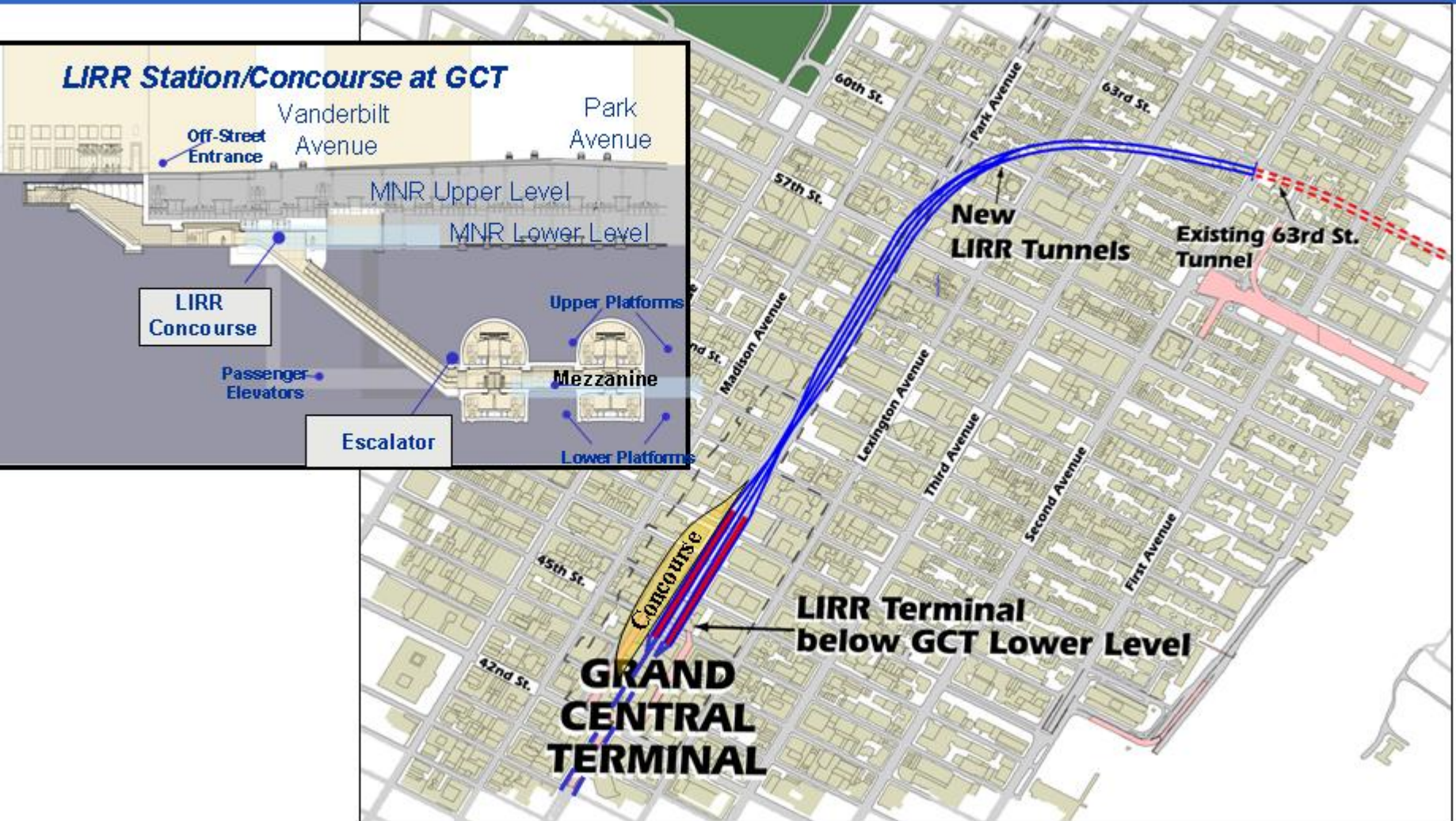




*East Side Access vs. Delcan's  
Evaluation of the Upper Level  
Proposal*

*February 2006*

# East Side Access – Manhattan Alignment



# Delcan Uses Existing Upper Level



## Delcan's Operational Claims

- CLAIM: Can operate 18 trains to GCT in AM peak and 21 trains in PM peak

**REALITY: Can only operate 12 trains/hour and has serious reliability flaws; ESA has reliable capacity for 24 trains/hour**

- CLAIM: Minimal impacts on GCT and Metro-North operations

**REALITY: Huge impacts on GCT and MNR – permanently reduces MNR peak hour service by 25-30%**

## Delcan's proposal cannot support LIRR's opening year schedule

<b>Time</b>	<b>Train Performance</b>
6:30 AM	On-time
7:00 AM	28 minutes late
7:30 AM	72 minutes late
8:00 AM	99 minutes late

Under ideal conditions on-time performance would no longer exist!

## Impacts on GCT Not Considered by Delcan

- More crowded conditions within GCT – 85% increase in customers with no new passenger circulation or waiting space created
- More crowded stairs and escalators will increase time for customers to get to platforms and streets
- GCT improvements to ventilation and other mechanical issues are ignored – significant additional capital investment required

# Impact of Upper Level Alternative to Metro-North Railroad

<b>Metro-North Use of GCT</b>	MNR Existing Conditions	With East Side Access	With Upper Level Loop
Park Avenue Viaduct Tracks	4	4	4
Approach Tracks to GCT Upper Level	6	6	3
Approach Tracks to GCT Lower Level	4	4	3
Access to Upper Level Loop Track	Full Access	Full Access	Access Severed
Access to Back Yard	Full Access	Full Access	Access Severed
Trains to GCT During Morning Peak Period	125	125	85-95

## Delcan's Schedule Claim

- CLAIM: Can be built faster than current plan for East Side Access

REALITY: Adds 4 years to the project before any further construction can begin to complete EIS and different real estate acquisitions



## Delcan's Cost Savings Claim

- CLAIM: Will save \$1.2 billion in construction costs

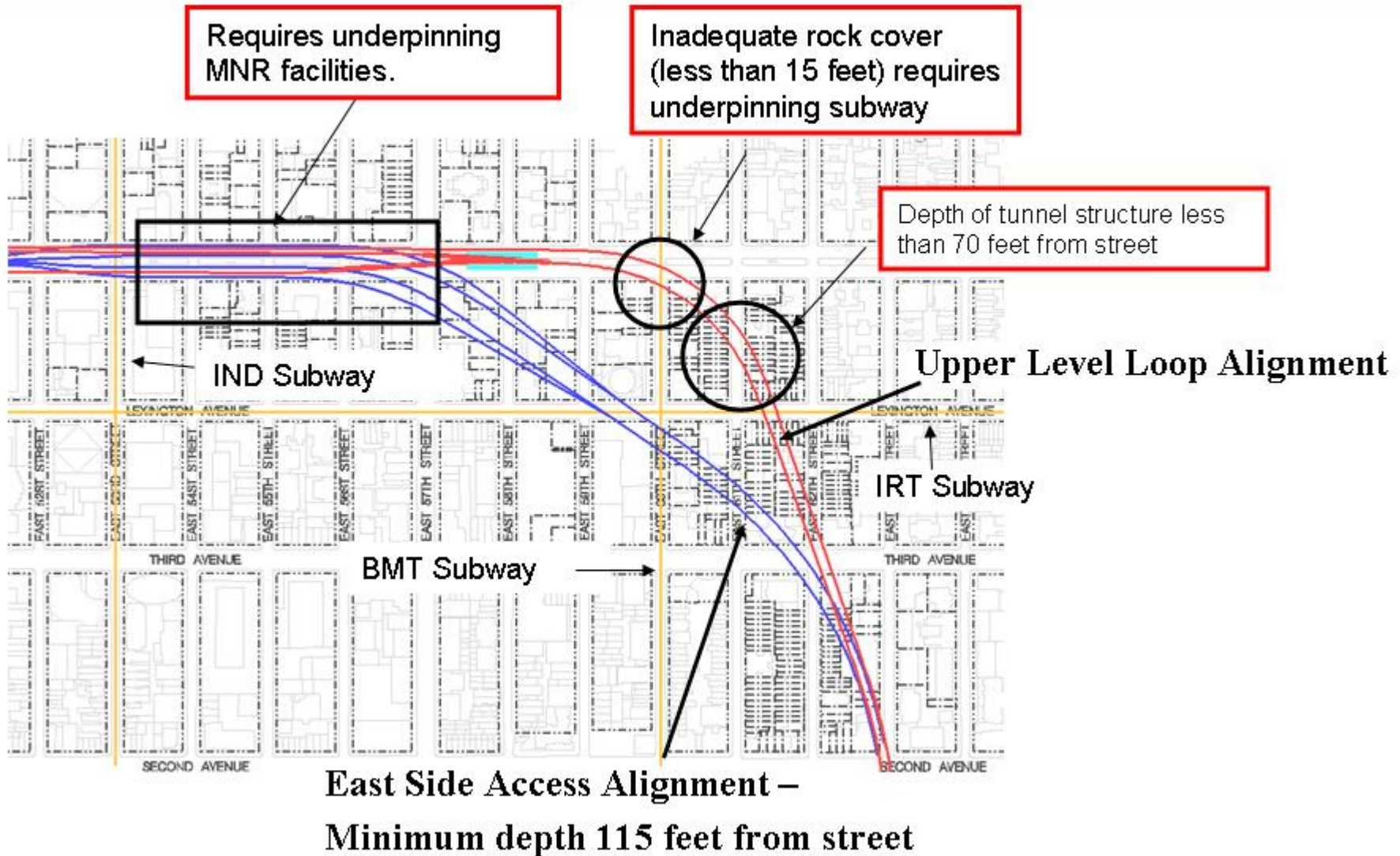
**REALITY: No cost savings for an inferior option that is fatally flawed!**

Required Costs Underestimated or Omitted:

(\$ in Millions)

Entrances/ADA	21
Ventilation/Safety	104
Tunnel Construction	350
Circulation/Finishes	530
Escalation	372
<b>Total</b>	<b>1,377</b>

# Upper Level Loop Alternative = High Risk Construction



## Summary – Is Upper Level Loop Alternative Viable? NO!

- Many alternatives evaluated – this one does not work.
- Operational features are inferior
- Cannot operate 24 LIRR trains in the peak hour
- Major impact to MNR
- Claimed cost savings do not exist
- Schedule impact – 4 years of delay and escalation

# East Side Access – Manhattan Alignment

