IN THE MATTER OF an application submitted by the Department of Citywide Administrative Services, pursuant to Section 197-c of the New York City Charter, for disposition of property to the Port Authority of New York and New Jersey and subsequent acquisition and disposition to the Port Authority of New York and New Jersey, of various properties generally located between the MTA Long Island Rail Road Jamaica Station and John F. Kennedy (JFK) International Airport, and between JFK International Airport and the MTA New York City Transit Howard Beach Station, to facilitate the construction of a light rail transit system, Borough of Queens, Community Districts 9, 10 and 12.

The applications for disposition of property to the Port Authority of New York and New Jersey (Port Authority) and subsequent acquisition from and disposition to the Port Authority of various properties located between the Long Island Rail Road Jamaica Station and John F. Kennedy International Airport (JFK) and the NYC Transit Howard Beach Station were filed by the Department of Citywide Administrative Services on September 15, 1998, to facilitate a right-of-way to improve access to JFK Airport.

BACKGROUND

JFK is approximately 15 miles by highway from the Midtown Central Business District, on Jamaica Bay in the south eastern section of the Borough of Queens. Located on 4,930 acres, including 880 acres in the Central Terminal Area (CTA) alone, JFK has nine airline passenger terminals with 173 aircraft gate positions served by approximately 125 domestic and international carriers. It is a gateway to the United States, providing approximately
208,000 jobs, $6.6 billion in wages and $20.4 billion in sales.

Manhattan is the largest air passenger market for JFK. Because most trips between the Central Business District and JFK use the severely congested East River crossings, Long Island Expressway, and Van Wyck Expressway, travel times are unpredictable and typically 30 to 40 minutes longer than trips between other airports at comparable distances to their central business districts. JFK lacks adequate connections to the region's mass transportation systems. The lack of effective, dedicated ground transit access, as well as the lack of an internal circulation system, is unusual for large American airports and major airports in leading world cities. In recent years, many of these major airports have been making major investments to add to or enhance such access. To date, JFK has lagged behind in this effort. For these reasons, the Port Authority is proposing to create a right-of-way (ROW) that will utilize a light rail system (LRS) to improve access to JFK.

Establishment of the right-of-way will necessitate a number of property acquisitions and dispositions, which are the subject of this report. The City will dispose to the Port Authority property interests it owns within the ROW on space in the median, as well as over the Van Wyck Expressway, and space over seven city streets that cross the Van Wyck Expressway. The New York State Department of Transportation (NYSDOT) will dispose to the
Port Authority property interests it believes it holds within the proposed ROW (space in the Van Wyck Expressway ROW).

The Port Authority will acquire permanent property interests including the Tri-Bro Auto Service Station, located at 93-50 Sutphin Boulevard (Block 9989, Lot 17); the Web Food Products Parking Lot, located at 144-27 94th Avenue (Block 9989, Lot 11); the Amoco Fuel Station located at 137-10 94th Avenue (Block 9990, Lot 5) and property interests owned at Jamaica Station by the LIRR or others on Block 9989, Lots 70, 90 and 95.

The City will acquire from the Port Authority the various property interests described above and subsequently lease those property interests back to the Port Authority as part of the JFK leasehold.

Upon establishment of the ROW, the Port Authority will construct an LRS which will connect JFK to the LIRR Jamaica Station and the MTA Howard Beach Station. The LRS will also connect with the Howard Beach Station via an enclosed connecting mezzanine and elevators to the platform. At Jamaica Station, a pedestrian bridge will be added above the existing LIRR mezzanine and banks of elevators will connect with the LIRR ticket lobby, subway mezzanine, platforms, and street levels.
The Jamaica station will provide access to NYCT E, J, and Z trains, all Long Island Railroad branches except the Port Washington Branch, as well as bus lines Q6, Q8, Q9, Q24, Q30, Q31, Q40, Q41, Q43, Q44, Q54, Q56, and Q60. The LRS station located adjacent to the New York City Transit Howard Beach Station will provide access to the A train and the Q11 bus. The LRS will include six stations within a loop at the airport around the Central Terminal Area to serve the passenger terminals. There will be a station located at Federal Circle to serve the rental car complex. There will also be a station located on-airport at Lefferts Boulevard to serve the long-term and employee parking lots.

The Port Authority will construct an automated, steel wheel/steel rail LRS. The system alignment consists of a dual-track guideway, approximately 8.4 miles in length with 10 stations. Between JFK and the LIRR Jamaica Station, the alignment will be primarily in the median of the Van Wyck Expressway. Between JFK and the MTA Howard Beach Station, the alignment will be primarily on existing Airport property. The guideway is grade-separated from the existing roadway crossings and the stations are elevated stations. The addition of up to three power distribution facilities may be required in the right-of-way of the Van Wyck Expressway.
The LRS will provide access on a 24 hour basis to JFK and will be capable of continuous operational headways of 90 seconds. It is anticipated that trains will operate as two car sets. Each car can accommodate 35 seated passengers and approximately 71 standees. Luggage will be accommodated in racks. Ridership is estimated at 34,000 riders a day or 12.4 million riders annually. The system is designed to operate at speeds up to 60 miles per hour and travel times are proposed to be 8 minutes from Jamaica to JFK, 8 minutes from Howard Beach to the Central Terminal Area (CTA) and 8 minutes to loop around the CTA.

It is anticipated that the fare will be $5 for air passengers using the system at off-airport stations and $2 for airport employees at these stations. It is also anticipated that no fare would be charged to ride the system on-airport.

ENVIRONMENTAL REVIEW

The LRS project to which the applications (C 990117 PQQ and C 990118PPQ) relate was reviewed pursuant to the National Environmental Policy Act (NEPA) of 1969 and the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et seq. The Federal Aviation Administration (FAA) and the New York State Department of Transportation ("NYSDOT") acted as co-lead agencies.
The genesis of the LRS project was a proposal in the early 1990's that envisioned an automated guideway transit ("AGT") system linking Manhattan and Queens to LaGuardia and JFK airports. A Positive Declaration was issued on May 21, 1993, with respect to the FAA consideration of the AGT proposal and the Port Authority was asked to prepare or have prepared a Draft Environmental Impact Statement (DEIS).

Scoping sessions and interagency coordination meetings were held in June 1993, to provide the public and regulatory officials with the opportunity to identify issues and concerns they believed should be addressed in the DEIS for the AGT. A "Scoping Process Record," including the transcripts of the public scoping sessions, written comments received, and responses to those comments, was distributed in September 1993. The input from these meetings resulted in a Scoping Document, which was made available at local libraries, community boards and other locations. Public hearings on the DEIS were held in Queens and Manhattan in July 1994. The public hearings and the public comment period on the DEIS yielded input from citizens, area organizations, government and quasi-public agencies.

Following issuance of the DEIS, the Port Authority revised the scope of the proposed action to the currently proposed LRS: a light rail system linking JFK to the LIRR Jamaica Station and the New York City Transit (NYCT) Howard Beach Station, and a
circulator system within the JFK Central Terminal Area (CTA). All of these project elements were evaluated in the DEIS.

A description of this modification to the scope of the proposed project, Written Reevaluation/Technical Report on Changes to the Proposed JFK Airport Access Program, was issued in July 1996. That document described the environmental implications of the change in project scope, and included a determination that the change did not require preparation of a new DEIS or Supplemental Environmental Impact Statement (SEIS). The document was made available to the public at public libraries and copies were also mailed to original recipients of the DEIS, those commenting on the DEIS, and other individuals requesting copies in response to Federal Register and newspaper notices. A 45-day public comment period, ending on September 18, 1996, was extended by three weeks to October 10, 1996.

Comments on the DEIS and Written Reevaluation/Technical Report, and associated responses, were appended to the Final Environmental Impact Statement (FEIS). The FEIS was completed, and a Notice of Completion of the FEIS was issued by the FAA on May 12, 1997. SEQRA findings were made by NYSDOT pursuant to a Record of Decision dated August 5, 1997.

The environmental impacts of the LRS project are relatively discrete since the proposed alignment primarily traverses
disturbed areas and is predominantly located in rights-of-way (ROW's) currently under public-sector ownership. A summary of these impacts by relevant impact category follows.

Land Use
The project will be located almost exclusively within existing transportation corridors and ROW's. As such, the project is consistent with existing land use. The project is also consistent with relevant federal, state and local plans including highway development plans of the NYSDOT.

The project will directly affect three business properties, to be acquired by the Port Authority and integrated into the LRS ROW. It is anticipated that a gas station and a vacant commercial building will be acquired in total. The third parcel includes a gas station, which will be acquired either in whole or in part by the Port Authority. Because alternative gas station/employment opportunities are available in this highly urbanized area, the social and economic effects of these acquisitions are considered minor. All other land acquisitions for the project involve public ROWs. The project will not displace any residences or community facilities, nor will it involve the use of parkland.

Traffic/ Transportation
The estimated 2003 ridership on the LRS is approximately 23,000 on-airport trips and 11,000 off-airport trips, entering at Howard
Beach and Jamaica. Ridership will consist of air passengers and airport employees. It is estimated that diversion of trips to the LRS from automobiles will remove over 75,000 VMT from regional highways on an average day in 2003. Over 3,000 LRS trips per day will be Central Business District-based; these trips will primarily access the LRS via the LIRR connection between Penn Station in Manhattan and Jamaica Station. The increased taxi, drive-and-drop, and pedestrian activity at Penn Station is projected to be insignificant relative to existing activity at the station and within overall forecasts of activity at the station.

Off-airport trips will access the LRS via stations at Jamaica and Howard Beach (described above). Jamaica Station is expected to capture nearly two-thirds of the off-airport trips. Detailed traffic and transportation impact analysis at Jamaica Station focused on affected intersections, sidewalks and internal station passageways. Analysis of the project impacts indicates that these elements will operate at acceptable levels of service. The increased vehicular activity at Howard Beach from the project is below accepted threshold levels for detailed impact analysis.

The operating conditions of the internal roadway system at the airport will improve with the LRS since buses from the Long-Term and Employee Parking Lots and rental car facilities, operating
between terminals, will be replaced by the LRS. The on-airport pedestrian environment will similarly improve.

Project construction effects on traffic will be minimized through adherence to Maintenance and Protection of Traffic (MPT) plans, which will be agreed to by the NYSDOT and the New York City Department of Transportation (NYCDOT). These conceptual plans have been presented to NYSDOT and NYSDOT and include the following:

- The proposed sequence of construction along the Van Wyck Expressway (VWE) is in two stages. The first stage replaces the existing shoulder and curbs in both directions for the purpose of carrying traffic during construction. Construction within this stage will also include reconstruction of retaining walls north of Liberty Avenue at 101st Avenue. Modification of accel/decel lanes/ramps will also be required. The second stage is the actual construction of the LRS pier footings, piers, and superstructure.

- The increased roadway width provided by enhancing the shoulders in the first stage will maintain three lanes of traffic in each direction during peak hours, and two lanes of traffic in each direction during off peak periods. This daily change in traffic patterns will require the use of a moveable barrier system. The MPT will also include
utilization of the service roads, use of closed circuit TV cameras, variable message signs and standby towing crews.

Air Quality

The project is projected to have a beneficial effect on regional air quality through emissions reductions from the reduction of approximately 75,000 daily VMT (from vehicular trips diverted to the LRS). Microscale analysis of carbon monoxide at affected intersections indicates no violation of ambient air quality standards. The project may result in up to four added airplane operations at JFK. The emissions effect of these incremental aircraft operations are below U.S. Environmental Protection Agency (EPA) de minimis levels for conformity of general federal actions with the State Implementation Plan (SIP). The net effect — vehicular emissions reductions plus aircraft emissions increases — of the project on air quality is beneficial, as the project will produce a net reduction in pollutant emissions.

Noise

As a steel-wheel-on-steel-rail technology, the LRS will produce operating noise effects. These effects will be imperceptible from ambient noise, within noise impact guidelines for residences and other receptors, and below the Federal Transit Administration (FTA) threshold for noise abatement.
Other

The project will be constructed primarily in an environment disturbed by previous urbanization activities, e.g., buildings, pavement and other landscape alteration. An area of wetland and open water at the head of Hawtree Basin near the Howard Beach LRS Station will be affected. However, the LRS will be elevated on columns and avoid the open water area, where possible. Less than one-half acre of wetland filling will be necessary to construct the Howard Beach LRS Station and connecting roadway access to the existing Long-Term Parking Lot. This unavoidable impact has been minimized and will be mitigated on site, under terms established by wetland permitting agencies.

The project will be constructed to create a safe environment for users. Based on measurements of electromagnetic fields (EMF) from similar systems, the EMF from the LRS will be well below established exposure thresholds and guidelines for protection of health and safety. Areas of potential waste contamination to be encountered by the project have been identified; the control of these areas and disposal of waste from these areas during construction will be in accordance with applicable laws and regulations.

The project will have visual impact on residences along its alignment between Jamaica Station and JFK; however, this impact is not expected to be significant, since the LRS will travel...
along existing transportation corridors and the airport. Visual impact will be mitigated through use of landscaping treatments along the ROW. Within the airport there may be minor visual impacts to historic structures within the CTA Loop, as discussed below.

The construction of the project will potentially affect the following historic properties: Jamaica Station and the TWA and Delta (formerly Pan Am) terminals at JFK. The LRS would be located in proximity to all three properties, all of which are listed on the National Register of Historic Places. The TWA Terminal is also a New York City landmark. The State Historic Preservation Officer (SHPO) has concluded that the project is conceptually appropriate and will have no adverse effect on historic resources if certain conditions are incorporated into planning documents to minimize physical and visual impacts at the terminals. As part of Section 106 of the Historic Preservation Act of 1966 consultation process, the FAA forwarded supporting documentation and the SHPO finding to the Advisory Council for Historic Preservation (ACHP), Washington, D.C., for their concurrence. By letter, dated April 22, 1997, the ACHP, pursuant to the Council's regulations (Section 800.5(d)(2)), agreed with the FAA and SHPO's determination of no adverse effect and advised that no further steps to comply with the Section 106 process were required, other than to ensure the project is implemented as
proposed and consistent with the conditions reached with the New York SHPO.

The on-airport portions of the proposed project fall within the federal coastal zone boundary. The Port Authority and the FAA have found the project to be consistent with the policy statements and local policy issues of the coastal zone program which is administered by the New York State Department of State and the New York City Department of City Planning Waterfront Revitalization Program.

UNIFORM LAND USE REVIEW

The applications (C 990117 PQQ and C 990118 PPQ) were certified as complete by the Department of City Planning on November 23, 1998, and were duly referred to Community Boards 9, 10 and 12, the Queens Borough President and the Queens Borough Board, in accordance with Article 3 of the Uniform Land Use Review Procedure (ULURP) rules.

Community Board Public Hearings

Queens Community Board 9 held a public hearing on the applications on January 5, 1999, and on January 12, 1999, by a vote of 16 to 14 with 1 abstention, adopted a resolution recommending approval of the application with the following conditions:

1. That the Van Wyck remains open space.
2. That the Port Authority commits to the following:
   a. To work as partners with the entire South West Queens Community for benefits and amenities with a budget substantial enough to help monitor the impact on the community.
   b. To develop real jobs for South West Queens that would sustain economic development of the area.
   c. To help develop businesses in South West Queens that would sustain the economic growth of the community.
   d. To assist residents and homeowners affected by construction.
   e. To beautify the Van Wyck Service Road.
   f. To have a full time person located in the affected communities while construction is going on to receive community concerns and work with the Port Authority to resolve problems.
   g. To ensure that emergency vehicles have access to Jamaica Hospital at all times.
   h. To ensure that signals and signage be provided throughout the neighborhood to alert the motorists of the construction.
   i. To inform the Board of the impact the Van Wyck will have on the community before construction begins and to keep them aware of it on an on-going basis.
   j. To deal with the different civic associations and other boards involved before and during construction.
   k. To ensure that the traffic lights be in sync on both sides of the Van Wyck Expressway.
   l. To ensure that traffic agents be available at all times during preconstruction and construction.
   m. To ensure that traffic enforcement officers be available during construction at all affected intersections.
   n. To ensure that a central monitoring station be provided for gridlock alleviation.
   o. To establish no truck zones off the Van Wyck service road with strict enforcement.

Queens Community Board 10 held a public hearing on the applications on January 7, 1999, and on that date, by a vote of 30 to 0 with 0 abstentions, adopted a resolution recommending approval of the application with the following conditions:
1. The approval is based on the project and properties contained within the domain of Community District 10.
2. The Authority will meet with this Community Board on a monthly basis, to review progress and resolve issues of concern. Mr. Joseph Addabbo will chair this special liaison committee.
3. During the construction period, the Authority will establish a Fast Track Insurance Claim Settlement Program to address the timely handling of damage claims. A site manager will be assigned on a full time basis.
4. The Authority will establish and maintain a real time central monitoring management facility to intervene into any road gridlock situations. This will be done with liaison of N.Y.C.D.O.T and N.Y.C.P.D. utilizing Traffic Enforcement Officers assigned and/or dispatched to critical areas. Special effort will be directed toward having Jamaica Hospital and Fire Department emergency vehicles have priority access.
5. The proper signals and signage indicating construction detours, should be in place along the Van Wyck Expressway, Lefferts Boulevard and within the community so as to expedite traffic movement.
6. The Authority agrees to work as partners with the South Ozone Park Community Development Corporation, and other community groups to supply appropriate resources to provide economic development and sustained growth of the area. This includes developing not only construction jobs but, permanent jobs. Also, beautification programs for the Van Wyck service road and adjacent crossroads will be implemented.
7. The Authority will develop plans and implement access to Jamaica Bay Waterfront at the Lefferts Boulevard area.
8. The Authority is requested to provide detailed evaluation of the alternative routes to the Van Wyck Expressway segment, and present it to the Board for their consideration before any acquisition of real property is undertaken. Details will be handled through the Special Liaison Committee.

Queens Community Board 12 held a public hearing on the applications on January 20, 1999, and on that date, by a vote of 26 to 7 with 0 abstentions, adopted a resolution recommending approval of the application with the following conditions:
1. The Port Authority shall insure present home owners against the present loss of property value because of the presence of the Airtrain. A team of local real estate brokers/agents shall establish present property values. Such assessment shall be made quickly and recorded and preserved.

2. The Port Authority shall insure current home owners against future loss of appreciation of the value of their homes because of the presence of the Airtrain.

3. The Port Authority shall undertake to make immediate repairs to water pipes etc. when breakage occurs along the Airtrain work route and when breakage occurs along the major alternate traffic routes. Those alternate traffic routes are major and minor streets that one may reasonably take when traveling to or from Kennedy Airport ie. North and South Conduit, Francis Lewis Boulevard, Springfield Boulevard, Farmers Boulevard, Baisley Boulevard, 150th Street, Rockaway Boulevard, 101st Avenue, Sutphin Boulevard, Liberty Avenue, and Guy R. Brewer Boulevard. Seismic monitors should immediately be placed along these streets to measure normal vibrations so comparisons may be made when construction begins. Traffic flow and traffic problem areas should be identified now and work begun to correct them now. The seismic monitors shall also measure the vibrations from pile driving to assess the damage such activity created.

4. Economic development assistance shall be given to the impacted communities. Such assistance shall be given directly to local agencies where possible. The local agencies include: Sutphin Boulevard L.D.C., Employment Works, and Ameny, among others. In order to maximize the construction opportunities and achieve reasonable success the Board wishes the Port Authority to retain the consulting assistance of a local organization fully familiar with the needs of the minority and women's business community and the programmatic techniques available to address those needs at a funding level sufficient to ensure maximum participation. The Board suggests a period of at least, and no less than, five years.

5. The communities to be assisted are the Rockaway Boulevard Corridor, and the Sutphin Boulevard Corridor. The Board envisions a six step initiative in achieving a successful program, those steps are:
   Step A. Funding a survey that will outline the existing conditions, social and commercial services, and opportunities for new development.
   Step B. Provide funding for a plan that will depict the future of the two corridors that will include commercial facade improvement, new construction, street
improvements, street beautification, and new commercial enterprises.

Step C. Build a job training center which will be the base of operations for several employment service organizations in the area. Also, provide funding for a program that will focus specifically on airport related training and education.

Step D. Provide funding for technical assistance training for the long term planning and enhancement of the two corridors.

Step E. Assist the local development corporation and local community leaders in garnering the involvement of the Empire State Development Corporation in the implementation of the Step B plan through their various programs which include feasibility studies on development, facade improvement programs, and small business lending.

Step F. Work closely with the local organizations referred in the steps outlined above to develop minority and women owned for profit corporations which have ongoing revenue generating ability as well as short term, contract by contract business potential.

6. The Port Authority shall commit to maximizing its utilization of Minority Business Enterprises from Southeast Queens in both the service and construction areas in planning, implementation and maintenance of as much of Airtrain and Jamaica Terminal Building as possible. The Port Authority shall commit to the utilization of Minority and Women Owned Business Enterprises (MWBE’s) in Southeast Queens for the construction of the Airtrain. The Jamaica Terminal Building falls within the jurisdiction of the Greater Jamaica Development Corporation and Sutphin Boulevard LDC. Economic development shall also include the development of a job readiness component.

7. The Port Authority shall commit to a cooperative relationship with York College to assist them in developing a curriculum to train local residents for the various positions that will be created for the operation of the Airtrain. The Port Authority shall also be committed to the hiring of the maximum number of residents that successfully complete the training when the time of operation of Airtrain begins. The commitment of the Port Authority to work with York College is expected to continue beyond the Airtrain project and toward the long term goal of a comprehensive transportation management program. For that reason, a career development/buddy program shall be developed in conjunction with York College and the following High Schools: August Martin, Campus Magnet, Springfield. In addition, students from the college
can serve as paid interns/tutors to help make the high school students ready for participation in the new aviation program.

8. A resource center shall be established to stimulate economic growth and development. The cost of the center will be underwritten by the Port Authority.

9. Kiosk placement and concession deployment to stimulate economic development shall be made possible where appropriate with MWBEs. The goal is forty percent participation.

10. The Port Authority shall in conjunction with local residents develop a beautification program along the Van Wyck corridor. Local people shall be used at all phases of the beautification plan.

11. The Port Authority shall assist the community with the development and financial support of youth recreation programs.

12. The Port Authority shall establish two committees to work with the Board, Transportation and Construction.

Queens Borough Board

The applications were considered by the Queens Borough Board at a public meeting on February 18, 1999, and the Board recommended approval of the proposed actions with the following conditions:

The Port Authority of New York and New Jersey shall:

1. Insure current property owners against property damage during construction and establish a "fast track" system of processing and settling damage claims;

2. Insure present homeowners against the present loss of property value due to the presence of the LRS;

3. Insure current homeowners against future loss of appreciation of the value of their homes due to the presence of the LRS;

4. Work in conjunction with local residents to develop a beautification program along the Van Wyck Corridor, including beautifying the service road and preserving open spaces;

5. Work with the local neighborhoods and in southeast Queens in general to stimulate economic development through business opportunities, youth education, and new employment;

6. Provide a point person in southeast Queens to assist local residents with complaints and to provide information during construction;
7. Ensure that emergency vehicles are allowed speedy access to Jamaica Hospital and that FDNY and NYPD maintain critical response times;
8. Ensure that the Van Wyck Expressway maintains three lanes of vehicle service both northbound and southbound during the entire period of construction;
9. Implement traffic signalization measures and post signage for alternative routes to facilitate traffic movement during construction;
10. Provide traffic enforcement officers at prominent intersections during construction;
11. Meet with the affected community boards, local elected officials, and civic organizations on a regular basis to address community concerns and to provide information.

Queens Borough President Recommendation

The applications were considered by the Borough President, who issued a recommendation approving the applications with conditions on March 3, 1999. The Borough President's recommendation included the following conditions:

The Port Authority of New York and New Jersey shall:

1. Continue to study and implement additional light rail projects to achieve a "one-seat" ride from JFK airport to Manhattan;
2. Work with the MTA on its current assessment of reactivation of the Rockaway Beach Branch of the Long Island Railroad;
3. Ensure that the LRS will be developed and constructed with the capacity to interface with future light rail projects, including passenger car and rail line compatibility;
4. Present for public review and approval to Community Boards 9, 10, and 12 and the Queens Borough President the proposed locations and designs for any required power stations;
5. Ensure that the LRS provide service for all passengers to and from JFK airport, in addition to airport employees and ticketed airplane passengers;
6. Work closely with the MTA, LIRR, and the City of New York in supporting commercial development in accordance with current planning efforts underway in Jamaica.
7. Insure current property owners against property damage during construction and establish a "fast-track" system of processing and settling damage claims;
8. Work in conjunction with local residents to develop a beautification program along the Van Wyck Corridor, including beautifying the service road and preserving open spaces;
9. Work with the local neighborhoods and in southeast Queens in general to stimulate economic development through business opportunities, youth education, and new employment;
10. Provide a point person in southeast Queens to assist local residents with complaints and to provide information during construction;
11. Ensure that emergency vehicles are allowed speedy access to Jamaica Hospital and that FDNY and NYPD maintain critical response times;
12. Ensure that the Van Wyck Expressway maintains three lanes of vehicle service both northbound and southbound during the entire period of construction;
13. Implement traffic signalization measures and post signage for alternative routes to facilitate traffic movement during construction;
14. Provide traffic enforcement officers at prominent intersections during construction;
15. Meet with the affected community boards, local elected officials, and civic organizations on a regular basis to address community concerns and to provide information.

City Planning Commission Public Hearing

On March 3, 1999 (Calendar No. 4), the City Planning Commission scheduled March 17, 1999, for a public hearing on the applications (C 990117 PQQ and C 990118 PPQ). The hearing was duly held on March 17, 1999 (Calendar No. 17). There were 6 speakers in favor of the application and 18 speakers in opposition.
Those who spoke in favor of the project included representatives of the Port Authority of New York and New Jersey, the Executive Director of the New York Metropolitan Transportation Council, the President of the New York Building Congress, the President of the General Contractor’s Association of New York, the Director of the Greater Jamaica Development Corporation, the Manhattan Airport Access Task Force, and a member of the Coalition for a Planned Flushing.

These speakers stated that the LRS will benefit the region, since it will improve airport operations and thereby keep it more competitive. They also argued that the project fits well into long range transportation plans for the region and will serve to reduce congestion and pollution. The LRS was described as a transformative investment for southeast Queens which will lead to economic benefits for the city and Jamaica Center in particular through the creation of new jobs and development and new educational opportunities at York College.

Those speakers opposed to the LRS project included representatives of the Air Transport Association, the Committee for Better Transit, the Southeast Queens Civic Association, the Sutphin Boulevard Civic Association, Southeast Queens Concerned Neighbors, the Queens Civic Congress, and several area residents.
Views expressed by those opposed to the LRS project included a concern that the cost of the project is disproportionate to the anticipated ridership and that the Passenger Facility Charge funding to be utilized for the project can be put to better use. Opponents also contended that the project will have a negative impact on property values along the Van Wyck corridor. They also stated that construction will adversely impact local communities through increased congestion on the Van Wyck Expressway, the diversion of traffic (especially heavy trucks) onto the service roads and residential streets, and pile driving and other associated construction noise. Speakers noted that the LRS technology will not be compatible with existing transit services in the region, thus precluding a direct, one-seat ride from the Central Business District in the foreseeable future. The Port Authority's ridership projections were attacked as too high, given the disincentive for travelers to take a "two-seat" ride requiring connection at the Jamaica or Howard Beach stations. Procedural irregularities at the Community Board ULURP hearings and the concern that many in the community did not fully understand what they were voting for were also raised as issues. Opposition was voiced to the Van Wyck Expressway segment of the LRS in particular and various suggestions were made that alternatives to that alignment should be pursued, especially the use of the abandoned LIRR Rockaway Beach Branch right-of-way.

There were no other speakers and the hearing was closed.
CONSIDERATION

The Commission believes that the applications for acquisition and disposition of property to facilitate a right-of-way to improve access to JFK merits approval, but has serious reservations about the Port Authority's planned use of the right-of-way.

The Commission recognizes that the applications do not seek approval for the LRS project itself, but rather for City real property dispositions and acquisitions that will facilitate a right-of-way necessary to improve access to JFK. Pursuant to these applications: (1) the City will dispose to the Port Authority property interests it owns within the proposed right-of-way; (2) the City will reacquire these property interests from the Port Authority, combined with other private and public property interests acquired by the Port Authority to form the right-of-way; and (3) the City will incorporate the right-of-way into the demised premises of JFK International Airport and lease the right-of-way back to the Port Authority under the airport lease. The Commission is cognizant of the fact that the City's lease of the airports to the Port Authority expires at the end of 2015 and that the City is pursuing alternatives to Port Authority management of the airports. The Commission understands that ownership of the ROW and all buildings, structures, improvements, fixtures, machinery, personalty, rolling stock and equipment thereon or used in connection with the LRS will reside in the
City upon expiration or termination of the Port Authority's lease, without debts, claims, liens or other encumbrances.

During the course of its review, the Commission considered a wide range of issues related to the right-of-way and the Port Authority's LRS project. These included: traffic, both during and after construction; construction impacts; noise impacts; the feasibility of an eventual one-seat ride between JFK and the Central Business District; vehicle compatibility between the LRS system and the LIRR and NYCT systems; cost of the LRS system; projected ridership of the system; financing of operating and maintenance costs; appropriate protection of adjacent property owners and beautification of the Van Wyck corridor. In general, issues raised were in two categories: (1) the effect of the proposed right-of-way upon the surrounding communities and (2) whether the proposed LRS is an appropriate first step in providing transit access to the airport from the CBD.

The Commission notes that a number of concerns raised by the community boards have been addressed either in the EIS or the commitments that the Port Authority has made to the community boards. They include traffic (through adherence to an MPT plan), construction and noise impacts and their associated mitigation. Other issues such as appropriate protection of property owners, provision of Port Authority representatives in the community to provide information and receive complaints and the beautification
of the Van Wyck corridor have also been addressed. However, the Port Authority has not addressed all issues surrounding the most important question raised by this proposal -- whether the LRS system will be designed and developed so that in the foreseeable future, members of the public will be able to enjoy an efficient, predictable, convenient and economical one-seat transit ride to the airport from the Central Business District (CBD).

The Commission recognizes the importance of the two main goals of the proposed LRS -- providing internal circulation at JFK Airport and providing transit access to JFK. The proposed LRS provides the needed internal circulation but, as presently proposed, is only a modest step towards the goal of enhancing access to the airport. While this proposal will reduce on-airport congestion (by removing buses that now provide interconnection between terminals), it will have only a slight effect on traffic on the Van Wyck Expressway.

The limited impact of the LRS proposal upon improving access to the airport is demonstrated by the Port Authority's own ridership projections. 34,000 riders a day are projected to use the light rail system, but less than one-third (11,000 riders a day) are projected to use it to gain access to the airport. 23,000 of the 34,000 riders will start and end their trips on-airport. These
are essentially rides between terminals or between terminals and the long-term parking area. In addition, of the 11,000 riders projected to use the system to go to the airport, approximately half will be airport employees, not tourists and business persons coming from the CBD. Trips from the CBD are projected to amount to slightly more than 3,000 riders a day.

There are certain aspects of the LRS system design which call into question its attractiveness to tourists and business travelers -- in particular, the problem of baggage handling at the Jamaica and Howard Beach stations. While the Port Authority has described a goal of having passengers perceive that they have arrived at the airport when they reach Jamaica or Howard Beach, there has been no satisfactory explanation of how this ambience will assist in terms of luggage handling. This aspect of the trip to or from the airport will have serious effects on how many people use the LRS.

Given this limited projected ridership, it is clear that the LRS addresses a need for on-airport circulation, including reducing bus trips from the Howard Beach station which contribute to on-airport congestion. The Commission is concerned that the more important goal of the LRS should be to serve as a first piece of the infrastructure for a future one-seat ride from the CBD to
JFK. Only at that point will the true ridership potential of rail access to the airport be realized. However, it seems clear that the LRS system as presently configured cannot easily be modified to provide for the one-seat ride. While the Port Authority's proposal may technically be capable of accommodating a future one-seat ride, significant constraints in achieving this must be overcome.

There are three physical constraints that prevent existing LIRR or NYCT rolling stock from traveling over the LRS guideway. These are:

- **Tight radius curves** - To maximize its utility, the LRS guideway needs to connect all of the terminals at JFK. Two of these terminals are landmarked and several others have been recently renovated - two factors which precluded major relocation of terminal facilities. To access all of the terminals as they are currently laid out on airport, it was necessary to design the LRS guideway with curve radii of 200, 250 and 300 feet in certain locations. LIRR and NYCT rolling stock cannot handle these curves.

- **Grades** - LIRR rolling stock can negotiate maximum grades of 2-3%, NYCT rolling stock can climb grades of up to 4%. Because of the need to have the LRS guideway travel under a taxiway and then climb to reach the central terminal area,
there is a grade of 5.3 % at that location.

- Rolling stock door spacing - The LRS platforms and stations are completely climate controlled; this necessitates locating doors on the platforms that correspond with doors on the rolling stock and having them open simultaneously when the train is in the station. The door spacing is different on both LIRR and NYCT rolling stock.

Other issues relevant to one-seat ride operation include the following:

- Even under a future one-seat ride operation, the Port Authority's LRS vehicles would continue to operate as currently planned, never leaving the proposed LRS right-of-way. It is envisioned that vehicles operating over either the LIRR or NYCT rights-of-way would be inserted into gaps between existing LRS vehicles (this excess capacity exists on the LRS guideway).

- LIRR or NYCT vehicles using rotary electric motors could operate on the LRS guideway, but the LRS vehicles with linear induction motors cannot operate on the LIRR or NYCT system.

- It is envisioned that any one-seat ride vehicle would be operated manually while on the LIRR or NYCT systems and be operated automatically while on the LRS guideway.
A new car would have to be purchased by either the LIRR or NYCT that:

- is capable of dual mode operation (manual and automatic train control); and
- is smaller than the vehicles currently used by the LIRR and NYCT (to negotiate the tight radius curves of the on-airport guideway alignment).

No such vehicle exists today. The Commission has been advised that existing technology can be used to develop dual mode vehicles of appropriate dimensions and capabilities, but this will be a challenging, expensive and uncertain process.

The design of the Port Authority's proposed LRS provides the potential for a connection with the Long Island Railroad via a new flyover from existing tracks at Jamaica Station. The LRS design also allows for a connection with the New York City Transit "A" train via a new flyover at the Howard Beach subway station. No plans are in place, however, for building these flyovers nor have the necessary studies been conducted to determine whether these improvements, together with the development of new rolling stock, would produce a one-seat ride sufficiently fast, dependable and economical to attract a significant number of riders -- let alone what the cost would be to build and operate such a system.
The Port Authority has stated that a feasibility study is underway to explore various subway and LIRR routes that could be used to achieve a one-seat ride. The Commission believes that the better approach would have been to develop a detailed plan for a one-seat ride prior to the current review process so that the Port Authority's current LRS proposal could be better configured as the first step in implementing a system to provide the needed one-seat ride from the CBD to JFK.

The Commission also expressed concern over the cost of the LRS given the projected ridership and the off-airport ridership in particular. The Commission believes that the $1.5 billion construction costs associated with the LRS have not been fully justified given the projected ridership of 4,000 and 7,000 passengers per day at Howard Beach and Jamaica, respectively. Additionally, the Commission notes that, unlike access systems commonly found in other cities and countries, the Port Authority's proposal requires two fares to access the terminals from off-airport: one fare on the LIRR or subway to get to the LRS and $5.00 more to actually get on-airport. Many potential passengers will find this dual fare unattractive.

The Commission also expressed concern over annual operating and maintenance costs for the LRS and how they would be financed. The Port Authority stated that the nominal operating cost per trip
for the LRS system based on an annual operating and maintenance cost of $21 million is $1.69 per trip. The annual operating and maintenance cost per mile is $2.7 M/mile. To provide a comparison, for the Newark Monorail the annual operating cost is $10 million and the cost per trip is $1.45. The annual operations and maintenance cost per mile is $3.3 M/mile.

The operations and maintenance costs are expected to be met by a combination of revenue sources. These include fares from patrons entering and leaving the system at Jamaica and Howard Beach (on-airport travel is free), advertising, offset costs from the reduction or elimination of the airport shuttle buses and the elimination of the current rental car shuttle vans. However, should these revenues fail to meet the annual operating and maintenance costs, the airport operator will need to subsidize the system. The Commission is concerned that a number of the assumptions supporting the LRS may not prove accurate. In particular, if the number of riders between Jamaica and JFK prepared to pay $5.00 per ride is less than anticipated, the already marginal benefits of the LRS leg to Jamaica may not be sufficient to justify the expense of that section of the LRS.

The Commission is also concerned about the LRS' impact on the Van Wyck Expressway, especially during the construction period. It
is important to maintain three moving lanes of traffic in each direction during the peak traffic periods and to the maximum extent practicable at other times because of the high traffic volumes on this expressway. The Port Authority explained that they have been working very closely with both the New York City and New York State Departments of Transportation on a maintenance and protection of traffic plan that includes extensive monitoring via closed circuit television cameras, variable message signs placed strategically throughout the region, highway advisory radio messages, standby tow trucks at key locations to respond to incidents, and appropriate signs, signals and traffic agents at key intersections along the Van Wyck service roads. Three moving lanes of traffic would be maintained from 6 AM to 9 AM and 2 PM to 10 PM in the southbound direction and 6 AM to 10 AM and 1 PM to 10 PM in the northbound direction on the Van Wyck Expressway. The Commission believes that a high degree of coordination and on-going attention to detail on a day-to-day basis will be required to implement the Port Authority's traffic management plan to avoid undue congestion and delay in the Van Wyck corridor.

The Commission expressed concern about noise impacts both during and after construction. The Port Authority indicated that all pile driving for the construction of the LRS would be done during daylight hours. Furthermore, construction noise impacts will be minimized by virtue of the fact that most LRS components will be
fabricated off-site and assembled in place along the Van Wyck corridor. When completed and operating, the bottom deck of the LRS guideway will be completely enclosed and noise barriers will be provided on each side of the guideway to further contain noise.

In summary, while the Commission believes that the acquisitions and dispositions of property interests which are the subject of these applications are appropriate to the establishment of a right-of-way, the Commission sees significant obstacles to transforming the current proposal for the LRS into meaningful transit access from the Central Business District to JFK Airport. The Commission is deeply concerned that the costs of the LRS project are difficult to justify in the absence of clearer evidence that in the foreseeable future the LRS will be part of a larger system that addresses the most fundamental goal of providing access to the airport.

RESOLUTION

RESOLVED, that having considered the Final Environmental Impact Statement (FEIS), for which a Notice of Completion was issued by the FAA on May 12, 1997 and a Record of Decision was issued by NYSDOT on August 5, 1997, the City Planning Commission finds that the requirements of Part 617, State Environmental Quality Review, have been met and that, consistent with social, economic and other essential considerations:
1. From among the reasonable alternatives thereto, the action to be approved is one which minimizes or avoids adverse environmental impacts to the maximum extent practicable; and

2. The adverse environmental impacts revealed in the FEIS will be minimized or avoided to the maximum extent possible by incorporating as conditions to the approval those mitigative measures that were identified as practicable.

The report of the City Planning Commission, together with the FEIS, constitutes the written statement of facts, and of social, economic and other factors and standards, that form the basis of the decision, pursuant to Section 617.9(c)(3) of the SEQRA regulations; and be it further

RESOLVED, by the City Planning Commission, pursuant to Sections 197-c and 200 of the New York City Charter, that based on the environmental determination, and the consideration and findings described in this report, the applications of the Department of Citywide Administrative Services for disposition of property to the Port Authority of New York and New Jersey and subsequent acquisition from and disposition to the Port Authority of New York and New Jersey, of various properties located within the proposed right-of-way as described in Attachments 1 and 2 to subject applications, are approved.
The above resolution (C 990117 PQQ and C 990118 PPQ), duly adopted by the City Planning Commission on May 3, 1999 (Calendar No. 1), is filed with the Office of the Speaker, City Council, and the Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

JOSEPH B. ROSE, Chairman
VICTOR G. ALICEA, Vice-Chairman
ALBERT ABNEY, ANGELA M. BATTAGLIA, AMANDA M. BURDEN, A.I.C.P.,
IRWIN G. CANTOR, P. E., ALEXANDER GARVIN,
ANTHONY I. GIACOBBE, ESQ., WILLIAM J. GRINKER, BRENDA LEVIN,
EDWARD T. ROGOWSKY, JACOB B. WARD, ESQ., Commissioners

KATHY HIRATA CHIN, ESQ., Commissioner Voting No
January 14, 1999

Mr. Maurice Spreiregen
Department of City Planning
Land Use Review Division
22 Reade Street, New York, NY 10007

Dear Mr. Spreiregen:

Attached is the resolution of Queens Community Board 9 on ULURP application #990117PQO and #990118PPQ passed on January 12, 1999, by a vote of 16 to 14 with 1 abstention due to conflict of interest.

As you can see this resolution was passed with conditions that the Board considers essential to minimize land use or environmental impacts, [see The Rules of the City of New York, Title 62-City Planning, section 2-03, (3)].

Sincerely,

Sylvia Hack
Chairperson, CB#9
g. To ensure that emergency vehicles have access to Jamaica Hospital at all times

h. To ensure that signals and signage be provided throughout the neighborhood to alert the motorists of the construction

i. To inform the Board of the impact the Van Wyck will have on the community before construction begins and keeps us aware of it on an on-going basis

j. To deal with the different civic associations and other boards involved before and during construction.

k. To ensure that the traffic lights be in sync on both sides of the Van Wyck Expressway.

l. To ensure that traffic agents be available at all times during preconstruction and construction

m. To ensure that traffic enforcement officers be available during construction at all affected intersections.

n. To ensure that a central monitoring station be provided for gridlock alleviation

o. To establish no truck zones off the Van Wyck service road with strict enforcement
APPLICATION No. C 990117 FPO and C 990114 FPO

CONDITIONS (continued)

3. During the construction period, the Authority will establish a Fast Track Insurance Claim Settlement Program to address the timely handling of damage claims. A Site Manager will be assigned on a full-time basis.

4. The Authority will establish and maintain a real-time central monitoring management facility to interconnect any road-gridlock situations. This will be done with liaison of N.Y.C O.C.I. and N.Y.C.P.D. utilizing Traffic Enforcement Officers assigned and/or dispatched to critical areas.

Special effort will be directed toward having Jamaica Hospital and Fire Department emergency vehicles have priority access.

5. The proper signals and signage indicating construction detours, should be in place along the Van Wyck Expressway, Lefferts Boulevard and within the community such as to expedite traffic movement.

6. The Authority agrees to work as partners with the South Ozone Park Community Development Corporation, and other community groups to supply appropriate resources to provide economic development and sustained growth of the area. This includes developing not only construction jobs but permanent jobs. Also, beautification programs for the Van Wyck service road and adjacent crossroads will be implemented.

7. The Authority will develop plans and implement access to Jamaica Bay Waterfront at the Lefferts Boulevard area.

8. The Authority is requested to provide detail evaluation of the alternative routes to the Van Wyck Expressway segment, and present it to the Board for their consideration before any acquisition of real property is undertaken. Details will be handled through the Special Liaison Committee.
WHEREAS, THE Port authority of New York and New Jersey has made ULURP application #99117PQ and #990118PPQ for the acquisition and disposition of certain properties within the borough of Queens which would facilitate construction of an Airtrain from Jamaica LIRR to John F. Kennedy Airport with mass transportation facilities within New York City consisting of the following:
1. An elevated rail beltway on the ground of J.F.K. Airport which will connect various terminals and related Airport facilities
2. A rail link between J.F.K. Airport and the Howard Beach subway stop of the existing "A" Train line of the Transit Authority of the City of New York.
3. An elevated rail system along the Van Wyck Expressway between Jamaica station of the LIRR and J.F.K. Airport.

WHEREAS The members of Community Board 12 are desirous of a peaceful existence with its neighbor John F. Kennedy Airport and its operator The Port Authority of New York and New Jersey

WHEREAS The past has not been one in which the actions of the Port Authority has shown a desire to be a good neighbor.

WHEREAS The Board realizes what a valuable resource Kennedy Airport is to the economic viability of New York City and to this Region. It is very important that the airport stays healthy but it is equally important that the surrounding communities are not killed by the health of the airport.

WHEREAS The Port Authority shall undertake the following actions to mitigate the impact of the Airtrain upon the communities it will pass through:
1. The Port Authority shall insure present home owners against the present loss of property value because of the presence of the Airtrain. A team of local real estate brokers/agents shall establish present property values. Such assessment shall be made quickly and recorded and preserved.
2. The Port Authority shall insure current home owners against future loss of appreciation of the value of their homes because of the presence of the Airtrain.
3. The Port Authority shall undertake to make immediate repairs to water pipes etc. when breakages occurs along the Airtrain work route and when breakages occurs along the major alternate traffic routes. Those alternate traffic routes are major and minor streets that one may reasonable take when traveling from Kennedy Airport is: North and
Step F. Work closely with the local organizations referred in the Steps outlined above to develop minority and women owned for profit operations which have ongoing revenue generation ability as well as short term, contract by contract business potential.

6. The Port Authority shall commit to maximizing its utilization of MBEs from Southeast Queens in both the service and construction areas in planning, implementation and maintenance of as much of Airtrain and Jamaica Terminal Building as possible. The Port Authority shall commit to the utilization of Minority and Women Owned Business Enterprises in Southeast Queens for the construction of the Airtrain. The Jamaica Terminal Building falls within the Jurisdiction of the Greater Jamaica Development Corp. and Sutphin Blvd. L.D.C. Economic Development shall also include the development of a job readiness component.

7. The Port Authority shall commit to a cooperative relationship with York college to assist them in developing a curriculum to train local residents for the various positions that will be created for the operation of the Airtrain. The Port Authority shall also be committed to the hiring of the maximum number of residents that successfully complete the training when the time of operation of the Airtrain begins. The commitment of the Port Authority to work with York College is expected to continue beyond the Airtrain project and toward the long term goal of a comprehensive transportation management program for that reason a career development/buddy program shall be developed in conjunction with York College and the following high schools, August Martin, Campus Magnet, and Springfield. Students from the College in addition students can serve as paid interns / tutors to help make the high school students ready for participation in the new aviation program.

8. A resource center shall be establish to stimulate economic growth and development. The cost of the center will be underwritten by the Port Authority.

9. Kioske placement and concession deployment to stimulate economic development shall be made possible where appropriate with MBEs. We are looking towards forty percent participation.

10. The Port Authority shall in conjunction with local residents develop a beautification program along the Van Wyck corridor. Local people shall be used at all times in all phases of the beautification plan.
IN THE MATTER of an application submitted by the Department of Citywide Administrative Services, pursuant to Section 187-c of the New York City Charter, for disposition of property to the Port Authority of New York and New Jersey and subsequent acquisition from and disposition to the Port Authority of New York and New Jersey, of various properties generally located between the LIRR Jamaica Station and JFK International Airport, and between JFK International Airport and the MTA Howard Beach Station to facilitate construction of a light rail system.

A Public Meeting was held in the Borough President’s Conference Room at 120-58 Queens Boulevard on February 23, 1988 at 8:30 P.M. pursuant to Section 85c(6) of the New York City Charter and was duly advertised in the manner specified in Section 187-c (1) of the New York City Charter.

Subsequent to a review of the application, the following issues and impacts have been identified.

- The Port Authority of New York and New Jersey proposes the construction of a light rail transit system (LRS) that would connect JFK to the LIRR Jamaica Station and the MTA Howard Beach Station. These actions would enable the construction of an automated steel wheel/steel rail LRS.
- The system alignment would consist of a dual-track guideway, approximately 8.4 miles in length with 10 stations. Between JFK and the LIRR Jamaica Station, the alignment will fall primarily in the median of the Van Wyck Expressway. Between JFK and the MTA Howard Beach Station, the alignment will fall primarily on existing airport property.
- The guideway is grade-separated from the existing roadway crossings with aerial stations. The addition of as many as three power distribution facilities could be required in the right-of-way of the Van Wyck Expressway.
- The LRS would provide access on a 24-hour basis to JFK and would be capable of continuous operational headways of 90 seconds. It is anticipated that trains will operate as two-car sets. Each car can accommodate 35 seated passengers and approximately 71 standing. Luggage would be accommodated in racks. Ridership is estimated at 24,000 riders daily, or 12.4 million riders annually. The system is designed to operate at speeds up to 60 miles per hour.
- Round-trip travel times are as follows:
  - Jamaica --> JFK: 24 minutes
  - Howard Beach --> JFK: 24 minutes
  - CTA Circulator: 8 minutes
- It is anticipated that the fare would be $5 for passengers using the system at off-airport stations and $2 for airport employees at these stations. No fare would be charged to ride the system within the airport.
- The LRS would connect with the Howard Beach Station via an enclosed connecting mezzanine and elevators to the platform. At Jamaica Station, a pedestrian bridge would be added above the existing LIRR mezzanine and banks of elevators would connect the LIRR ticket lobby, subway mezzanine, platforms, and street levels.

continued...
RECOMMENDATION

Based on the above considerations, the Borough Board recommends approval of this application on the following conditions, which are based upon the conditions recommended by Community Boards 9, 10, and 12:

The Port Authority of New York and New Jersey shall:

1) Insure current property owners against property damage during construction and establish a "fast-track" system of processing and settling damage claims;

2) Insure present homeowners against the present loss of property value due to the presence of the LRS;

3) Insure current homeowners against future loss of appreciation of the value of their homes due to the presence of the LRS;

4) Work in conjunction with local residents to develop a beautification program along the Van Wyck Corridor, including beautifying the service road and preserving open spaces;

5) Work with the local neighborhoods and in southeast Queens in general to stimulate economic development through business opportunities, youth education, and new employment;

6) Provide a point-person in southeast Queens to assist local residents with complaints and to provide information during construction;

7) Ensure that emergency vehicles are allowed speedy access to Jamaica Hospital and that FDNY and NYPD maintain critical response times;

8) Ensure that the Van Wyck Expressway maintains three (3) lanes of vehicle service both northbound and southbound during the entire period of construction;

9) Implement traffic signalization measures and post signage for alternative routes to facilitate traffic movement during construction;

10) Provide traffic enforcement officers at prominent intersections during construction;

11) Meet with the affected community boards, local elected officials, and civic organizations on a regular basis to address community concerns and to provide information.

PRESIDENT, BOROUGH OF QUEENS

DATE

3/3/99
**CONSIDERATION (continued)**

- At the February 18, 1999 Queens Borough President's public hearing, twenty-two (22) people testified in opposition to the application and thirteen (13) people testified in favor of the application.

  Issues raised by the opponents included:
  - Noise and traffic congestion on the Van Wyck Expressway and local streets, and disruption in local commercial and residential areas during construction;
  - The proposed rail link's failure to include train stops along the Van Wyck Link which could provide service for local residents and stimulate local business development;
  - Negative visual impacts of the elevated superstructure and passenger trains;
  - Impact of noise and vibrations on nearby properties caused by passenger trains;
  - Potential depreciation in values of properties located near the proposed LRS;
  - The proposed project's large capital costs versus projected low ridership rates;
  - The project's lack of a "one seat" ride to and from JFK International Airport and Manhattan;

Issues raised by the proponents included:

- The LRS's potential short- and long-term economic benefits to southeast Queens and New York City in terms of new business growth and employment opportunities;
- The need to improve transportation to and from JFK Airport, the Borough's single largest employer, and to keep the Airport competitive with other regional airports;
- The LRS's potential to reduce airport related traffic, especially taxis used by single airport travelers, on the Van Wyck Expressway;
- The LRS's potential to interface with future light rail projects to create a one-seat ride from JFK International Airport to Manhattan.

- At its January 12, 1999 public hearing, Community Board 9 voted 16-14-1 with fifteen (15) conditions to recommend approval of this application;
- At its January 7, 1999 public hearing, Community Board 10 voted 30-0-0 with eight (8) conditions to recommend approval of this application;
- At its January 29, 1999 public hearing, Community Board 12 voted 28-7-0 with twelve (12) conditions to recommend approval of the application;
- At its February 23, 1999 public hearing, the Queens Borough Board voted 3-0-0 with eleven (11) conditions to recommend approval of this application;

continued...
January 14, 1999

Mr. Maurice Spreiregen  
Department of City Planning  
Land Use Review Division  
22 Reade Street, New York, NY 10007  

Dear Mr. Spreiregen:

Attached is the resolution of Queens Community Board 9 on ULURP application #990117PQQ and #990118PPQ passed on January 12, 1999, by a vote of 16 to 14 with 1 abstention due to conflict of interest.

As you can see this resolution was passed with conditions that the Board considers essential to minimize land use or environmental impacts, [see The Rules of the City of New York, Title 62-City Planning, section 2-03, (3)].

Sincerely,

Sylvia Hack  
Chairperson, CB#9
January 12, 1999

WHEREAS, the Port of New York and New Jersey Authority (hereafter the "Port Authority") has made ULURP Applications #990117PQQ and #990118PPQ for the acquisition and disposition of certain properties within the borough of Queens which would facilitate construction of an "Air Train" link to connect JFK Airport with mass transportation facilities within the City of New York consisting of the following:

1. An elevated rail beltway on the ground of JFK Airport to connect the various terminals and other Airport facilities (hereafter the "Beltway Segment")

2. A rail link between JFK Airport and the Howard Beach subway stop of the existing "A" Train line of the New York City Transit Authority (hereafter the "Howard Beach Segment").

3. An elevated rail system along the Van Wyck Expressway between the Jamaica station of the Long Island Railroad and JFK Airport (hereafter the "Van Wyck Segment"), and

NOW. THEREFORE, be it resolved that Queens Community Board 9 does hereby

A. Approve the Port Authority applications #990117PQQ and 990118PPQ requesting approval of the acquisition and disposition of the relevant properties which would enable the construction of the relevant "Air Train" link along the Van Wyck Expressway between JFK Airport and the Jamaica Station of the Long Island Railroad with the following conditions:

1. That the Van Wyck remains open space.

2. That the Port Authority commits to the following:
   a. To work as partners with the entire South West Queens Community for benefits and amenities with a budget substantial enough to help monitor the impact on the community.
   b. To develop real jobs for South West Queens that would sustain economic development of the area.
   c. To help develop businesses in South West Queens that would sustain the economic growth of the community.
   d. To assist residents and homeowners affected by the construction
   e. To beautify the Van Wyck Service road
   f. To have a full time person located in the affected communities while construction is going on to receive community concerns and work with the Port Authority to resolve problems.
January 12, 1999

g. To ensure that emergency vehicles have access to Jamaica Hospital at all times

h. To ensure that signals and signage be provided throughout the neighborhood to alert the motorists of the construction.

i. To inform the Board of the impact the Van Wyck will have on the community before construction begins and keeps us aware of it on an on-going basis.

j. To deal with the different civic associations and other boards involved before and during construction.

k. To ensure that the traffic lights be in sync on both sides of the Van Wyck Expressway.

l. To ensure that traffic agents be available at all times during preconstruction and construction.

m. To ensure that traffic enforcement officers be available during construction at all affected intersections.

n. To ensure that a central monitoring station be provided for gridlock alleviation.

o. To establish no truck zones off the Van Wyck service road with strict enforcement.
IN THE MATTER OF an application submitted by the Department of Citywide Administrative Services, pursuant to Section 197 of the New York City Charter, for disposition of property to the Port Authority of New York and New Jersey, of various properties generally located between the MTA Long Island Rail Road Jamaica Station and John F. Kennedy International Airport, and between JFK International Airport and the MTA New York City Transit Howard Beach Station, Community Districts 9, 11, and 12, Borough of Queens, to facilitate the construction of a light rail transit system.

A list and description of the properties can be seen at the Transportation Center of the Department of City Planning at 2 Lafayette Street-12th Floor New York, New York 10009.

EXPLANATION OF RECOMMENDATION: Modification/Conditions

In regard to U.R.P. Application #990117 PQ and #990118PP, requested by the Port Authority for acquisition and disposition of certain properties within the Borough of Queens which would facilitate construction of a "A Train" MTA to connect JFK Airport with rail transportation facilities within the City of New York:

1. Our board has duly advertised and held a public hearing on the matter on January 7, 1999.
2. As a result of this hearing and subsequent deliberation, the Board has approved unanimously (30 in favor 0 against 0) the application with conditions as enumerated in the paragraphs below.

CONDITIONS

1. The approval is based on the project and properties contained within the domain of Community District 10.
2. The Authority will meet with this Community Board on a monthly basis, to review progress and resolve issues of concern. Mr. Joseph Addebbo will chair this special marriage committee. (CONTINUED ON PAGE 2)

VOTING:

IN FAVOR 30      AGAINST 0      ABSTAINING 0

TOTAL MEMBERS APPOINTED TO BOARD 37

January 8, 1999
APPLICATION # C 950177 PQQ and C 950178 PQQ

CONDITIONS (continued)

3. During the construction period, the Authority will establish a Fast Track Insurance Claim Settlement Program to address the timely handling of damage claims. A claims manager will be assigned on a full-time basis.

4. The Authority will establish and maintain a real time central monitoring and management facility for intervention in any road gridlock situations. This will be done with the assistance of N.Y.C.O.D. and N.Y.C.P.D. utilizing Traffic Enforcement Officers assigned and/or reassigned to critical areas.

Special efforts will be directed toward having Jamaica Hospital and Fire Department emergency vehicles have priority access.

5. The proper signals and signage indicating construction detours, should be in place along the Van Wyck Expressway, Lefferts Boulevard and within the community at as to expedite traffic movement.

6. The Authority agrees to work as partners with the South Ozone Park Community Development Corporation and other community groups to supply appropriate resources to provide economic development and maintained growth of the area. This includes developing not only construction jobs but permanent jobs. Also, beautification programs for the Van Wyck service road and adjacent cross roads will be implemented.

7. The Authority will develop plans and implement access to Jamaica Bay waterfront at the Lefferts Boulevard area.

8. The Authority is requested to provide a detailed evaluation of the alternative routes to the Van Wyck Expressway segment, and present it to the Board for their consideration before any acquisition of real property is undertaken. Details will be handled through the Special Liaison Committee.
APPLICATION # C 990117 PQQ and C 990118 PPQ

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by the Department of Citywide Administrative Services, pursuant to Section 197-c of the New York City Charter, for disposition of property to the Port Authority of New York and New Jersey and subsequent acquisition and disposition to the Port Authority of New York and New Jersey of various properties generally located between the MTA Long Island Rail Road Jamaica Station and John F. Kennedy (JFK) International Airport, and between JFK International Airport and the MTA New York City Transit Howard Beach Station, Community Districts 9, 10, and 12 Borough of Queens, to facilitate the construction of a light rail transit system.

A list and description of the properties can be seen at the Transportation Office of the Department of City Planning at 9 Lafayette Street-12th Floor, New York, New York 10007-1301.

COMMUNITY BOARD NO .12
BOROUGH .Queens

DATE OF PUBLIC HEARING JANUARY 20, 1999
DATE OF VOTE JANUARY 29, 1999
LOCATION 172-17 LINDEN BLVD.
ST. ALBANS, NY 11414

VOTE ADOPTING RECOMMENDATION TAKEN
DATE JANUARY 29, 1999
LOCATION ROBERT WOOD JOHNSON FAMILY LIFE CENTER, 172-17 LINDEN BLVD.
ST. ALBANS, NY 11414

RECOMMENDATION

APPROVE X APPROVE WITH MODIFICATIONS/CONDITIONS
DISAPPROVE DISAPPROVE WITH MODIFICATIONS/CONDITIONS

EXPLANATION OF RECOMMENDATION-MODIFICATION/CONDITIONS

MOTION MADE TO APPROVE WITH CONDITIONS, APPLICATION # C 990117 PQQ AND C 990118 PPQ, SUBMITTED TO THE DEPARTMENT OF CITYWIDE ADMINISTRATIVE SERVICES, PURSUANT TO SECTION 197-C OF THE NEW YORK CITY CHARTER, FOR DISPOSITION OF PROPERTY TO THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY AND SUBSEQUENT ACQUISITION AND DISPOSITION TO THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY OF VARIOUS PROPERTIES GENERALLY LOCATED BETWEEN THE MTA LONG ISLAND RAIL ROAD JAMAICA STATION AND JOHN F. KENNEDY (JFK) INTERNATIONAL AIRPORT, AND BETWEEN JFK INTERNATIONAL AIRPORT AND THE MTA NEW YORK CITY TRANSIT HOWARD BEACH STATION, COMMUNITY DISTRICTS 9, 10, AND 12, BOROUGH OF QUEENS, TO FACILITATE THE CONSTRUCTION OF A LIGHT RAIL TRANSIT SYSTEM. THE VOTE WAS 26 APPROVED WITH CONDITIONS, 7 OPPOSED WITH CONDITIONS, 1 OPPOSED, AND 1 NOT VOTING AT THE TIME OF THE VOTE.

VOTING
IN FAVOR 26 AGAINST 7
WITH CONDITIONS (w/c conditions) 7
TOTAL MEMBERS APPOINTED TO BOARD 39
ABSTAINING 0 NOT VOTING 1

DATE 2/6/99

COMMUNITY/BOROUGH BOARD OFFICER

DISTRICT MANAGER
COMMITTEE BOARD 12 QUEENS

THE CITY OF NEW YORK

Claire Shulman
Borough President

James P. Davis
Chairman

WHEREAS, THE Port authority of New York and New Jersey has made ULURP application #99117PQQ and #990118PPQ for the acquisition and disposition of certain properties within the borough of Queens which would facilitate construction of an Airtrain from Jamaica LIRR to John F. Kennedy Airport with mass transportation facilities within New York City consisting of the following:

1. An elevated rail beltway on the ground of J.F.K. Airport which will connect various terminals and related Airport facilities
2. A rail link between J.F.K. Airport and the Howard Beach subway stop of the existing "A" Train line of the Transit Authority of the City of New York.
3. An elevated rail system along the Van Wyck Expressway between Jamaica station of the LIRR and J.F.K. Airport.

WHEREAS The members of Community Board 12 are desirous of a peaceful existence with its neighbor John F. Kennedy Airport and its operator The Port Authority of New York and New Jersey.

WHEREAS The past has not been one in which the actions of the Port Authority has shown a desire to be a good neighbor.

WHEREAS The Board realizes what a valuable resource Kennedy Airport is to the economic viability of New York City and to this Region. It is very important that the airport stays healthy but it is equally important that the surrounding communities are not killed by the health of the airport.

WHEREAS The Port Authority shall undertake the following actions to mitigate the impact of the Airtrain upon the communities it will pass through:

1. The Port Authority shall insure present home owners against the present loss of property value because of the presence of the Airtrain. A team of local real estate brokers/agents shall establish present property values. Such assessment shall be made quickly and recorded and preserved.
2. The Port Authority shall insure current home owners against future loss of appreciation of the value of their homes because of the presence of the Airtrain.
3. The Port Authority shall undertake to make immediate repairs to water pipes etc. when breakages occurs along the Airtrain work route and when breakages occurs along the major alternate traffic routes. Those alternate traffic routes are major and minor str to that one may reasonable take when traveling to or from Kennedy Airport i.e: North and
South Conduit, Francis Lewis Blvd., Springfield Blvd., Farmers Blvd., Baisley Blvd., 150th Street, Rockaway Blvd., 101st Ave., Sutphin Blvd., Liberty Blvd., and Guy R. Brewer Blvd. Seismic monitors should immediately be placed along these streets to measure normal vibrations so comparisons may be made when construction begins. Traffic flow and Traffic problem areas should be identified now and work begun to correct them now. The seismic monitors shall also measure the vibrations from pile driving to assess the damage such activity created.

4. Economic development assistance shall be given to the impacted communities. Such assistance shall be given directly to local agencies where possible. We believe that the local agencies are there and we will name a few Sutphin Blvd. L.D.C., Employment Works, Ameny. In order to maximize the construction opportunities and achieve reasonable success the Board wishes the Port Authority to retain the consulting assistance of a local organization fully familiar with the needs of the minority and women's business community and the programmatic techniques available to address those needs at a funding level sufficient to ensure maximum participation. The Board suggests a period of at least, and, for no less than five years.

5. The communities to be assisted are the Rockaway Blvd Corridor, and the Sutphin Blvd. Corridor. The Board envisions a six step initiative in achieving a successful program those steps are:
   Step A. Funding a survey that will outline the existing conditions, social and commercial services, and opportunities for new development.
   Step B. Provide funding for a plan that will depict the future of the two corridors that will include commercial facade improvement, new construction, street improvements, street beautification, and new commercial enterprises.
   Step C. Build a job training center which will be the base of operations for several employment services organizations in the area. Also, provide funding for a program that will focus specifically on airport related training and education.
   Step D. Provide funding for technical assistance training for the long term planning and enhancement of the two corridors.
   Step E. Assist the LDC and local community leaders in garnering the involvement of the Empire State Development Corporation in the implementation of the Step B plan through their various programs which include feasibility studies on development, facade improvement programs, and small business lending.
Work closely with the local organizations referred in the St ps outlined above to develop minority and woman owned for profit operations which have ongoing revenue generation ability as well as short term, contract by contract business potential.

6. The Port Authority shall commit to maximizing its utilization of MBEs from Southeast Queens in both the service and construction areas in planning, implementation and maintenance of as much of Airtrain and Jamaica Terminal Building as possible. The Port Authority shall commit to the utilization of Minority and Women Owned Business Enterprises in Southeast Queens for the construction of the Airtrain. The Jamaica Terminal Building falls within the Jurisdiction of the Greater Jamaica Development Corp. and Sutphin Blvd. L.D.C. Economic Development shall also include the development of a job readiness component.

7. The Port Authority shall commit to a cooperative relationship with York College to assist them in developing a curriculum to train local residents for the various positions that will be created for the operation of the Airtrain. The Port Authority shall also be committed to the hiring of the maximum number of residents that successfully complete the training when the time of operation of the Airtrain begins. The commitment of the Port Authority to work with York College is expected to continue beyond the Airtrain project and toward the long term goal of a comprehensive transportation management program for that reason a career development/buddy program shall be developed in conjunction with York College and the following high schools, August Martin, Campus Magnet, Springfield. Students from the College in addition students can serve as paid interns / tutors to help make the high school students ready for participation in the new aviation program.

8. A resource center shall be establish to stimulate economic growth and development. The cost of the center will be underwritten by the Port Authority.

9. Kioske placement and concession deployment to stimulate economic development shall be made possible where appropriate with MBEs. We are looking towards forty percent participation.

10. The Port Authority shall in conjunction with local residents develop a beautification program along the Van Wyck corridor. Local people shall be used at all times in all phases of the beautification plan.
11. The Port Authority shall assist the community with the development and financial support of youth recreation programs.
12. The Port Authority shall establish two committees to work with the Board, Transportation and Construction.

NOW, THEREFORE, be it resolved that Queens Community Board 12

A. The Board Approves, the Port Authority application #990117PQQ and 990118PPQ requesting approval of the acquisition and disposition of the relevant properties which would enable the construction of the relevant "Airtrain" link along the Van Wyck Expressway between JFK Airport and the Jamaica Station of the Long Island Railroad with the above conditions.

THE VOTE IS 26 YES: 3 AND 0 ABSTENIONS

SIGNED: [Signature]

DATED: 1st. FEBRUARY 1999.
IN THE MATTER of an application submitted by the Department of Citywide Administrative Services, pursuant to Section 187-c of the New York City Charter, for disposition of property to the Port Authority of New York and New Jersey and subsequent acquisition from and disposition to the Port Authority of New York and New Jersey, of various properties generally located between the LIRR Jamaica Station and JFK International Airport, and between JFK International Airport and the MTA Howard Beach Station to facilitate construction of a light rail system.

PUBLIC MEETING

A Public Meeting was held in the Borough President's Conference Room at 120-56 Queens Boulevard on February 23, 1999 at 5:30 P.M. pursuant to Section 85b(8) of the New York City Charter and was duly advertised in the manner specified in Section 187-c (d) of the New York City Charter.

CONSIDERATION

Subsequent to a review of the application, the following issues and impacts have been identified:

- The Port Authority of New York and New Jersey proposes the construction of a light rail transit system (LRS) that would connect JFK to the LIRR Jamaica Station and the MTA Howard Beach Station. These actions would enable the construction of an automated guideway transit rail LRS:

- The system alignment would consist of a dual-track guideway, approximately 8.4 miles in length with 10 stations. Between JFK and the LIRR Jamaica Station, the alignment will fall primarily in the median of the Van Wyck Expressway. Between JFK and the MTA Howard Beach Station, the alignment will fall primarily on existing airport property.

- The guideway is grade-separated from the existing roadway crossing with aerial stations. The addition of as many as three power distribution facilities could be required in the right-of-way of the Van Wyck Expressway:

- The LRS would provide access on a 24-hour basis to JFK and would be capable of continuous operational headways of 90 seconds. It is anticipated that trains will operate as two-car sets. Each car can accommodate 26 seated passengers and approximately 71 standees. Luggage would be accommodated in racks. Ridership is estimated at 24,000 riders daily, or 12.6 million riders annually. The system is designed to operate at speeds up to 80 miles per hour:

- Round-trip travel times are as follows:
  - Jamaica --> JFK: 24 minutes
  - Howard Beach --> JFK: 24 minutes
  - CTA Circulator: 8 minutes

- It is anticipated that the fare would be $5 for passengers using the system at off-airport stations and $2 for airport employees at these stations. No fares would be charged to ride the system within the airport:

- The LRS would connect with the Howard Beach Station via an enclosed connecting mezzanine and elevators to the platform. At Jamaica Station, a pedestrian bridge would be added above the existing LIRR mezzanine and banks of elevators would connect the LIRR ticket lobby, subway mezzanine, platforms, and street levels.

continued...
CONSIDERATION continued

- At its January 12, 1989 public hearing, Community Board 9 voted 18-14-1 with fifteen (15) conditions to recommend approval of this application;

- At its January 7, 1989 public hearing, Community Board 10 voted 30-0-0 with eight (8) conditions to recommend approval of this application;

- At its January 29, 1989 public hearing, Community Board 12 voted 26-7-0 with twelve (12) conditions to recommend approval of this application;

- At the February 16, 1989 Queens Borough President’s public hearing, twenty-two (22) people testified in opposition to the application and thirteen (13) people testified in favor of the application;

Issues raised by the opponents included:

- noise and traffic congestion on the Van Wyck Expressway and local streets, and disruption in local commercial and residential areas during construction;

- the proposed rail link’s failure to include train stops along the Van Wyck link which could provide service for local residents and stimulate local business development;

- negative visual impacts of the elevated superstructure and passenger trains;

- impact of noise and vibrations on nearby properties caused by passenger trains;

- potential depreciation in values of properties located near the proposed LRS;

- the proposed project’s large capital costs versus projected fare-ridership rates;

- the project’s lack of a “one-seat” ride to and from JFK International Airport and Manhattan;

Issues raised by the proponents included:

- the LRS’s potential short- and long-term economic benefits to southeast Queens and New York City in terms of new business growth and employment opportunities;

- the need to improve transportation to and from JFK Airport, the Borough’s single largest employer, and to keep the Airport competitive with other regional airports;

- the LRS’s potential to reduce airport-related traffic, especially taxis used by single airport travelers, on the Van Wyck Expressway;

- the LRS’s potential to interface with future light rail projects to create a one-seat ride from JFK International Airport to Manhattan.

continued...
RECOMMENDATION

Based on the above consideration, the Borough Board recommends approval of this application on the following conditions, which are based upon the conditions recommended by Community Boards 9, 10, and 12:

The Port Authority of New York and New Jersey shall:

1) insure current property owners against property damage during construction and establish a “fast-track” system of processing and settling damage claims;

2) insure present homeowners against the present loss of property value due to the presence of the LRS;

3) insure current homeowners against future loss of appreciation of the value of their homes due to the presence of the LRS;

4) work in conjunction with local residents to develop a beautification program along the Van Wyck Corridor, including beautifying the service road and preserving open spaces;

5) work with the local neighborhoods and in southeast Queens in general to stimulate economic development through business opportunities, youth education, and new employment;

6) provide a point-person in southeast Queens to assist local residents with complaints and to provide information during construction;

7) ensure that emergency vehicles are allowed speedy access to Jamaica Hospital and that FONY and NYPD maintain critical response times;

8) ensure that the Van Wyck Expressway maintains three (3) lanes of vehicle service both northbound and southbound during the entire period of construction;

9) implement traffic signalization measures and sign change for alternative routes to facilitate traffic movement during construction;

10) provide traffic enforcement officers at prominent intersections during construction;

11) meet with the affected community boards, local elected officials, and civic organizations on a regular basis to address community concerns and to provide information.

Claire Shulman
PRESIDENT, BOROUGH OF QUEENS

DATE 3/3/99
DOCKET DESCRIPTION

IN THE MATTER of an application submitted by the Department of Citywide Administrative Services, pursuant to Section 197-c of the New York City Charter, for disposition of property to the Port Authority of New York and New Jersey and subsequent scutellation from and disposition to the Port Authority of New York and New Jersey, of various properties generally located between the LIRR Jamaica Station and JFK International Airport, and between JFK International Airport and the MTA Howard Beach Station to facilitate construction of a light rail system.

PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-50 Queens Boulevard on February 18, 1999 at 10:30 a.m. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (6) of the New York City Charter. The applicant made a presentation. Twenty-two (22) people testified in opposition to the application. Thirteen (13) people testified in favor of the application.

CONSIDERATION

Subsequent to a review of the application, the following issues and impacts have been identified:

- The Port Authority of New York and New Jersey proposes the construction of a light rail transit system (LRS) that would connect JFK to the LIRR Jamaica Station and the MTA Howard Beach Station. These actions would enable the construction of an automated steel wheel/street rail LRS;

- The system alignment would consist of a dual-track guideway, approximately 8.4 miles in length with 10 stations. Between JFK and the LIRR Jamaica Station, the alignment will fall primarily in the median of the Van Wyck Expressway. Between JFK and the MTA Howard Beach Station, the alignment will fall primarily on existing airport property;

- The guideway is grade-separated from the existing roadway crossings with serial stations. The addition of as many as three power distribution facilities could be required in the right-of-way of the Van Wyck Expressway;

- The LRS would provide access on a 24-hour basis to JFK and would be capable of continuous operational headways of 90 seconds. It is anticipated that trains will operate as two-car sets. Each car can accommodate 35 seated passengers and approximately 71 standing passengers. Luggage would be accommodated in racks. Ridership is estimated at 24,000 riders daily, or 12.4 million riders annually. The system is designed to operate at speeds up to 80 miles per hour;

- Round-trip travel times are as follows:
  - Jamaica —> JFK: 24 minutes
  - Howard Beach —> JFK: 24 minutes
  - CTA Circulator: 8 minutes

- It is anticipated that the fare would be $5 for passengers using the system at off-airport stations and $2 for airport employees at these stations. No fare would be charged to ride the system within the airport;

- The LRS would connect with the Howard Beach Station via an enclosed connecting mezzanine and elevators to the platform. At Jamaica Station, a pedestrian bridge would be added above the existing LIRR mezzanine and banks of elevators would connect the LIRR ticket lobby, subway mezzanine, platforms, and street levels.

continued...
CONSIDERATION (continued)

- At the February 16, 1999 Queens Borough President's public hearing, twenty-two (22) people testified in opposition to the application and thirteen (13) people testified in favor of the application;

  - issues raised by the opponents included:
    - noise and traffic congestion on the Van Wyck Expressway and local streets, and disruption in local commercial and residential areas during construction;
    - the proposed rail link's failure to include train stops along the Van Wyck link which could provide service for local residents and stimulate local business development;
    - negative visual impacts of the elevated superstructure and passenger trains;
    - impact of noise and vibrations on nearby properties caused by passenger trains;
    - potential depreciation in values of properties located near the proposed LRS;
    - the proposed project's large capital costs versus projected low ridership rates;
    - the project's lack of a "one-seat" ride to and from JFK International Airport and Manhattan;

  - issues raised by the proponents included:
    - the LRS's potential short- and long-term economic benefits to southeast Queens and New York City in terms of new business growth and employment opportunities;
    - the need to improve transportation to and from JFK Airport, the Borough's single largest employer, and to keep the Airport competitive with other regional airports;
    - the LRS's potential to reduce airport-related traffic, especially taxis used by single airport travelers, on the Van Wyck Expressway;
    - the LRS's potential to interface with future light rail projects to create a one-seat ride from JFK International Airport to Manhattan;

- At its January 12, 1999 public hearing, Community Board 9 voted 16-14-1 with fifteen (15) conditions to recommend approval of this application;

- At its January 7, 1999 public hearing, Community Board 10 voted 30-0-0 with eight (8) conditions to recommend approval of this application;

- At its January 29, 1999 public hearing, Community Board 12 voted 28-7-0 with twelve (12) conditions to recommend approval of this application;

- At its February 23, 1999 public meeting, the Queens Borough Board voted 3-0-0 with eleven (11) conditions to recommend approval of this application;

continued...
RECOMMENDATION

Based on the above consideration, the Borough Board President recommends approval of this application on the following conditions:

The Port Authority of New York and New Jersey shall:

1) continue to study and implement additional light rail projects to achieve a "one-seat" ride from JFK Airport to Manhattan;

2) work with the MTA on its current assessment of reactivation of the Rockaway Beach Branch of the Long Island Railroad;

3) ensure that the LRS will be developed and constructed with the capacity to interface with future light rail projects, including passenger car and rail line compatibility;

4) present for public review and approval to Community Boards 9, 10, and 12 and the Queens Borough President the proposed locations and design for any required power stations;

5) ensure that the LRS provide service for all passengers to and from JFK airport, in addition to airport employees and ticketed airline passengers;

6) work closely with the MTA, LIRR, and the City of New York in supporting commercial development in accordance with current planning efforts underway in Jamaica Center;

7) insure current property owners against property damage during construction and establish a "fast-track" system of processing and settling damage claims;

8) work in conjunction with local residents to develop a beautification program along the Van Wyck Corridor, including beautifying the service road and preserving open spaces;

9) work with the local neighborhoods and in southeast Queens in general to stimulate economic development through business opportunities, youth education, and new employment;

10) provide a point-person in southeast Queens to assist local residents with complaints and to provide information during construction;

11) ensure that emergency vehicles are allowed speedy access to Jamaica Hospital and that FDNY and NYPD maintain critical response times;

12) ensure that the Van Wyck Expressway maintains three (3) lanes of vehicle service both northbound and southbound during the entire period of construction;

13) implement traffic signalization measures and post signage for alternative routes to facilitate traffic movement during construction;

14) provide traffic enforcement officers at prominent intersections during construction;

15) meet with the affected community boards, local elected officials, and civic organizations on a regular basis to address community concerns and to provide information.

Clive Schuman

DATE 3/31/99

PRESIDENT, BOROUGH OF QUEENS