

- Create a Transit Center to better serve the complex of four stations located between Broadway and William Street: *i.e.*, the 4/5, J/M/Z and 2/3 Fulton Street Stations and the A/C Broadway Nassau Station;

- Add a concourse beneath Dey Street to link the new Transit Center with the N/R Cortlandt Street Station, and allow for a connection with a proposed Port Authority of New York and New Jersey (PANYNJ) sponsored concourse that would continue into the WTC site, connect to the PATH and the 1/9 line Cortlandt Street Station, and potentially extend to the World Financial Center and trans-Hudson ferries;

- Provide a visual presence by creating a street-level building and prominent point of access to the subway system;

- Improve street access to the 4/5 line Fulton Street Station and the N/R line Cortlandt Street Station;

- Improve the transfer between the 4/5 and A/C lines in particular, and all adjacent services in general;

- Establish both a paid and unpaid connection between the N/R line Cortlandt Street Station and the E line Terminal at the WTC site;

- Reduce dwell time and exposure to dwell delays for 4/5 and A/C trains at the Fulton Street Station;

- Reduce commuter access time from the WTC site/World Financial Center and PATH to locations and subway stations east of Church Street;

- Create Americans with Disabilities Act (ADA) compliant access;

- Improve wayfinding; and

- Improve safety.

The proposed Fulton Street Transit Center project will be closely coordinated with the proposed PATH station reconstruction at the WTC site, the proposed WTC Transportation Hub project and the redevelopment of the WTC site.

VI. Alternatives

The EIS will evaluate alternatives and options for the proposed action which will: (1) Be feasible and cost-effective, and provide beneficial transit improvements that enhance connections to the existing transportation system and Lower Manhattan land uses; (2) meet the anticipated increase in transit use in Lower Manhattan; and (3) enhance Lower Manhattan and the region's economic vitality and quality of life.

Based on previous planning studies, and with the cooperation of public and agency work groups, a preliminary list of alternatives has been developed to address the purpose and need of this facility. The alternatives identified to

date, which may be supplemented or further developed during the scoping process, have been organized as follows:

(A) No Action Alternative; (B) Transit Center and Concourse Full Build Alternative; (C) Partial Build Alternatives. The Full Build Alternative under consideration includes a transit center building with a subsurface passenger concourse connecting several existing subway stations. The Partial Build Alternatives include: a subsurface passenger concourse connecting several existing subway stations without a transit center building; and a combination of improvements, rehabilitations, and enhancements to existing stations. The full set of project alternatives are further described as follows:

A. *No Action Alternative.* This alternative provides for minor improvements, repairs, and other maintenance actions to the existing Fulton Street—Broadway Nassau Subway Station Complex and the N/R line Cortlandt Street Station.

B. *Transit Center and Concourse Full Build Alternative.* This alternative provides for construction of the following six main elements:

1. A new transit "Center" at street and subsurface levels on Broadway between Fulton and John Streets. The "Center" would serve the large ridership of Lower Manhattan, facilitate pedestrian access and transfer between subway lines, reduce 4/5 and A/C train platform congestion and dwell times, improve wayfinding between stations, improve street access and street-level visibility, and provide consolidated downtown access.

2. Rehabilitation of the 4/5 line Fulton Street Station and the 2/3 line Fulton Street Station. This element would incorporate the necessary measures to bring these stations to a state of good repair and provide operational and infrastructure improvements consistent with NYCT station planning, accessibility and design guidelines.

3. Improvements to the mezzanines and platform access at the A/C line Fulton Street Station. These improvements would facilitate wayfinding, circulation and access to the street and to the platform for all users, including those subject to the Americans with Disabilities Act (ADA). They would address current and future overcrowded circulation conditions.

4. An underground concourse beneath Dey Street between Broadway and Church Street. This concourse would connect the N/R line with the 4/5 line and the area west of Church Street with the area east of Broadway. The concourse would improve pedestrian

connectivity between subway lines, particularly east-west across Lower Manhattan, and pedestrian safety, comfort, and convenience, and would provide intermodal connectivity between NYCT services and prospective PATH services west of Church Street.

5. A pedestrian and passenger connector between N/R and E service. This connector would improve west side access to Lower Manhattan and would improve operational flexibility by permitting customers to transfer between the services without payment of additional fares. This connector would run along Church Street, linking the northern end of the N/R line Cortlandt Street Station with the southern end of the E line terminal at the World Trade Center, and would include a new transfer between N/R platforms.

6. Improved street access to the subway. This element would provide better access for all users through the provision of wider and more direct stairways, access for disabled customers and new street entrances from the 4/5 and N/R platforms.

In combination, the above-stated six elements encompass the Transit Center and Concourse Full Build Alternative.

C. *Partial Build Alternatives.* Various combinations of subsets of the six project elements described under the Full Build Alternative above will be considered. For example, one possibility is construction of only the underground concourse beneath Dey Street between Broadway and Church Street. This partial-build alternative would connect the N/R and 4/5 subway lines with a fully accessible subsurface concourse under Dey Street. FTA and MTA/NYCT specifically seek comment during scoping on appropriate combinations of project elements that should be evaluated as detailed alternatives in the EIS.

Although compatible with and contributing to the functionality of the overall Transit Center, some elements of the Full Build Alternative, such as the station rehabilitation elements, are functionally independent of the other elements of the proposed action. Although the current plan is to evaluate all of these geographically contiguous elements in the EIS, as the project elements are developed and as schedules and construction phasing plans develop, it is possible that some of the independent elements may be advanced via separate environmental evaluations under NEPA.

VII. Potential Adverse Effects

Upon its completion, the proposed Fulton Street Transit Center is