

14. THE COMMISSION RECOMMENDS THAT CONNDOT CAREFULLY REVIEW THE METROPOLITAN TRANSPORTATION AUTHORITY'S (MTA) PROPOSALS FOR ACCESS BY THE LONG ISLAND RAILROAD TO GRAND CENTRAL TERMINAL, WITH THE OBJECTIVE OF ASSURING THAT SUFFICIENT OPERATIONAL CAPACITY FOR REASONABLE INCREASES IN NEW HAVEN LINE COMMUTER SERVICE WILL BE MAINTAINED.

It is proposed that some Long Island Railroad trains be rerouted, via the 63rd Street tunnel, under the East River, and directly into Grand Central Terminal, rather than operating into Penn Station. We understand that the capital expenditures necessary to effect this new rail connection may be part of the new MTA capital budget. As a part of this plan, certain train storage functions, now located within Grand Central Terminal, may be relocated to a new maintenance facility in The Bronx, which would result in more efficient car maintenance. This is clearly in Connecticut's interest. However, our primary interest is that fully adequate operational capacity for Connecticut's and New York's commuter rail needs be protected and enhanced, within the limited track capacity of Grand Central Terminal.