge and Tunnel Authority (“TBTA”), also known as “MTA Bridges and Tunnels” or “B&T”).

Service changes and budgetary actions taken by agencies are typically exempt from the State Environmental Quality Review Act, New York Environmental Conservation Law § 8-0101 *et seq.* (“SEQRA”) and SEQRA’s implementing regulations, which appear at 6 New York Codes, Rules and Regulations (“N.Y.C.R.R.”) Part 617 (the “SEQRA Regulations”). See Section 617.5(c)(20) of the SEQRA Regulations, which incorporates “routine or continuing agency administration and management” into the list of “Type II” actions that are “not subject to review” under SEQRA. However, this Type II exemption does not include management activities that involve “new programs or major reordering of priorities that may affect the environment.” *Id.* Even though the MTA is not reordering its mission to provide transportation services within budgetary constraints, MTA has elected to conduct an environmental review in order to evaluate whether the Proposed Action fits within the Type II exemption or should be viewed as a major reordering of priorities that “may affect the environment,” and whether any such effects may be significant. Accordingly, MTA has assumed responsibility as lead agency for purposes of conducting the environmental review, and in accordance with SEQRA’s implementing regulations, 6 N.Y.C.R.R. Part 617, has undertaken a detailed analysis, identifying each relevant area of environmental concern and assessing the effects of the Proposed Action on any areas so identified.

To assist in this effort, an environmental assessment form (“EAF”) has been prepared for the Proposed Action. In addition, MTA engaged AECOM Consult, Inc. and AKRF, Inc. (collectively “AECOM/AKRF”) to prepare a study analyzing the effect of the Proposed Action on: transportation, traffic, transit, pedestrian circulation, neighborhood character, air quality, noise, and energy—the areas that were identified by MTA as those that potentially could be affected by the Proposed Action. The EAF and AECOM/AKRF study of the Proposed Action together constitute the environmental assessment entitled “Environmental Assessment for the Metropolitan Transportation Authority’s 2010 MTA Service Reductions,” dated March 2010 (the “EA”). The EA, which is incorporated by reference into this Negative Declaration, sets forth the information and analyses upon which the determinations set forth herein are based.

The EA compares the likely consequences of the Proposed Action with respect to each of the categories identified as areas of concern to the consequences of a “No Action/Future Baseline” scenario, which projects for purposes of the analysis conditions as they would exist if the Proposed Action were not implemented. While the service levels included in the No Action/Future Baseline

used in the EA are the same as those currently in place, those levels of service are not a feasible alternative because the MTA is required by law to balance its budget, necessitating service cuts of the nature and extent included in the Proposed Action. As a consequence, the EA exaggerates the likely impacts of the Proposed Action because the comparison of the Proposed Action with the No Action/Future Baseline ignores the likely changes to transit operations that would be required if the Proposed Action is not implemented and the MTA's budget falls out of balance. As described starting in Section IV below, the EA reveals that the Proposed Action, under SEQRA and the SEQRA Regulations, properly should be considered to be "continuing agency administration and management" because the Proposed Action will not have a significant adverse affect on the environment, and as such is exempt from further SEQRA review. The EA also demonstrates that the Proposed Action will not result, in any event, in any significant adverse environmental impacts on the environment.

Alternatively, because the Proposed Action constitutes measures necessary because of a fiscal emergency described above and in Chapter 1 of the EA, its implementation is a Type II action and thus exempt from further SEQRA review. See Section 617.5(c)(33) of the SEQRA Regulations.

II. Summary of No Action/Future Baseline Conditions

The No Action/Future Baseline Condition provides the baseline against which the potential environmental impacts of the Proposed Action were evaluated. The baseline includes programs and measures that would be implemented by MTA independent of the 2010 Service Reductions, such as reductions to station staffing and the discontinuation of the full discount fare for qualifying students, which is not subject to SEQRA pursuant to New York State's Public Authorities Law. It also accounts for changes in background conditions and service changes that are independent of the Proposed Action (EA 2-13 to 2-14).

III. Description of Proposed Action

If the Proposed Action proceeds, MTA will implement the proposed 2010 Service Reduction components, resulting in the reduction and/or discontinuation of certain transportation services currently provided by MTA. These service reductions will affect administrative and operational facets of the MTA system. All of the 2010 Service Reduction measures are considered reversible since none of them require the physical alteration of equipment or infrastructure. Following in this Section III is a summary of the service changes analyzed in the EA. Items starred (*) were altered following the public hearings on the proposed changes, and are discussed in Section V, below.

A. New York City Transit

NYCT proposes reductions in subway, bus, paratransit, and Staten Island Railway service.

1. Subway Routes

- The G train would end service at Court Square rather than Forest Hills–71 Avenue at all times (service is currently extended to Forest Hills–71 Avenue during evenings, late nights, and weekends; this would no longer occur).
- The Broadway Line (NQRW) service would be modified as follows:
 - Discontinue W train;
 - Extend Q train to Astoria–Ditmars Boulevard on weekdays; and
 - Route N train via the Broadway Local Line north of Canal Street.
- The M* train on the Nassau Street Line and the V* train on the Sixth Avenue Line would be modified as follows:
 - Discontinue M train service, including extended weekday service between Broad Street and Bay Parkway;

- Extend the V train from Broadway–Lafayette to Metropolitan Avenue via Essex Street (the V train would no longer serve the 2 Avenue–Lower East Side subway station);
 - Reduce V train size from 10 cars to 8 cars to allow for their operation via the Nassau Street Line in Brooklyn; and
 - Weekend M train shuttle service between Metropolitan Avenue–Middle Village and Myrtle Avenue would continue to operate, but would be designated as the V train*.
- On weekends, NYCT would decrease frequencies. The frequency of service on the DFGJNQRV routes would decrease from 8 minutes to 10 minutes on Saturdays. The frequency of service on the ADEFGNQR routes would decrease from 8 minutes to 10 minutes on Sundays. The frequency of service on the 1 route would decrease from 6 to 8 minutes on both Saturdays and Sundays.
 - NYCT develops its service plans to meet loading guidelines related to the number of passengers per train. NYCT would increase its loading guidelines for the weekday midday period (11 AM to 3 PM), the weekday evening period (9 PM to midnight), and weekends from 100 percent of seated capacity to 125 percent of seated capacity. This change would decrease the frequency of service on the following routes at the following times:
 - 17AL routes during weekday midday periods;
 - 17AF routes during weekday evening periods;
 - 7L routes on Saturdays; and
 - 7JLV routes on Sundays.

2. Bus Routes

NYCT would discontinue service or reduce the operating hours of local and express bus routes with low ridership, as well as those that have parallel bus or subway service as follows:

- **Discontinue Bus Routes:** NYCT would discontinue service on weekdays and weekends, except where otherwise noted, on the following bus routes:
 - **Bronx:** Bx14 (Country Club/Westchester Avenue), Bx18* (Macombs Road), and Barretto Point Park Pool Shuttle (which began operation in 2008 as a summer-only service);
 - **Brooklyn:** B23 (16 Avenue/Cortelyou Road), B37 (3 Avenue), B39 (Delancey Street/Williamsburg Bridge), B51 (Manhattan Bridge), B71 (Union Street/Eastern Parkway), B75 (9 Street/Court and Smith Streets), and B77 (9 Street/Lorraine Street);
 - **Manhattan:** M6 (7 Avenue/Broadway/6 Avenue), M18 (Convent Avenue), M27 (49/50 Streets Crosstown), and M30 (57/72 Streets Crosstown);
 - **Queens:** Q14* (Union/149 Streets), Q42* (Jamaica/Addisleigh Park), Q74 (Vleigh Place/Main Street/Queens College), Q75 (Hillside Avenue/188 Street/73 Avenue), and Q79 (Little Neck Parkway);
 - **Staten Island:** S60 (Howard Avenue/Clove Road) and S67 (Victory Boulevard/ Watchogue Road); and
 - **Express Buses:** X6* (Richmond Avenue/Hylan Boulevard), X9* (Richmond Avenue/Hylan Boulevard), X13 (Port Richmond and Forest Avenues/Clove Road), X16 (Forest Avenue/Victory Boulevard), X18 (Narrows Road North/Tompkins Avenue), X20 (Steuben Street/Sand Lane), X25 (Grand Central Terminal/Battery Park City), X29 (Coney Island/Downtown/Midtown Manhattan), X32 (Queens-Bronx Express, runs school days only), X37 (Bay Ridge/Downtown/Midtown), X38 (Sea Gate/Downtown/Midtown), X51 (Flushing/Midtown Manhattan), and X90 (Yorkville/World Financial Center).
- **Discontinue Weekday Midday and Evening Service:** NYCT would discontinue weekday midday and evening service on two bus routes: the Bx20 (Broadway/Henry Hudson Parkway) and the Q26 (46 Avenue/Hollis Court Blvd.). However, these routes would operate during the morning and evening peak commuter periods.

- **Discontinue Overnight Service:** NYCT would discontinue nighttime service (approximately 1:00 AM to 5:00 AM) on the following routes:
 - **Bronx:** Bx34 (Bainbridge Avenue);
 - **Brooklyn:** B7 (Kings Highway/Saratoga Avenue), B31 (Gerritsen Avenue), B45 (St. Johns Place), B57 (Flushing Avenue), B64 (86 Street/Bath Avenue), B65 (Bergen/Dean Streets), and B67 (7/McDonald Avenues);
 - **Manhattan:** M1 (Fifth/Madison Avenues), M8 (8/9 Streets Crosstown), M16 (34 Street Crosstown), M22 (Madison/Chambers Streets, M50 (49/50 Streets Crosstown), and M66 (66/67 Streets Crosstown); and
 - **Queens:** Q30 (Utopia Parkway/Horace Harding Expressway).
- **Discontinue Weekend Service:** NYCT would discontinue weekend service (Saturdays and Sundays, where applicable) on the following routes:
 - **Bronx:** Bx20 (Broadway/Henry Hudson Parkway), Bx33* (East 138/West 135 Streets), and Bx34 (Bainbridge Avenue);
 - **Brooklyn:** B2 (Avenue R), B24 (Greenpoint/Kingsland Avenues), B69 (Prospect Park West and 8 Avenue/Vanderbilt Avenue);
 - **Manhattan:** M8 (8/9 Streets Crosstown), M21 (Houston Street/Avenue C), M22 (Madison/Chambers Streets), and M50 (49/50 Streets Crosstown);
 - **Queens:** Q31 (Utopia Parkway/Bell Boulevard) and Q76 (Francis Lewis Boulevard);
 - **Staten Island:** S54 (Manor Road) and S76 (Richmond Road/New Dorp Lane); and
 - **Express Buses:** X27 (Bay Ridge/Downtown/Midtown Manhattan) and X28 (Sea Gate/Downtown/ Midtown Manhattan).
- **Revise Span of Service:** NYCT would reduce the weekday operating hours of the following bus routes:
 - **On weekdays:** Bx32 (Morris/Jerome Avenues); Bx33 (East 138/West 135 Streets), B2 (Avenue R), B9 (60 Street/Avenue M), B11 (49 and 50 Streets/Avenue J), B13 (Wyckoff Avenue/Crescent Street), B16 (Fort Hamilton Parkway/13 and 14 Avenues), B24 (Greenpoint/Kingsland Avenues), B69 (Prospect Park West and 8 Avenue/Vanderbilt Avenue), M11 (9/Columbus and 10/Amsterdam Avenues), M20 (7 and 8 Avenues/Hudson Street), M21 (Houston Street/Avenue C), M98 (Washington Heights/Midtown Manhattan), S54 (Manor Road), S57 (Rockland/Brielle/Bradley Avenues), S66 (Victory Boulevard/Jewett Avenue), and X1* (Hylan Boulevard/Richmond Avenue).
 - **On Saturdays:** NYCT would revise the Saturday hours of service on the B9 (60 Street/Avenue M), M20 (7 and 8 Avenues/Hudson Street), M100 (Amsterdam Avenue/Broadway/125 Street), M116 (116 Street Crosstown), and S57 (Rockland/Brielle/Bradley Avenues).
 - **On Sundays:** NYCT would revise the Sunday hours of service on the Bx17 (Crotona Avenue/Prospect Avenue), B9 (60 Street/ Avenue M), B16 (Fort Hamilton Parkway/13 and 14 Avenues), Q48 (Roosevelt Avenue/ Ditmars Boulevard/LaGuardia Airport), and S57 (Rockland/Brielle/Bradley Avenues).
- **Shorten or Change Bus Routes:** NYCT would shorten some bus routes and revise others to 1) provide alternative service on shortened routes; 2) combine sections of two or more routes; or 3) result in more efficient operations. The proposed route changes are as follows:
 - **X1*/X2/X3/X4/X5/X6*/X7/X8/X9* (Richmond Avenue/Hylan Boulevard):** NYCT would discontinue the X6 and X9 and would alter service patterns for the other routes along this corridor to improve efficiencies and reduce costs.

- ***X13/X14 (Port Richmond and Forest Avenues/Clove Road)***: NYCT would discontinue the X13, and the X14 would make stops in both Lower Manhattan and Midtown Manhattan.
- ***X27/X37 (Bay Ridge/Downtown/Midtown)***: NYCT would discontinue the X37, and the X27 would make stops in both Lower Manhattan and Midtown Manhattan. As noted above, the X27 would be discontinued on weekends.
- ***X28/X38 (Sea Gate/Downtown/Midtown)***: NYCT would discontinue the X38, and the X28 would make stops in both Lower Manhattan and Midtown Manhattan. As noted above, the X28 would be discontinued on weekends.
- ***Bx5 (Bruckner Boulevard/Story Avenue), Bx8* (Bronxwood Avenue/Williamsbridge Road), and Bx14 (Country Club/Westchester Avenue)***: NYCT would discontinue the Bx14. NYCT would reroute portions of the Bx8 to serve portions of the discontinued Bx14. The Bx5 would also be rerouted to serve portions of the existing Bx8 route, which would otherwise lose service because of the proposed Bx8 rerouting.
- ***Bx15 (3 Avenue/125 Street) and Bx55 (Limited-Stop Service)***: NYCT would discontinue late evening and weekend service on the Bx55. The Bx15 buses would serve all Bx55 stops.
- ***Bx26 (Allerton Avenue), Bx28 (East Gun Hill Road), and Bx30 (Boston/East Gun Hill Roads)***: The Bx26 would be rerouted through Co-op City to follow the existing route of the Bx25 (which will be discontinued). The Bx28 would be divided into two routes—Bx28 and Bx38. The Bx28 would provide service via Baychester Avenue, Dreiser Loop, and Co-Op City Boulevard, terminating at Bay Plaza Mall. The Bx38 would bypass the Asch Loop, but would maintain its existing termini. The Bx30 would be rerouted along Bartow Avenue rather than the Asch Loop.
- ***Bx39 (White Plains Road) and Bx41 (Webster Avenue/White Plains Road)***: The Bx39 would replace the Bx41 along White Plains Road north of Gun Hill Road to East 241st Street. The Bx41 would then terminate at the Gun Hill Road (25) subway station.
- ***B1 (Bay Ridge Avenue/86 Street), B8 (18 Avenue/Avenue D), B37 (3 Avenue), B64 (86th Street/Bath Avenue), and B70 (7 and 8 Avenues)***: The route-path of the B1 and B64 would be switched west of 13th Avenue. As described below, the B64 route would also be changed at its eastern end in Coney Island. NYCT would also discontinue the B37 and would shorten the route of the B8. The B70 would be rerouted to serve portions of the eliminated B8 and B37 routes.
- ***B3 (Avenue U)***: The B3 would be shortened and terminate service at Avenue U and East 71st Street.
- ***B4* (Bay Ridge Parkway/Neptune Avenue)***: The B4 would be shortened and terminate at Avenue Z and Coney Island Avenue.
- ***B12 (Clarkson/East New York/Liberty Avenues)***: The B12 would be shortened and terminate at East New York Avenue and Alabama Avenue.
- ***B13* (Wyckoff Avenue/Crescent Street)***: The B13 would be shortened and would terminate at the Myrtle–Wyckoff (LM) subway station.
- ***B57 (Flushing Avenue), B61 (Van Brunt Street/Manhattan Avenue), B67 (McDonald/7 Avenues), B69 (Prospect Park West and 8 Avenue/Vanderbilt Avenue) B71 (Union Street/Eastern Parkway), B75 (9 Street/Court and Smith Streets), B77 (9 Street/Lorraine Street)***: NYCT would restructure bus service in Cobble Hill, Carroll Gardens, Red Hook, Park Slope, Prospect Heights, Windsor Terrace, and Kensington. The B71, B75, and B77 routes would be discontinued. The B57 and B61 would be extended to replace portions of the

- ***B48 (Lorimer Street/Classon and Franklin Avenues)***: The B48 would be shortened and would terminate at Fulton Street.
- ***B64 (86 Street/Bath Avenue)***: The B64 would be shortened and would terminate at Crosby and 25th Avenues.
- ***M1 (5 and Madison Avenues), M3 (5 and Madison Avenues/St. Nicholas Avenue), M5 (5 and 6 Avenues/Riverside Drive), and M6 (7 Avenue/Broadway/6 Avenue)***: NYCT would restructure north-south bus service in Manhattan between East Harlem and South Ferry. The M6 and part-time M1 extension to South Ferry would be eliminated. The M5 would be extended to South Ferry to replace both routes, and M5 service along Houston Street would be eliminated. The M1 (weekdays) and M3 (at all times) would be rerouted to follow the same route as the M2 through Midtown Manhattan and Greenwich Village and would terminate on East 8th Street. On weekends, the M1 would terminate service at 106th Street and Fifth Avenue.
- ***M9 (Avenue B/East Broadway), M15 (1 and 2 Avenues), M20 (7 and 8 Avenues/ Hudson Street), and M21 (Houston Street/Avenue C)***: Portions of the M15 and M21 routes would be discontinued. The M9 would be rerouted to replace portions of the rerouted M21 and M15. To provide connectivity to Battery Park City and replace M1 service, the M20 would be extended to South Ferry.
- ***M10 (Central Park West/Douglass Boulevard)***: The M10 would be shortened and would terminate at Columbus Circle.
- ***M22* (Madison/Chambers Streets)***: The M22 would be shortened and would terminate at City Hall.
- ***M42 (42 Street Crosstown)***: NYCT would discontinue M42 service to the Javits Center, and all M42 buses would terminate at Twelfth Avenue.
- ***M98 (Washington Heights/Midtown)***: The M98 would be shortened and would terminate at East 68th Street. The M98 would also no longer stop within the George Washington Bridge Bus Terminal but would instead stop outside. NYCT would also shorten the hours of operation of the M98.
- ***M104 (Broadway/42 Street)***: The M104 would be shortened and would terminate at Seventh Avenue and West 42nd Street.
- ***Q24 (Atlantic Avenue/Broadway)***: The Q24 would be shortened and would terminate at the Broadway Junction (ACJLZ) subway station.
- ***S40/S90 (Richmond Terrace)***: The S40 and S90 would be shortened and would terminate at Western Avenue and Goethals Road North.
- ***S42* (St. Mark's Place/Jersey Street) and S52* (Tompkins/Cebra Avenues)***: NYCT would discontinue the S42. To replace a portion of the S42, the S52 would be rerouted from Richmond Terrace and a portion of Jersey Avenue to follow the existing S42.

3. Paratransit

NYCT would implement feeder service for some paratransit (Access-A-Ride) customers to reduce operating costs. Currently, NYCT provides door-to-door service for all paratransit customers. However, a percentage of paratransit eligible customers can use fixed-route (commuter rail, subway,

or bus) service for a portion of their trip, but cannot get to the stop or station (NYCT). With the Proposed Action, NYCT Access-A-Ride would provide transportation for the portion of the trip to or from the fixed-route stops. The Americans with Disabilities Act (ADA) recognizes that there are paratransit eligible customers who are capable of using the fixed-route system for some trips but not for others. For customers with conditional eligibility based on extreme weather and/or temperature conditions, NYCT would determine their eligibility for service trip by trip, rather than by season. NYCT would also increase the voucher program for the use of taxis and livery cabs to reduce costs for Access-A-Ride service.

4. Staten Island Railway

SIR currently provides special service to the Stadium/Ballpark station during Staten Island Yankees games. SIR would discontinue this special service but would maintain service at St. George station, which is about a 10-minute walk from the ballpark.

B. Long Island Rail Road

LIRR proposes service reductions that would result in route eliminations, the combination of trains, the discontinuation of trains, and changes in the frequency of service.

1. Reduce Train Size

LIRR proposes to reduce the length of four trains, two on the Ronkonkoma Branch and two on the Hempstead Branch:

- Ronkonkoma Branch Train No. 2017 would be reduced from 10 to 8 cars;
- Ronkonkoma Branch Train No. 2031 would be reduced from 8 to 6 cars;
- Hempstead Branch Train No. 717 would be reduced from 10 to 8 cars; and
- Hempstead Branch Train No. 721 would be reduced from 8 to 6 cars.

This proposal would not alter the timetable for these trains.

2. Atlantic Branch

LIRR would discontinue late-night service (midnight to 5 AM on weekdays and midnight to 6 AM on weekends) on the Atlantic Branch. As a result, there would be no late night LIRR service between Atlantic Terminal and Jamaica. Through trains that now originate or terminate service at Atlantic Terminal would instead originate or terminate at Jamaica. This proposal would discontinue nine westbound and seven eastbound Atlantic Branch trains on weekdays. On weekends, this proposal would discontinue nine westbound and nine eastbound Atlantic Branch trains.

3. Greenport Branch*

LIRR would discontinue service on the Greenport Branch except during summer weekends (Friday to Sunday from May to September). This proposal would result in the elimination of four eastbound and four westbound trains between Ronkonkoma and Greenport on weekdays, and two trains in each direction on Saturdays, Sundays, and holidays. Passengers would need to seek alternative service on the Montauk Branch or drive to Ronkonkoma for westbound service.

4. Hempstead Branch

LIRR service to Belmont Park would be discontinued, except on the day of the Belmont Stakes. Currently, this LIRR shuttle service is run for the four months each year during racing season at Belmont Park. Bus service to Belmont Park would remain available from the Queens Village LIRR station.

5. Port Washington Branch

On the Port Washington Branch, off-peak service on weekdays (9 AM to 4 PM) and weekend service would be reduced by instituting an hourly train schedule instead of the existing 30-minute schedule. This would result in the elimination of 14 trains (7 eastbound and 7 westbound) on weekdays and 16 trains (8 eastbound and 8 westbound) on weekends.

6. West Hempstead Branch

Weekend service on the Hempstead Branch would be discontinued. Currently, nine trains per weekend day operate in and out of the West Hempstead station, terminating at Valley Stream station where riders can connect to city-bound service. As an alternative, weekend service would remain available from stations on the Hempstead, Babylon, Far Rockaway, and Long Beach Branches.

7. Train Discontinuations and Consolidations

- Babylon Branch Train No. 39 (the 7:33 AM departure from Babylon to Atlantic Terminal, express from Seaford to Jamaica) would be combined with Babylon Branch Train No. 1019 (the 7:40 departure from Seaford to Atlantic Terminal). The combined train would depart from Babylon and make all stops to Atlantic Terminal.
- Babylon Branch Train No. 1056 (the 4:57 PM departure from Penn Station to Wantagh, first stop Merrick) would be combined with Babylon Branch Train No. 1152 (the 5:03 PM departure from Penn Station to Freeport, first stop Rockville Center). The combined train would depart from Penn Station and make all stops between Rockville Center and Wantagh.
- Babylon Branch Train No. 146 (the 4:39 PM departure from Atlantic Terminal to Babylon) would be combined with Babylon Branch Train No. 1054 (the 4:37 PM departure from Penn Station to Wantagh). The combined train would depart from Penn Station and make all stops between Jamaica and Babylon. Customers originating from Atlantic Terminal would be required to transfer to Train No. 1054 at Jamaica.
- Long Beach Branch Train No. 809 (the 6:09 AM departure from Long Beach to Atlantic Terminal) would be discontinued.
- Long Beach Branch Train No. 874 (the 5:40 PM departure from Atlantic Terminal to Long Beach) would be discontinued.
- Montauk Branch Train No. 2712 (the 4:30 PM departure from Hunterspoint Avenue to Montauk) would be discontinued except on Fridays during summer months (May to September).
- Port Washington Branch Train No. 446 (the 4:43 PM departure from Penn Station to Port Washington) would be discontinued.
- Oyster Bay Branch Train No. 6503 (the 7:20 AM Saturday and Sunday departure from Oyster Bay to Jamaica) would be discontinued.
- Oyster Bay Branch Train No. 6500 (the 1:35 AM Saturday and Sunday departure from Jamaica to Oyster Bay) would be discontinued.
- Port Jefferson Branch Train No. 662 (the 5:11 PM departure from Hunterspoint Avenue to Port Jefferson) would no longer operate between Hunterspoint Avenue and Huntington. Therefore, passengers would need to transfer to Train No. 662 at Huntington for continued service to Port Jefferson.
- Ronkonkoma Branch Train No. 2096 (the 4:34 PM departure from Atlantic Terminal to Ronkonkoma) would be discontinued.
- West Hempstead Branch Train No. 909* (the 8:28 AM departure from West Hempstead to Atlantic Terminal) would be discontinued.

C. Metro-North Railroad

MNR has identified service reductions that would result in changes in loading guidelines, the combination of trains, and the discontinuation of trains.

1. East of Hudson (Hudson Line, Harlem Line, and New Haven Line)

MNR currently has peak loading standards of 95 percent, meaning the train occupancy cannot exceed 95 percent of seating and standing capacity, and does not reduce train length if that would cause occupancy to exceed 87 percent. In other words, MNR aims to keep train occupancy between 87 and 95 percent. Under this proposal, MNR would increase the minimum train occupancy to 95 percent and would reduce train length during peak times to come as close as possible to this standard. In the off peak periods, minimum occupancy standards would be increased to 85 percent and MNR would reduce train length as necessary. These measures would increase crowding on trains and may require more passengers to stand during their trip.

Certain off-peak East of Hudson trains would be combined or discontinued, as described below.

- Hudson Line Train No. 487 (the 9:04 PM departure from Grand Central Terminal to Croton-Harmon) would be combined with Hudson Line Train No. 887 (the 9:16 PM departure from Grand Central Terminal to Poughkeepsie, first stop Croton-Harmon). The combined service would make all of the stops currently made by Train Nos. 487 and 887.
- Hudson Line Train No. 491 (the 9:55 PM departure from Grand Central Terminal to Croton-Harmon) would be combined with Hudson Line Train No. 891 (the 10:12 PM departure from Grand Central Terminal to Poughkeepsie, first stop Croton-Harmon). The combined service would make all of the stops currently made by Train Nos. 491 and 891.
- Hudson Line Train No. 793 (the 10:55 PM departure from Grand Central Terminal to Croton-Harmon) would be combined with Hudson Line Train No. 893 (the 11:12 PM departure from Grand Central Terminal to Poughkeepsie, first stop Croton-Harmon). The combined service would make all of the stops currently made by Train Nos. 793 and 893.
- Harlem Line Train No. 681 (the 7:52 PM departure from Grand Central Terminal to Southeast, stopping at White Plains and then next stop Chappaqua) would be combined with Harlem Line Train No. 683 (the 7:57 PM departure from Grand Central Terminal to Mount Kisco, first stop Scarsdale). The combined service would make all of the stops currently made by Train Nos. 681 and 683 except Scarsdale and Hartsdale. Customers destined for Scarsdale or Hartsdale would take Train No. 585, the 8:00 PM departure from Grand Central to North White Plains.
- Harlem Line Train No. 693* (the 10:29 PM departure from Grand Central Terminal to Southeast) would be discontinued.
- New Haven Line Train No. 1532 (the 1:34 PM departure from Grand Central Terminal to New Haven) would be discontinued.
- New Haven Line Train No. 1569 (the 2:33 PM departure from New Haven to Grand Central Terminal) would be discontinued.
- New Haven Line Train Nos. 1302* (weekdays) and 6302* (Saturdays and Sundays) (the 1:15 AM departure from Grand Central Terminal making local stops to Stamford) would be discontinued. The timetable for Train Nos. 1300 (weekdays) and 6300 (weekends) would be adjusted 15 minutes later to reduce the service gap resulting from the discontinuation of Train Nos. 1302 and 6302.

2. West of Hudson (Pascack Valley Line and Port Jervis Line)

MNR's initial plan to reduce the budget gap would result in the elimination of four weekday trains on its West of Hudson service:

- Port Jervis Line Train No. 58* (the 9:20 AM departure from Port Jervis to Hoboken Terminal) would be discontinued. To reduce the resulting service gap, MNR would adjust the timetable for Port Jervis Line Train No. 62. Train No. 62 currently departs Port Jervis at 11:31 AM, but would be adjusted to depart Port Jervis at 10:54 AM.
- Port Jervis Line Train No. 61* (the 6:27 PM departure from Hoboken Terminal to Port Jervis) would be discontinued. To reduce the resulting service gap, MNR would adjust the timetable for Port Jervis Line Train Nos. 63 and 65. Train No. 63 currently departs Hoboken Terminal at 7:02 PM, but with the Proposed Action, it would depart at 6:47 PM. Train No. 65 currently departs Hoboken Terminal at 7:57 PM, but would be adjusted to depart at 7:50 PM.
- Pascack Valley Line Train No. 1600 (the 4:56 AM departure from Spring Valley to Hoboken Terminal) would be discontinued.
- Pascack Valley Line Train No. 1639 (the 6:55 PM departure from Hoboken Terminal to Spring Valley) would be discontinued.

3. Alternative Proposal for Port Jervis Line Service Reductions: Additional Harlem Line Reductions*

MNR has explored an alternative to elimination of Port Jervis Line Train Nos. 58 and 61. The alternative would result in service changes on the Harlem Line and would realize an equivalent annual cost savings to the Port Jervis Line reductions.

- Harlem Line Train No. 542 (the 9:48 AM departure from North White Plains to Grand Central Terminal) would be discontinued.
- Harlem Line Train No. 670 (the 4:07 PM departure from Mount Kisco to Grand Central Terminal) would be partially discontinued. Train No. 670 would be adjusted to originate from North White Plains at 4:24 PM, and would therefore no longer serve Mount Kisco, Chappaqua, and Pleasantville.
- Harlem Line Train No. 641 (the 2:48 departure from Grand Central to Southeast, stopping at White Plains and then next stop Mount Kisco) would be combined with Harlem Line Train No. 643 (the 2:51 PM departure from Grand Central Terminal to Mount Kisco, first stop Scarsdale). The combined service would make all of the current stops for Trains Nos. 641 and 643 except Scarsdale and Hartsdale. Customers destined for Scarsdale or Hartsdale would take train No. 545, the 2:55 PM departure from Grand Central to North White Plains.
- Harlem Line Train No. 547 (the 3:20 PM departure from Grand Central Terminal to North White Plains) would be combined with Harlem Line Train No. 549 (the 3:23 PM departure from Grand Central Terminal to North White Plains). The combined service would make all of the current stops for Train Nos. 547 and 549.
- Harlem Line Train No. 574 (the 4:48 PM departure from North White Plains, stopping at White Plains and continuing express to Grand Central Terminal) would be combined with Harlem Line Train No. 676 (the 4:07 PM departure from Southeast making local stops to White Plains and continuing express to Grand Central Terminal). The combined service would make all of the current stops for Train Nos. 574 and 676.

D. Long Island Bus

LI Bus has defined service reductions that would discontinue, streamline, or shorten bus routes.

1. Discontinue Bus Routes

LI Bus would discontinue service at all times on the following routes:

- N3 (Franklin Square, Valley Stream, Green Acres Mall, Jamaica);
- N17 (Hempstead, Mercy Hospital, LIRR Rockville Center station);

- N26* (Jamaica, Lake Success Quad, North Shore Hospital, Great Neck);
- N28 (Roslyn, Roslyn North Industrial Park);
- N53 (Merrick Shuttle via Park Avenue);
- N65 (East Rockaway, Lynbrook, East Meadow, operating on school days only);
- N66 (East Rockaway, Lynbrook, Mineola, operating on school days only);
- N67 (Roosevelt, East Meadow, Hicksville, operating on school days only);
- N87 (summer-only service between LIRR Hicksville station and Jones Beach);
- N88* (summer-only service between LIRR Freeport station and Jones Beach);
- N93 (Nassau Hub Shuttle);
- N94 (Woodbury Shuttle); and
- N95 (Farmingdale Shuttle).

LI Bus would discontinue weekday midday service on the following routes. Weekday peak service would be maintained. These routes do not operate on weekends:

- N14 (Rockville Center, LIRR Rockville Center station); and
- N62* (South Freeport Loop serving LIRR Freeport station).

2. Streamline or Shorten Bus Routes

LI Bus would streamline or shorten the travel paths of the following proposed routes to provide more efficient service and reduce operating costs: N1 (Elmont, Valley Stream, Green Acres Mall, Jamaica), N2 (Floral Park, Valley Street, Green Acres Mall, Jamaica), and N23 (Mineola, Roslyn, Port Washington, Manorhaven). The proposed route changes would be implemented at all times for the N1 and N23 and during peak periods for the N2.

3. Paratransit

LI Bus would implement feeder service on its paratransit (Able-Ride) service to reduce costs. Currently, LI Bus provides door-to-door service for paratransit customers. However, a percentage of paratransit eligible customers can use the fixed-route (commuter rail, subway, or bus) service for a portion of their trip but cannot get to the nearest bus stop or train station. For these riders, LI Bus Able-Ride would provide transportation for a portion of the trip to or from the fixed-route stops. For customers with conditional eligibility based on extreme weather and/or temperature conditions, LI Bus would determine their eligibility for service trip by trip, rather than by season. LI Bus Able-Ride would also increase the voucher program for the use of taxis and livery cabs to reduce costs for Able-Ride service.

ADA regulations require Able-Ride to provide service within its core service area, and outside that area, to origins and destinations within corridors on both sides of all fixed-route service. Able-Ride currently provides service to all areas of Nassau County, which is greater than the area required by law. As part of the Proposed Action, LI Bus also would reduce the service area to that required by law.

E. MTA Bus Company

MTA Bus would discontinue service at all times on the following express bus routes: BxM4A (Bedford Park to Midtown), BxM7B* (City Island to Midtown), QM22 (Jackson Heights to Midtown), and QM23 (Brooklyn Manor to Midtown). In addition, the Q89 local bus route between Jamaica and South Jamaica, Queens (via Linden Boulevard/Lincoln Street), which is operated by MTA Bus, would be discontinued.

F. Triborough Bridge and Tunnel Authority*

TBTA would discontinue the rebate program for Rockaway residents who, if registered, receive a rebate for tolls on the Cross Bay Bridge. With the Proposed Action, these customers would pay the toll.

IV. Consideration of Impacts Resulting from the Proposed Action

The EA considers in detail the potential impacts of the Proposed Action in light of its projected effects on transportation (vehicular traffic, parking, transit, and pedestrian circulation), community character, air quality, noise, and energy.

A. Transportation

The estimate of change in transit ridership from the Proposed Action was based on data prepared by the MTA used to estimate the cost savings from service reductions. The MTA operating agencies developed the anticipated ridership impacts to each bus route, subway, or commuter rail train affected by the Proposed Action. The MTA used various techniques including historical elasticities to fare and travel time changes, proximity analysis to other routes, and known ridership patterns to determine the effect on ridership.

For each route affected by the Proposed Action, the estimated percentage of trips diverting from transit to other modes determined in the MTA analysis was applied. These analyses included estimates of the numbers of customers affected by the service change and of the percent of customers lost due to the service change, indicating that these customers would no longer use transit. These estimates take into account the proximity and time impacts of alternative services. A percentage of trips diverting to other transit services and the percentage of trips diverting to auto was applied. Almost all lost trips were assumed to be diverted to auto with vehicle occupancy assumed to be 1.0. This is a worst-case scenario since many of these lost trips would not have auto or taxi as a viable option and would become trips that use different destinations, are combined with other trips, or switch to walk mode. The exceptions to this assumption were the MTA Bus X32 school-day only route between Queens and the Bronx, for which it was assumed that most customers would switch to private routes instead of new auto or taxi trips; and the LI Bus Jones Beach buses (N87 and N88), for which it was assumed that half of the existing customers would no longer make the trip to Jones Beach and the other half would make the trip via auto with an auto occupancy of 2.0.

Boardings (unlinked trips) for each bus route and rail station were stratified by weekday peak and off-peak, and Saturday and Sunday. An unlinked trip is a trip made on a single transit vehicle (bus, subway, or commuter rail). The trips were assigned to counties by allocating stations and routes as appropriate. In cases where bus routes serve more than one county, estimates were made as to the percentage of boardings in each county. This was generally straightforward, since it assumed there is symmetry of trips throughout the day so most two-county routes have 50 percent of the trips in each county. The length of travel in each county was based on the route of the service and was used to calculate regional vehicle miles traveled (VMT).

To determine the changes to VMT, the assumed average miles/passenger was based on the following: 1) the average miles of travel per passenger available from NYCT's unofficial average miles/passenger data collected in fall 2008; 2) when NYCT information was not available, results from the Regional Transit Forecast Model (RTFM); and 3) when neither NYCT results nor RTFM results were available, an average of the operating agency's routes. The product of average miles/passenger and vehicle trips diverted from transit determines the VMT increase from the Proposed Action. The vehicle diversions and resultant VMT are summed at the county level and annualized using a factor of 254 weekdays, 53 days for Saturdays, and 58 days for Sundays and holidays.

MNR considered two options for reducing commuter rail service and both of these options were modeled to determine changes to vehicle trips and VMT. The results show that MNR's proposed additional reductions on the Harlem line would result in a greater ridership loss and a higher increase in VMT than the proposed reductions in Port Jervis line service. Since the Harlem line proposal results in a more conservative estimate of ridership loss, automobile travel, and VMT, it was used for the transportation impact evaluation related to traffic and VMT.

1. Vehicular Traffic

SEQRA's implementing regulations define any "substantial adverse change in existing ... traffic levels" as a significant adverse impact on the environment. SEQRA Regulations, § 617.7(c). As described below, based on the analysis contained in the EA, the Proposed Action will not have a significant impact on vehicular traffic.

The Proposed Action analyzed in the EA would result in a total of approximately 18,700 vehicle (automobile and taxi) trips on an average weekday in the MTA service area (EA at 3-34). These trips would be dispersed throughout a wide geographic area, and in most cases, increases in traffic would be imperceptible on a regional basis. The discontinuation of bus routes would result in increases in automobile and taxi traffic along corridors that they formerly traveled. Generally, these increases would occur on weekends and at night when most of the bus service discontinuations would occur. During peak hours, bus route discontinuations are more limited and there is often a transit alternative.

The Proposed Action analyzed in the EA would generate approximately 3,500 peak hour vehicle trips in the MTA service area, which represents less than a 0.1 percent increase in vehicle trips in the New York Metropolitan Area (EA at 3-34). Increases in vehicle travel from Long Island, Westchester, Connecticut, and other East of Hudson locations would be minimal and would be unlikely to impact local traffic conditions as vehicles would be spread across a wide geographic area. The increases in vehicle volumes in the Bronx, Brooklyn, Queens, and Staten Island would also be widespread and would be unlikely to impact area intersections. In Manhattan, there would be an increase of 775 vehicle trips during the weekday peak hour (EA at 3-34). Of these, approximately 50 percent (385 vehicle trips) would be local trips, resulting from the loss of paratransit and local bus customers. Many of these local trips would be by taxi, which are already part of the peak-hour traffic network in Manhattan, and the trips would be dispersed throughout the borough. The remaining 390 vehicle trips would enter or leave Manhattan from other parts of the MTA service area. Since areas west of the Hudson River would not experience a loss of transit ridership during peak periods, all of these trips would come from areas east of the Hudson River, including Staten Island. Although these vehicles would have to cross the East or Harlem Rivers to enter and leave Manhattan, the relatively small volume of vehicle trips would be hardly noticeable at the individual bridges and tunnels, representing less than a 1 percent increase in peak-hour bridge and tunnel crossings. The Proposed Action would generate fewer vehicle trips during other periods of the day, including overnight hours.

As described above, the estimate of vehicle trips associated with the Proposed Action is conservative since it assumes that all trips lost to transit would divert to auto and assumes a vehicle occupancy of 1.0. On a neighborhood-by-neighborhood basis, these factors would vary to reflect the purpose of the trip and time of day. For example, trips to and from Manhattan during peak periods would likely have a higher vehicle occupancy as people would carpool. As another example, some local trips by bus would not necessarily divert to auto since some passengers would link their trips to make transit more convenient, select a destination that is better served by transit, or just not make the trip at all. Therefore, although the Proposed Action as conservatively modeled is not expected to result in significant adverse impacts on regional or local traffic conditions, the overall net increase in vehicles at most locations would be less than predicted above.

The proposed elimination of the Cross Bay rebate program would result in a diversion of trips from the Cross Bay Bridge to free roadways, primarily the Nassau Expressway. An analysis of the potential

impacts from elimination of the rebate program was prepared by the TBTA in 2009 as part of the *Environmental Assessment for the Metropolitan Transportation Authority's Additional Actions for Budget Balance and Triborough Bridge and Tunnel Authority's Proposed Toll Increase and Related Actions* (2009 EA) for proposed toll increases on their bridges and tunnels.

The 2009 EA examined the potential diversion of trips assuming the elimination of the rebate program as well as a 23 percent toll increase on the Cross Bay Bridge, and concluded that that combination would result in diversion of 47 vehicle trips to the Nassau Expressway in the AM peak hour and 98 vehicle trips to the Nassau Expressway in each of the midday and PM peak hours. Detailed traffic analysis prepared for the 2009 EA concluded that there would be a less than 3-second increase in vehicle delays on the Nassau Expressway, but no change in its level of service. Subsequent to the analysis presented in the 2009 EA, TBTA implemented a lower toll increase than analyzed. In addition, volumes on the Cross Bay Veterans Memorial Bridge have declined. Therefore, with implementation of the Proposed Action, the diversion of vehicles from the Cross Bay Veterans Memorial Bridge would likely be lower than estimated in the 2009 EA, and the resultant change in delays on the Nassau Expressway would be similar to if not better than previously predicted.

NYCT would relocate bus layover positions for certain routes that would be changed with implementation of the Proposed Action. The new layover areas would occupy curbside lanes and would not impede traffic flow on adjacent moving lanes.

Overall, therefore, implementation of the Proposed Action would not result in significant adverse impacts on traffic.

2. Parking

The Proposed Action would result in new vehicle trips throughout the MTA service area. These vehicles would generate demand for on- and off-street parking in areas where the new trips would occur. Where supply is currently limited or utilization is already high, there could be parking shortfalls. The Proposed Action would not preclude the provision of additional parking by the City or other municipalities to meet demand. Furthermore, motorists in the New York area are aware of the constrained supply, and many use transit to avoid the need for parking in congested areas. Therefore, although the Proposed Action would increase parking demand, the impact is not considered significant. (EA 3-40)

Although the relocation of bus layover positions by NYCT would result in the removal of some curbside parking, replacement parking could be provided at existing bus layover locations that would be removed. Furthermore, NYCT would coordinate the relocation of bus layover facilities with the New York City Department of Transportation. In any event, the proposed relocation of bus layovers would not result in significant adverse impacts on parking. (EA 3-40)

3. Transit

The Proposed Action is estimated to reduce annual commuter rail, subway, and bus ridership by 6.3 million trips, representing less than a 0.25 percent decrease in ridership as compared with the No Action/Future Baseline condition. On average, there would be a reduction of approximately 10,800 trips during weekday peak periods (6 AM to 9 AM and 4 PM to 7 PM), approximately 8,100 trips during weekday off-peak periods (midnight to 6 AM, 9 AM to 4 PM, and 7 PM to midnight), and 13,900 trips weekend day.

Although the proposed service changes would result in the loss of transit for some customers and less convenient travel for others, the Proposed Action would result in less than a 0.25 percent decrease in ridership in the MTA service area. Changes may result in increased passenger volumes on subway cars, bus routes, and commuter trains, but NYCT, MTA Bus, LIRR, and MNR would continue to

operate service within the guideline capacities. Therefore, overall, the Proposed Action would not result in significant adverse impacts on transit.

a. Commuter Rail

As part of the Proposed Action, MNR would adjust its service guidelines with respect to train occupancy, which would result in smaller train size. In addition, LIRR proposes to reduce the length of four trains, which would still operate in accordance with LIRR's guideline capacities. These changes would increase the crowding of trains and decrease the availability of seats, but seats would nonetheless remain available (EA 3-1 and 3-2).

LIRR and MNR would eliminate and/or combine trains during peak and off-peak periods. Passengers on trains to be discontinued would have the option of an earlier and/or later train, and therefore may experience a longer travel time or additional transfers in route, and trains would be more crowded. Riders on combined trains would also have an earlier or later departure. Many of these customers would also experience longer travel time, since the combined trains would make more stops. In all cases, LIRR and MNR would maintain operations within their loading guidelines. (EA 3-3 to 3-4).

LIRR presently operates two trains per hour in each direction on weekends on the Port Washington Branch. With the Proposed Action, LIRR would reduce operations to hourly service. Riders affected by the train cancellations would have the option to take the preceding or succeeding train, which could increase their travel time (EA 3-2).

The proposed discontinuation of late-night LIRR service on the Atlantic Branch would affect very few passengers (sometimes as few as 10) who travel at that time between Atlantic Terminal and Jamaica. As an alternative to LIRR service, riders could take trains to and from Penn Station with a subway connection to Brooklyn or could use subway service from Jamaica (EA 3-2).

LIRR would discontinue weekend service on the West Hempstead Branch. With the Proposed Action, riders along the West Hempstead Branch would drive to the Valley Stream, Lynbrook, or Hempstead LIRR stations for service. Customers who currently use the West Hempstead, Hempstead Gardens, and Lakeview stations could also take the N15 bus to the Rockville Centre and Hempstead stations. Riders who currently use the Malverne station could use the N31 or N32 buses to access either the Lynbrook or Hempstead station. Riders who use the Westwood station would not have a weekend transit-only connection to the LIRR. In total, the proposed elimination of weekend service on the West Hempstead Branch would affect a total of approximately 700 passengers each weekend (EA 3-3).

LIRR would also discontinue service on the Greenport Branch between Ronkonkoma and Greenport except on summer weekends (Friday to Sunday from May to September).* Approximately 160 weekday and 380 weekend passengers would be affected. These passengers would not have alternative public transit service between Ronkonkoma and Greenport. Passengers traveling from between Medford and Yaphank and points to the west could drive to Ronkonkoma or to stations on the Montauk Branch. For other passengers, private bus options are also available to the North Fork of Long Island that replicate LIRR service.

LIRR would eliminate its seasonal service to Belmont Park, except during the annual running of the Belmont Stakes. This would not result in significant adverse impacts since passengers would have bus alternatives to reach Belmont Park (EA 3-3).

b. Subway

Elimination of G service between Court Square and Forest Hills–71 Avenue at all times would require one or two additional transfers for 1,000 weekday, 10,500 Saturday, and 8,500 Sunday passengers. Furthermore, because the G would no longer provide local stop service on the Queens Boulevard Line, the number of trains serving local stops would be reduced. As a result, passengers on that route

would have an average of 2- to 5-minute longer wait for local service on the Queens Boulevard Line. (EA 3-4)

The proposed changes to the Broadway Line (NQRW) would increase the waiting time for some passengers, primarily in Lower Manhattan, by approximately 1 to 1½ minutes during rush hour and 2½ minutes during weekday midday and evening hours, because a transfer would be required to reach stations south of Canal Street. (EA 3-11)

Changes to the M train would require customers traveling between South Brooklyn and Lower Manhattan to make a transfer or a longer walk to reach their destinations, both of which would increase their travel time. Furthermore, the discontinuation of the M in Brooklyn would reduce the frequency of local service on the West End and 4th Avenue lines in Brooklyn, requiring customers to wait 1 to 1½ minutes longer for trains. However, the Proposed Action would also result in a new direct service to Midtown Manhattan for M train riders, eliminating the need for Midtown-bound customers to transfer. (EA 3-12)

For existing M train passengers who travel from Queens to Lower Manhattan, a new transfer would also be required, which would lengthen travel times. Furthermore, the rerouting of the V trains would lengthen the waiting time at 2 Avenue–Lower East Side and the stations between Essex Street and Broad Street by ½ to 1 minute and would require passengers traveling to 2 Avenue–Lower East Side to transfer. The necessary reduction in V train sizes to allow for their operation on the Nassau Street line in Brooklyn would result in more crowded operations on the V trains on the Queens Boulevard line. (EA 3-12)

NYCT's proposed increases to its off-peak loading guideline would mean that the frequency of service would decrease on certain routes, although trains would continue to arrive according to NYCT's current policy of maximum headways for weekday midday and evening service. With the Proposed Action, approximately 160,000 weekday midday customers, 140,000 weekday evening customers, and 285,000 weekend customers would experience additional waits for trains that would average one extra minute. Furthermore, some customers would stand, rather than sit on trains. (EA 3-12 to 3-13)

On Saturdays and Sundays, the maximum headways would be increased from 8 to 10 minutes on certain B Division routes. This would reduce the frequency of service and result in more crowding on the trains. At peak load points, some trains would exceed the 125 percent loading guideline at the maximum load point, but passenger loads would remain well below the practical capacity/peak hour loading guidelines of train cars. These changes would result in longer waits for weekend customers. Approximately 1.6 million Saturday customers and 1.2 million Sunday customers would experience a 1-minute increase in waiting time. (EA 3-13 to 3-14)

c. Staten Island Railway

SIR would close the Ballpark/Stadium station and eliminate special train service to the Ballpark/Stadium station. Customers would have to make an approximately 10-minute walk to the ballpark from nearby St. George station (EA 3-14).

d. Bus

NYCT and LI Bus would shorten or restructure some bus routes and revise others to either: 1) provide alternative service on shortened routes; 2) combine sections of two or more routes; or 3) result in more efficient operations. In addition, NYCT, LI Bus, and MTA Bus would discontinue service on certain bus routes in their entirety. Also, NYCT would reduce the span of service for certain bus routes that have low ridership in the first or last hour of service. Proposed service reductions were guided by the following principles:

- Affect the fewest number of riders;
- Minimize the negative effects to riders;
- Maintain network coverage and core services;
- Operate service within existing service and capacity guidelines (except where otherwise noted); and
- Improve the cost-efficiency of the service provided.

The affected routes are listed in Section III above (EA 3-14 to 3-31).

NYCT would restructure routes in Co-Op City, Country Club, Bay Ridge, Carroll Gardens/Red Hook/Park Slope/Windsor Terrace, New Brighton, Lower Manhattan, and the Lower East Side. These restructurings would eliminate service redundancy and result in more efficient bus operations. In most cases, affected customers would not lose service, but there may be additional transfers to complete their existing trips.

NYCT would discontinue portions of certain bus routes that parallel subway service since the affected customers would have a transit alternative. NYCT would also shorten certain routes, which would require customers near the end of the existing route to transfer to alternative bus service or walk to their destinations.

NYCT would combine express bus routes. Presently, NYCT operates route pairs (e.g., X13/X14, X27/X37, and X28/X38). These buses share a common terminus in either Staten Island or Brooklyn. In Manhattan, one bus of the pairing serves Lower Manhattan while the other serves Midtown Manhattan. With the proposed action, the combined express buses would make stops in both Lower Manhattan and Midtown Manhattan, which would increase the travel time for some customers.

NYCT would discontinue weekday, weekend, and/or overnight local bus routes in all five boroughs. Generally, affected customers would have alternative subway and/or bus options to make their trip, but the bus discontinuations could increase the walking distance and travel time for these customers. However, there would not be a transit alternative for all or portions of the following discontinued bus routes: Bx18*, Bx33*, Barretto Park Pool Shuttle, B24, B31, B71, M21, M22*, Q14*, Q26, Q30, Q31, Q42*, Q79, and S60*. These routes have low ridership during the periods proposed for discontinued service. Customers on these routes would likely divert to automobile or taxi to make trips. Alternative transit service is also not available for the Barretto Park Pool Shuttle, which is a summer-only service. Customers would have to walk approximately ½ mile from the nearest transit alternative.

MTA Bus would discontinue three express bus routes. Although a transfer would be required, these customers would have local bus to subway or local bus to express bus alternatives.

LI Bus would discontinue route extensions where there is a service alternative as well as special shuttle, seasonal, and school day routes. Although one or more transfers may be required, many customers would have a transit alternative to the discontinued routes. However, there would be no convenient transit alternatives for the partial discontinuation of the N14 and the full discontinuation of the N87, N88*, N94, and N95. The N14, N94, and N95 provide shuttle service between LIRR stations and nearby office and industrial parks. Customers on these routes would likely either divert to private automobile for the entirety of their trip or would use taxi services from the LRR to their destinations. The N87 and N88 provide summertime service between the LIRR and Jones Beach. Customers using the N87 or N88 would either divert to private automobile or would not make the trip at all since these are not home-to-work or work-to-home trips.

LI Bus would shorten or alter the route-path of three buses. Customers would either transfer to alternative LI Bus routes or would walk a bit further to reach their destination.

The proposed bus discontinuations, route restructurings, and shortening of operating hours would increase travel times for existing customers or would result in the loss of transit service. However, the overall loss of customers would be small, less than 0.25 percent of total MTA ridership. Therefore, the Proposed Action would not result in significant adverse impacts on buses.

4. Pedestrians

The elimination of bus routes and other service reductions may result in longer or additional walk trips between origins, destinations, and connecting transit service. The service changes with the most potential to increase walk trips would occur throughout New York City and Long Island, meaning that increases in pedestrian activity would be widespread. At most locations, the potential increase in volumes would be imperceptible. Furthermore, many of the service changes occur during off-peak periods when capacity is typically available to support new pedestrian trips. Therefore, the Proposed Action would not result in significant adverse impacts on pedestrian circulation. (EA 3-40)

B. Community Character

The Proposed Action would not result in any physical changes (e.g., new structures or demolition of existing structures), but rather would introduce changes to transit service. The potential for those service changes to affect neighborhood access and travel patterns was evaluated. Potential overall regional effects and the localized effects on particular neighborhoods were considered.

1. Regional Effects

The changes proposed as part of the 2010 Service Reductions were selected to minimize effects on transit service during the peak periods, when the greatest number of people use transit. Nonetheless, some transit service would be reduced during peak hours, resulting in more crowding on other transit services. More noticeable reductions would occur during off-peak hours, and particularly on weekends and late-night periods, when some transit services would operate with less frequency and a number of routes would not operate at all. On a regional basis, the proposed changes together would make transit service somewhat less convenient in the New York metropolitan region, particularly on weekends and at night. The changes would be most noticeable in New York City, where the majority of service reductions are proposed, and in particular in neighborhoods farthest from the Manhattan Central Business District that already have fewer transit options. For a small number of passengers, trips could be greatly lengthened, and some passengers who have other travel options may choose not to use transit at all.

Regionally, good transit service is important to supporting the region's economy, and any reduction in transit service is therefore less supportive. Overall, however, the proposed changes were selected to retain transit options to the greatest extent possible while meeting the mandate to reduce operating expenses. Even if the full package of proposed reductions is implemented, the New York metropolitan region would maintain a robust transit system. Moreover, all changes proposed as part of the Proposed Action are reversible, so that additional service can again be provided as funding becomes available.

2. Localized Effects

a. Commuter Rail

In general, the proposed combinations and discontinuation of selected LIRR and MNR trains would be inconvenient for some passengers and would increase crowding on trains, but would not change the transit accessibility of the areas served by the affected train lines and therefore would not result in overall effects on community character. (EA 4-2 to 4-3)

The discontinuation of LIRR service on certain branches at certain times would also not result in adverse effects on community character of the areas served. This includes the discontinuation of late-night service on the Atlantic Branch, the discontinuation of weekend service on the West Hempstead

Branch, and the discontinuation of Greenport Branch service except on summer weekends. On the Atlantic Branch, late-night LIRR access is not a defining characteristic of the Brooklyn neighborhoods served by LIRR; these neighborhoods have many other transit options and late-night service is used by very few people. On the West Hempstead Branch, discontinuation of weekend service would be less convenient for travelers, but few passengers use this weekend service, other transit options would remain available, and weekday service would not be affected. Similarly, elimination of direct train service to Belmont Park would make access to the racetrack less convenient, but the racetrack would nonetheless be accessible by public transportation and would not be adversely affected.

Elimination of the special Staten Island Railway shuttle service between Tottenville/St. George and the Ballpark/Stadium station during Staten Island Yankees' games would eliminate a convenience, but would not affect access to the ballpark, since the St. George station is less than a quarter-mile from the ballpark. Therefore, no significant adverse effect on community character would occur.

b. Subway

Changes to subway service would include reduced frequency on certain routes and discontinuation of certain routes or portion of routes where alternative service would remain. Overall, the changes proposed to subway service would make subway travel less convenient because of the reduced frequency of service on weekday midday, weekday evening, and weekend periods on a number of subway routes and the increased crowding that would result. At most times of the day, the increased wait time would be small, and therefore, not perceptible to many customers. However, these changes could increase travel time for customers, particularly those who need to make transfers between two subway lines. Overall transit accessibility of the affected neighborhoods would remain generally the same and no adverse effect to neighborhood character would occur. (EA 4-3 to 4-4)

c. Bus

The bus service changes proposed in New York City are generally proposed in areas where other transit access is available nearby and/or on routes with low ridership, and thus the effects of these changes on community character would be minimized. However, some riders would be inconvenienced by these changes. In some neighborhoods, elimination of bus routes would make connections between the neighborhoods they serve more difficult, requiring more passengers to make multiple transfers between routes to travel between neighborhoods. Most neighborhoods would remain generally well served by transit, including other bus routes and/or subway service. In certain neighborhoods, transit access would be difficult at certain times of the day:

- Bronx: In Morris Heights, where discontinuation of the Bx18* at all times would require customers to traverse a steep hill to reach bus service; Woodlawn, where no bus service would be available during late-night hours; and Hunts Point, where no bus service would be provided to Barretto Point Park and the floating pool. (EA 4-7 to 4-9)
- Brooklyn: In Borough Park, Kensington, and Flatbush, discontinuation of the B23 would remove bus service from key commercial corridors; in Bay Ridge, where late-night service changes would mean a few blocks in the westernmost portion of the neighborhood would not have late-night bus service; and in Gerritsen Beach, where late-night bus discontinuations would mean no bus service would be available and the nearest service would be as much as 2 miles away. (EA 4-5 to 4-7)
- Manhattan: Discontinuation of certain crosstown routes, particularly during late-night periods and on weekends, would mean that crosstown passengers would have longer walks (generally up to ½ mile) to reach their destinations. Residents of the housing developments on the Lower East Side/Chinatown south of Madison Street would have walks of up to ¾ mile to reach the nearest bus on weekends because of discontinuation of the M22*. (EA 4-9 to 4-11)

- Queens: In the eastern Queens neighborhoods of Little Neck, Bellerose, Floral Park, Utopia, Bayside, and Whitestone, service reductions on weekends would leave some areas a longer distance from equivalent transit service. While most affected neighborhoods would continue to have transit service within ½ mile, in Whitestone, changes to the Q14* on weekends would mean that the nearest transit service would be up to a mile away for some residents. Along the route of the Q76, discontinuation of service on Saturdays would mean no north-south transit service is located nearby (this already occurs on Sundays). In Fresh Meadows, Jamaica Estates, and Little Neck, large areas would be up to a mile from transit service during late-night periods because of discontinuation of the Q30. (EA 4-11 to 4-13)
- Staten Island: In Grymes Hill and Sunnyside, discontinuation of the S60* would mean that some residents would have to walk up to a mile to reach the nearest transit service. Weekend route discontinuations of the S54 and S76 would also result in some areas with no transit service within approximately a mile in portions of Manor Heights and Oakwood Beach (including portions of the Oakwood Beach residential areas and the beach). (EA 4-13 to 4-14)

In Nassau County, most of the changes proposed to local bus service would occur where alternate bus service would remain available. For these locations, passengers may have longer travel time and may have to transfer, depending on their destination, but overall transit accessibility of the community would not be adversely affected. In some locations, alternate transit service is not readily available, but these routes have very low ridership, indicating that they are not essential to the overall accessibility or character of the communities they serve. For the Jones Beach summer bus service (N87 and N88*), no alternate transit access to Jones Beach is available. It is anticipated that visitors who wish to use public transportation to reach the beach would travel to other beaches. Since Jones Beach State Park attracts millions of visitors every year, most of whom arrive by automobile, this elimination of transit accessibility would not change the overall character of Jones Beach for most of its patrons. (EA 4-14 to 4-16)

The proposed changes in paratransit service (Access-A-Ride in New York City and Able-Ride in Nassau County) would increase travel time for customers, but would not preclude their ability to make trips, and therefore would not result in significant adverse impacts on community character. (EA 4-5 and 4-15)

The elimination of the current rebate the residents of Broad Channel and the Rockaways receive for travel across the tolled Cross Bay Veterans Memorial Bridge would increase travel costs or travel time for some residents of these areas, but alternate routes are available and access to and from these communities would not be precluded. Therefore, discontinuation of the rebate program would not significantly affect community character. (EA 4-16)

d. Conclusion

Overall, the service changes proposed as part of the Proposed Action would reduce transit service in some neighborhoods at all times, on weekends, and/or during late-night hours. Most neighborhoods would remain served by other transit options, although these transit services might be less convenient for some passengers. In these neighborhoods, the overall character of the neighborhood would not be adversely affected, because they would remain accessible by transit. In certain neighborhoods in New York City and in Nassau County, transit service would be a longer walk, generally from ½ mile to a mile away. Because only a small number of passengers currently use these routes, their elimination would not adversely affect the character of the neighborhoods they serve.

C. Air Quality

The EA considered the Proposed Action's potential impacts on both local (microscale) and regional (mesoscale) air quality.

1. Microscale Analysis

The Proposed Action analyzed in the EA would result in a total regionwide increase in vehicle trips of 2,137 in the peak hour—likely less than 50 at any given intersection, since the trips would be dispersed throughout the New York City area and Long Island. This level of trip generation at any particular intersection would be below the threshold warranting a detailed analysis of carbon monoxide (CO) or particulate matter (PM), using the criteria set forth in the 2001 *CEQR Technical Manual* and the New York State Department of Transportation's screening criteria. Specific guidance for the evaluation of nitrogen dioxide (NO₂) from mobile sources relative to the new National Ambient Air Quality Standard (NAAQS) for this pollutant is not yet available. Nonetheless, it is estimated that the increase in traffic at any given intersection resulting from the Proposed Action would not increase 1-hour NO₂ concentrations by more than 2 percent of the new NAAQS for this pollutant. Therefore, a detailed microscale air quality analysis is not warranted (EA 5-8).

The proposed streamlining and realignment of certain bus routes would change the layover locations for affected buses. MTA issued strict rules for bus layover operations in a memorandum dated September 8, 2008. Operators are required to turn off engines immediately upon arrival to the layover position and cannot restart the engine until the bus departs. These rules would ensure that emissions from buses are minimized as they layover between runs (EA 5-8).

Overall, the Proposed Action is expected to minimally increase emissions at any given location where trips may increase as a result of service cuts, and would not result in a significant adverse impact on local air quality.

2. Mesoscale Analysis

The estimated increase in New York City VMT corresponds to 0.1 percent of the total citywide 2011 VMT presented in the Transportation Improvement Program (TIP) conformity determination. For criteria pollutants (i.e., those for which NAAQS have been established), the estimated total increases in on-road pollutant emissions represent an increase of less than 0.2 percent in citywide emissions from on-road sources. The estimated total increase in on-road emissions for these pollutants in Long Island and Westchester represent an increase of less than 0.1 percent in countywide emissions from on-road sources for those counties. PM₁₀ emissions increment would represent a minor increase in areawide PM₁₀ emissions, similar to that described above for other pollutants. Although specific guidance regarding the analysis of 1-hour NO₂ values does not yet exist, based on the predicted traffic increase, this level of increment would not be significant on a regional scale (EA 5-8).

With respect to regional emissions of VOC, NO_x, CO, PM₁₀, and PM_{2.5}, the effect of the Proposed Action on regional pollutant burdens would be small, would not be a significant contribution to regionwide emissions, and therefore would not be expected to interfere with the current and future State Implementation Plans for regionwide attainment of the ozone and PM_{2.5} NAAQS, maintenance of the CO NAAQS, and any future state actions regarding 1-hour NO₂ concentrations should those be necessary.

Overall, there will not be a significant adverse impact to mesoscale air quality resulting from the Proposed Action.

D. Noise

The Proposed Action analyzed in the EA would result in an increase of 18,700 vehicle trips on an average weekday. These trips would be dispersed throughout the New York City area and Long Island and would not double traffic on any area roadway. Therefore, this level of trip generation at any particular intersection would be well below the threshold warranting a detailed noise analysis, as set forth in the 2001 *CEQR Technical Manual*. Therefore, a detailed noise analysis is not required. (EA 6-1)

The changes to certain bus routes proposed by NYCT and LI Bus would result in changes to bus layover locations. The stationary noise that would result as buses at the layovers start their engines would not result in significant adverse noise impacts because the layover locations are in areas already used by other buses or because the layover locations are not near noise-sensitive land uses. (EA 6-1 to 6-2)

Overall, therefore, the Proposed Action would not result in significant adverse noise impacts.

E. Energy

The regionwide annual increase in VMT predicted to result from the Proposed Action would be small percentages of the total regionwide annual VMT. This would be true regardless of which MNR service change scenario is incorporated into the Proposed Action (the East of Hudson scenario or the Port Jervis scenario). These increases in VMT would result in corresponding increases in energy usage, which would represent a very small (estimated 0.05 percent) increase in on-road fuel consumption in the New York region, which would be considered insignificant (EA 7-1 and 7-2).

V. Revisions to Service Changes Addressed in the EA

MTA held public hearings on the service reductions in March 2010. Based on comments received during the public hearings, MTA has proposed revisions to the service changes addressed in the EA. These changes are summarized below, most of which restore service that had been proposed to be discontinued.

A. Description of the Revised Service Reductions Program

1. New York City Transit

- ***Bx8 (Bronxwood Avenue/Williamsbridge Road) and Bx14 (Country Club/Westchester Avenue)***: NYCT proposed, which the EA addressed, to discontinue the Bx14 and modify the Bx8 to serve some Bx14 customers. Under the revised plan, NYCT would still discontinue the Bx14 and restructure the Bx8. However, the Bx8 would serve the Pelham Bay Park (6) subway station rather than the Middletown Road (6) subway station. This service change would provide Bx8 customers with bus service to an ADA-accessible subway station and would allow for a more convenient transfer to other bus routes.
- ***Bx18 (Macombs Road)***: NYCT proposed to discontinue the Bx18. Under the revised plan, NYCT would not discontinue the Bx18 bus route.
- ***Bx33 (East 138/West 135 Streets)***: NYCT proposed to discontinue the Bx33 on weekends. Under the revised plan, NYCT would not discontinue weekend service on the Bx33; however, the hours of operation on weekends would be reduced to 7:00AM to 9:30PM on Saturday and 8:00AM to 9:00PM on Sunday.
- ***B4 (Bay Ridge Parkway/Neptune Avenue)***: NYCT proposed to shorten the B4, eliminating service east of Avenue Z and Coney Island Avenue. Under the revised service plan, NYCT would not discontinue B4 service to Sheepshead Bay during peak hours (6:00AM to 9:00AM and 2:00PM to 7:00PM), when buses would travel a more direct route via Avenue Z rather than Neptune and Emmons Avenues thereby retaining service to Coney Island Hospital the connection between the Sheepshead Bay neighborhood and Sheepshead Bay (BQ) station. The B4 routing would remain as originally proposed at all other times.
- ***B13 (Wyckoff Avenue/Crescent Street)***: NYCT proposed to discontinue B13 service west and north of the Myrtle–Wyckoff (LM) station. Under the revised plan, NYCT would not discontinue B13 service between the Myrtle–Wyckoff station and Wyckoff Hospital but would eliminate service between Wyckoff Hospital and the Graham Avenue (L) station.

- ***M22 (Madison/Chambers Streets)***: NYCT proposed to discontinue weekday M22 service between City Hall and Battery Park City and to discontinue all M22 service on weekends. Under the revised plan, NYCT would not discontinue M22 service west of City Hall. NYCT would also provide weekend service on the M22 but would revise its hours of operation to 7:00 AM to 9:00 PM.
- ***Q14 (Union/149 Streets) and Q15 (150 Street)***: NYCT proposed to discontinue the Q14. Under the revised service plan, NYCT would discontinue the Q14 but would restructure the Q15 to replace a portion of the Q14 route. Every other Q15 bus would operate over part of the Q14 route (via 7th Avenue, Powell’s Cove, 151st Place, 10th Avenue and 154th Street) and then rejoin the regular Q15 route-path to Beechhurst. Existing Q15 riders would continue to have service but with reduced frequency between the Cross Island Parkway and Powells Cove Boulevard.
- ***Q42 (Jamaica/Addisleigh Park)***: NYCT proposed to discontinue the Q42. Under the revised service plan, NYCT would not discontinue weekday, peak-period service on the Q42 but would discontinue service at other times.
- ***S42 (St. Mark’s Place/Jersey Street) and S52 (Tompkins/Cebra Avenues)***: NYCT proposed to discontinue the S42 and restructure a portion of the S52 to provide alternative service. Under the revised service plan, NYCT would discontinue the S42, and during peak periods, some S52 buses would operate via Brighton, Lafayette, and Prospect Avenues to replace S42 service. The previously proposed restructuring of the S52 east of Jersey Street would not be changed.
- ***S60 (Howard Avenue/Clove Road) and S66 (Victory Boulevard/Jewett Avenue)***: NYCT proposed to discontinue the S60. Under the revised service plan, NYCT would restructure the S66 route to serve the portion of the discontinued S60 route between Clove Road and Arlo Road.
- ***X1/X2/X3/X4/X5/X6/X7/X8/X9 (Richmond Avenue/Hylan Boulevard)***: NYCT proposed to discontinue the X6 and X9 as well as peak-period service on the X1. Under the revised service plan, NYCT would not discontinue peak period X1 service but would reduce its current frequency. NYCT would also not discontinue the X9, but the X6 would still be discontinued.
- ***M and V***: NYCT proposed to discontinue to the M subway line and restructure the V line to operate between Broadway–Lafayette station and Metropolitan Avenue–Middle Village station. Under the revised service plan, NYCT would not alter the proposed service pattern, but trains would be designated M rather than V.

2. Long Island Rail Road

- ***Greenport Branch***: LIRR proposed to discontinue service on the Greenport Branch except during summer weekends (Friday to Sunday from May to September). Under the revised service plan, LIRR would not discontinue weekday service on the Greenport Branch year-round but would still discontinue weekend service from September to May.
- ***West Hempstead Branch Train No. 909***: LIRR proposed to discontinue Train No. 909, the 8:28 AM departure from West Hempstead to Atlantic Terminal. Under the revised service plan LIRR would not discontinue Train No. 909, but would change its departure time to approximately 8:55 AM.

3. Metro-North Railroad

- ***Port Jervis Line Train Nos. 58 and 61***: MNR had identified two options to reduce operating expenses. The Port Jervis option would discontinue two weekday trains—one southbound (Train No. 58) and one northbound (Train No. 61)—on the Port Jervis Line. Alternatively, MNR proposed additional train discontinuations and consolidations on the Harlem Line (Harlem Line

- **Harlem Line Train Nos. 681, 683 and 693:** MNR proposed to combine Train 681, the 7:52 PM Southeast train, with Train 683, the 7:57 PM Mount Kisco train, and to discontinue Train No. 693, the 10:29 PM departure to Southeast. Under the revised service plan, MNR would still combine Trains Nos. 681 and 683 but would not discontinue Train No. 693 and would instead discontinue Train No. 381, the 7:28 PM departure to Crestwood.
- **New Haven Line Train Nos. 1302 (weekdays) and 6302 (Saturdays and Sundays):** MNR proposed to discontinue Train Nos. 1302 and 6302, the 1:15 AM departure from Grand Central Terminal making local stops to Stamford. MNR also proposed to adjust the timetable for Train Nos. 1300 (weekdays) and 6300 (weekends) to depart 15 minutes later to reduce the service gap resulting from the discontinuation of Train Nos. 1302 and 6302. Under the revised service plan, MNR would still discontinue Train Nos. 1302 and 6302 (and would adjust the timetable for Train Nos. 1300 and 6300) but would also modify Train Nos. 1500 and 6500, the 1:12 AM express train to New Haven, to stop in Greenwich.

4. Long Island Bus

- **N26 (Jamaica, Lake Success Quad, North Shore Hospital, Great Neck):** LI Bus proposed to discontinue the N26. Under the revised service plan, LI Bus would not discontinue N26 service but would streamline its route to stop outside the Lake Success Quad rather than within the Quad. LI Bus would also alter the N25 to stop outside rather than within the Quad at all times.
- **N62 (South Freeport Loop serving LIRR Freeport station):** LI Bus proposed to discontinue weekday midday service on the South Freeport Loop of the N62. Under the revised service plan, LI Bus would not discontinue weekday midday service on the South Freeport Loop of the N62.
- **N88 (Freeport–Jones Beach):** LI Bus proposed to discontinue N88 service, which operates during summer months between the Freeport LIRR station and Jones Beach. Under the revised service plan, LI Bus would not discontinue N88 service but would reduce its frequency and hours of operation.

5. MTA Bus Company

- MTA Bus proposed to discontinue the BxM7B (City Island to Midtown). Under the revised service plan, MTA Bus would still discontinue the BxM7B, but would extend two weekday peak period BxM7A trips in each direction to City Island, matching the frequency and hours of operation of the existing BxM7B service.

6. Triborough Bridge and Tunnel Authority

- TBTA originally proposed to discontinue the rebate program for Rockaway/Broad Channel residents who, if registered, receive a rebate for tolls on the Cross Bay Veterans Memorial Bridge. Under the revised program, residents would receive a rebate after paying two E-ZPass tolls (effectively one round-trip) on that bridge in a single day. Following the first two paid tolls on the Cross Bay Veterans Memorial Bridge, all subsequent tolls on that bridge in the same day would be rebated by the MTA.

B. Environmental Effects of the Revised Service Plan

In a technical memorandum, AECOM/AKRF further analyzed the revisions to the service reductions addressed in the EA to determine whether any of the EA's conclusions regarding the potential environmental impacts of service changes needed to be altered. This analysis is summarized in this section.

1. Transportation

Generally, the proposed revisions to the service reductions addressed in the EA would result in fewer customers who would fully or partially lose transit service.

The proposed revisions would alter the frequency of service or route of the Bx8, S66, N25, and N26. This could increase travel time for some customers, but these changes would not substantially reduce ridership on these routes. Furthermore, by modifying these routes, bus service is maintained for a greater number of customers.

MNR's proposal to discontinue Train No. 381 would require customers to board a train that departs Grand Central Terminal two minutes later and makes local stops to Crestwood. This would lengthen the travel time for these customers and may divert 15 to 30 passengers per weekday to automobiles. However, MNR previously proposed to discontinue Train No. 693, which was projected to result in 25 to 30 new vehicle trips per weekday. Therefore, the proposed service modification would have a similar or lesser effect on automobile trips and vehicle miles traveled (VMT).

The TBTA's proposed modification would partially reinstate the Cross Bay Veterans Memorial Bridge rebate program for Broad Channel and Rockaway residents. Under the revised plan, residents who make three or more daily trips across the bridge are less likely to divert to free crossings since they would be reimbursed for these trips. As a result, the partial reinstatement of the rebate program would result in lower VMT and fewer new vehicle trips on the Nassau Expressway than were projected in the EA.

The proposed revisions related to bus service would not alter bus layover positions as compared to current conditions or the analysis presented in the EA; therefore, the proposed modifications would not impact on-street parking in the MTA service area.

The proposed revisions would result in fewer customers that would lose transit service and divert to automobile travel. Thus, the proposed revisions would result in fewer vehicle trips and VMT than were identified in the EA. Overall, therefore, consistent with the conclusions of the EA, the proposed revisions to the service reductions addressed in the EA would not result in significant adverse impacts on transportation.

2. Community Character

The proposed revisions to the service reductions addressed in the EA would restore all or portions of some bus and train routes that previously would have been discontinued. Therefore, fewer residents of the MTA service area would lose transit service than was identified in the EA. Furthermore, none of the above-described revisions would discontinue transit service in areas not previously identified. Therefore, consistent with the conclusions of the EA, the proposed revisions to the service reductions addressed in the EA would not result in significant adverse impacts on community character.

3. Air Quality

As described above, the proposed revisions to the service reductions addressed in the EA would result in fewer vehicle trips and VMT than were analyzed in the EA, which would reduce the resultant pollutant emissions as compared to analysis presented in the EA. Therefore, consistent with the conclusions of the EA, the proposed revisions to the service reduction addressed in the EA would not result in significant adverse impacts on air quality.

4. Noise

The proposed revisions to the service reductions addressed in the EA would result in fewer vehicle trips than were analyzed in the EA, which would reduce noise emissions for on-road traffic. The proposed modifications would also not alter bus layover positions as compared to current operations or to the analysis presented in the EA. Therefore, consistent with the conclusions of the EA, the

proposed revisions to the service reductions addressed in the EA would not result in significant adverse noise impacts.

5. Energy

The proposed revisions to the service reductions addressed in the EA would result in fewer vehicle trips than were analyzed in the EA, and the potential demand for energy would be reduced as compared to analysis presented in the EA. Therefore, consistent with the conclusions of the EA, the proposed revisions to the service reduction addressed in the EA would not result in significant adverse energy impacts.

C. Overall Effect of Proposed Revisions to the Service Reductions

The proposed revisions to the service reductions addressed in the EA would result in fewer customers who would lose transit service, and therefore, would produce fewer vehicle trips and VMT than identified in the EA. The proposed modifications would result in the provision of more transit service in the MTA service area than the originally proposed service changes and no new areas would lose service. The proposed revisions would also not result in increases in pollutant emissions, noise, or energy demand as compared to analysis presented in the EA. Overall, the proposed modifications would not result in significant adverse impacts on the environment, but instead, would somewhat improve conditions as compared to the findings of the EA discussed in Section IV, above.

VI. Conclusion and Findings

Having undertaken a thorough environmental analysis of the Proposed Action, the Board hereby determines that the Proposed Action may properly be considered to be continuing agency administration and management, exempt from further SEQRA review as a Type II action, because the Proposed Action does not constitute a major reordering of priorities that may affect the environment. In any event, based on the foregoing analysis, the EA, and the technical memorandum addressing the post-hearing revisions, each of which is incorporated herein by reference, the Board finds and concludes that the Proposed Action will not result in any large and/or important adverse environmental impacts and that the Proposed Action would have no significant adverse environmental impacts. Alternatively, as described above, because the Proposed Action constitutes measures necessary because of a fiscal emergency, its implementation is a Type II action and thus exempt from further SEQRA review.

As a consequence of this analysis and this Negative Declaration, the Proposed Actions, to the extent required to be reviewed under SEQRA and not otherwise required to undergo further Board review, are now authorized to be implemented. This negative declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law.

Dated: New York, New York
March __, 2010
