



## **Metropolitan Transportation Authority**

State of New York

March 26, 2003

Honorable George Pataki  
Governor of the State of New York  
Executive Chamber  
State Capitol  
Albany, NY 12224

**Re: 90-Day Response**

**Availability of Parking at the Long Island Rail Road and Metro-North Railroad Train Stations Report #2001-S-10**

Dear Governor Pataki:

On November 20, 2002, the State Comptroller issued the above-referenced final audit report.

As provided by Section 170 of the Executive Law, I am furnishing you with the attached response which addresses each recommendation contained in the audit report.

For your convenience, I have attached a copy of the final audit report.

Sincerely,

A handwritten signature in black ink, appearing to be "Peter S. Kalkow".

attachments



## Long Island Rail Road

March 18, 2003

Mr. Peter Kalikow  
Chairman  
Metropolitan Transportation Authority  
347 Madison Avenue  
New York, NY 10017

Dear Mr. Kalikow:

Detailed below is the implementation status of the recommendations contained in the State Comptroller's audit report (2001-S-10) regarding the Availability of Parking at the Long Island Rail Road (LIRR) and Metro-North Railroad Train Stations.

### **Recommendation #2:**

The LIRR recently began its Twenty Year Needs Assessment. This effort encompasses all LIRR departments and disciplines and presents a comprehensive definition of all infrastructure and rolling stock needs for the next four Capital Programs. It will be the foundation for the development of the 2005-2009 Capital Program, and it will contain significant requests for capital funding to support parking initiatives. The assessment must be completed and delivered to MTA by 12/31/03.

### **Recommendation #3:**

LIRR continues to make parking improvements at various locations throughout its operating area. Significant improvements are planned or are underway at Ronkonkoma (134 additional spaces), Long Beach (single deck parking garage and bus loop - 201 additional spaces and replace 222 spaces), Mineola Intermodal Center (multi-level parking garage and bus terminal - 580 additional spaces).

While LIRR is not directly involved with planning or operating bus service, our relationship with Long Island Bus has resulted in several new services started and others continued that allow LIRR customers a transportation alternative at selected stations. Late last year Long Island Bus began operating a pair of shuttle bus services in Merrick.

Mr. Peter Kalikow

March 18, 2003

Page 2

Both routes, N52 and N53, include stops at the station and the operating schedules are tailored to coincide with LIRR's train schedule. LIRR continues to provide financial support for the Farmingdale Shuttle, Route N95, connecting Farmingdale station and the Route 110 corridor. LIRR also furnishes financial support for the Woodbury Shuttle, Route N94, which connects Hicksville station with nearby office parks and shopping.

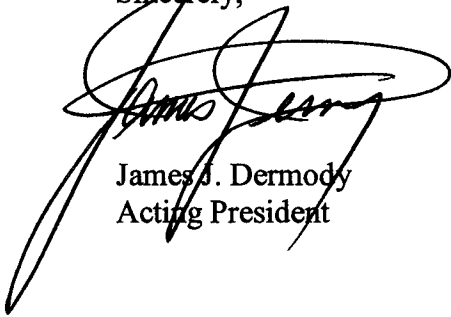
The Mineola Intermodal Center project includes an integral bus terminal with parking for up to eight buses. The bus loop is part of the street level deck of the parking garage. Road improvements are also being made in order to rationalize the flow of traffic for both automobiles and buses in the area adjacent to the garage. Pedestrian overpasses will be provided from the garage to both eastbound and westbound platforms at Mineola. The Long Beach parking garage, currently under construction, also includes a covered bus loop which should provide shelter for customers and make the services offered more attractive.

Several LIRR stations are being considered for expansion of the THINK electric commuter car program sponsored by the New York Power Authority. Ronkonkoma is among them.

**Recommendation #4:**

LIRR continues to explore opportunities to expand parking capacity wherever possible. The Twenty Year Needs Assessment includes significant funding requests for hub development in each Capital Program. LIRR has also made provisions to accommodate commuter ferry services available at Long Island City. LIRR's Long Island City Passenger Yard is undergoing renovation which includes enhanced and expanded platforms and customer entrance and egress at that part of the yard that is closest to the ferry slips on the East River.

Sincerely,

A handwritten signature in black ink, appearing to read "James J. Dermody", is written over a large, stylized, looping flourish that extends from the left side of the signature area.

James J. Dermody  
Acting President



## **Metro-North Railroad**

March 11, 2003

Mr. Peter Kalikow  
Chairman  
Metropolitan Transportation Authority  
347 Madison Avenue  
New York, NY 10017

Re: Availability of Parking Report 2001-S-10

Dear Mr. Kalikow:

We appreciate the opportunity to respond to the State Comptroller's request to provide information on the actions that we are taking to implement the recommendations contained in the Audit of Availability of Parking at Metro-North Railroad.

We want to assure you that we have already taken steps to follow the recommendations made in the referenced report. Recommendations made for Metro-North's implementation and steps taken to date are outlined below.

- *Metro-North should, as part of the 2015 projections, develop a system-wide estimate of parking demand and compare it with estimates of available parking figures to determine the number of additional spaces needed for the future.*

In February 2003, Metro-North awarded a two-year contract for on-call Parking, Station Access and Development consultant services. This contract provides the services to undertake essential studies to accomplish the future demand for parking at Metro-North, which aligns with the above-stated goal. As part of the contract task, the consultant will provide the railroad with accurate updated parking demand for all five railroad lines that Metro-North operates.<sup>1</sup> The original 2015 system-wide parking demand study was completed in 1998, but many of the demand forecasting variables have changed. Since that time the parking supply has been expanded by over 4,800 parking spaces to over 34,300 spaces today.

The system-wide update of the 2015 projections, when completed by fourth quarter 2003 will provide an up-to-date planning tool for preparation of Metro-North's 2005-2009 Parking Program as well as address system-wide parking needs through 2023.

---

<sup>1</sup> This comprehensive effort will re-access existing conditions, aid Metro-North in development of its 20 year needs and provide a current benchmark for additional spaces needed.

- *Metro-North should continue to improve commuter parking at those locations, where it is feasible. At other locations, work with affected local municipalities to develop alternative approaches and means for commuters to arrive at railroad stations. These could include enhanced municipal bus service, running shuttle van to/from park and ride facilities, or other programs.*

Metro-North continues to aggressively implement its system-wide Parking Program, which is an integral part of its Corporate Station Access objectives.

Metro-North is actively engaged in design and construction of several thousand new and/or improved parking spaces. West of Hudson, Metro-North issued a multi-station design-build contract addressing parking needs at Harriman, Campbell Hall, Otisville, Nanuet and Pearl River. During February 2003, 60% design plans had been submitted. Parking re-construction is underway at Pelham and a design is starting at Mamaroneck for parking improvements.

Last week Metro-North received design submittals for a new shared parking garage in Port Chester, under a public/private agreement Metro-North fashioned with the Village's designated developer. This will add 350 new spaces to the constrained New Haven Line. Under joint construction agreements with municipalities, Metro-North is supporting Town parking expansion efforts underway at Tuxedo and Patterson. These projects will provide several hundred new spaces open to non-residents and residents by the second quarter of this year.

In terms of other Station Access/connecting services, in January 2003 Metro-North launched an expanded shuttle bus service that, for the first time, connects our passengers to Stewart Airport from our Beacon Station. This was accomplished through partnerships that included New York State Department of Transportation, Stewart International Airport, and others. In addition, Metro-North has met with Rockland County officials with regard to the distribution of \$2.5 million in discretionary funds to further support the successful Haverstraw-Ossining Ferry Program.

Metro-North will continue to develop these initiatives to improve parking and station access to its facilities.

- *Develop a long-term plan for addressing the gap between the anticipated increase in ridership and the railroads' plans for parking lot expansion. Such a plan should consider both the construction of additional parking spaces and the implementation of alternative means of providing access to overcrowded stations. It should also consider the use of other forms of commuter transportation (i.e. bus and ferry service) to ease the burden of commuter railroads.*

Metro-North continually expands upon its multi-faceted program to address parking and station access needs to support ridership projections. It is important to note that Metro-North inherited ownership of only one-third of the existing parking facilities. Two-thirds of the facilities are owned/controlled by localities that Metro-North works closely with to encourage a parallel course of action for expanding access and parking capacity.

Metro-North's Strategic Passenger Facility program represents the core of its long-term plans to expand access through creation of key transportation hubs, while new shuttle services, in-house restriping and reconfiguring adds immediate short-term parking spaces and railroad access. Metro-North recognizes that successful expansion of rail access will be provided by a mixture of new parking spaces, improved public transportation through bus and ferry service, and construction of new station facilities in locations where road access can accommodate the demand of its customers.

Since the audit, Metro-North continued actions in support of its long-term blueprint to match supply with demand. Specifically, in November 2002, Metro-North held a public workshop at Beacon to present its long-term plans for the development and expansion of the station, parking and traffic/access improvements. To further the long-term Brewster North project, a public hearing was held in December 2002 for the condemnation of property needed to develop future station facilities, an intermodal center and additional parking. However, these projects require significant funding that needs to be identified. In addition, conceptual plans for additional parking and access improvements at Brewster were discussed by Metro-North with the Village and County and will be finalized later this year.

Metro-North continues to work with local municipalities on long-term plans, even where it does not own property. An example is Scarborough Station, where Metro North is working with the Village of Briarcliff and a private landowner on plans to reconfigure parking to maximize capacity, including assessment of future shuttle van services to new residential developments.

To lay the groundwork for new long-term connecting service programs, MNR and its project partners have secured \$1.65 million grant for a new ferry service between Beacon and Newburgh, which will greatly increase direct access to Beacon Station. Metro-North has met with Dutchess and Orange Counties and appropriate local stakeholders to develop the service.

As stated previously, ferry connections to rail services, shuttle services, and satellite park-and-ride with shuttle continue to be implemented where applicable to augment Metro-North's Parking and Station Access Program strategies.

Please feel free to contact my office if you need any additional information.

Sincerely,



Peter A. Cannito

cc: H. Permut  
R. J. Fleischer  
C. Wytenus