

UE SUEDE NEWS

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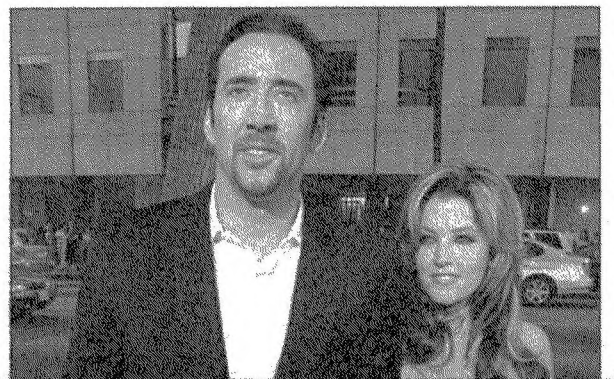
Shades-wearing Nicolas Cage takes Lisa Marie Presley to be his bride in idyllic Hawaii over the weekend.

Splash

rie weds Nicolas Cage

romantic ceremony at a ritzy hotel in Hawaii on Saturday, just days before the 25th anniversary of the King's death, their publicists confirmed yesterday.

Presley's ex-wife and Lisa Marie's mother, Priscilla, attended the service along with close family and friends of the couple.



9/11: THE AFTERMATH

Now we're moving

Pols bare exciting \$6B transport plan

By WILLIAM NEUMAN

More than \$6 billion in federal funds pledged to rebuild the downtown transportation system will pay for a new transit hub and an expanded South Ferry subway station — and could even lay the groundwork for bringing the Long Island Rail Road and an airport rail link to lower Manhattan, officials said yesterday.

The money “will allow us to have a multimodal center here that is ... far better than what was here before Sept. 11,” said Gov. Pataki at a Ground Zero press conference, flanked by Mayor Bloomberg and Sen. Hillary Rodham Clinton.

The ambitious plans to rebuild infrastructure destroyed in the Sept. 11 terror attacks got a boost from the Federal Emergency Management Agency, which agreed to free up \$4.5 billion for a raft of transit improvements — an amount that will be added to \$1.8 billion previously set aside by Congress.

Having money in the pipeline will “allow us ... to engage in a much more realistic planning process,” Clinton said.

State and city officials now have to decide how to spend the cash — choosing from a \$7.4 billion wish list drawn up earlier this year.

The centerpiece is a proposed downtown “Grand Central Station” for the PATH trains from New Jersey and the 1 and 9 subway lines, a project with a \$1.5 billion price tag.

A \$500 million underground walkway would connect that station to the World Financial Center and the Broadway/Nassau Street subway station, which would in turn get a \$750 million makeover, to simplify its labyrinthine layout.

Some \$400 million would be spent to build a new South Ferry station for the 1 and 9 lines, lengthening the antiquated platform so it can

receive a full 10-car train, instead of the five cars it had accommodated in the past.

The Transit Authority would also spend \$70 million on the so-called “Rector connector,” a pedestrian link between the 1 and 9 and the N and R lines.

Some of the money could also go toward burying West Street to make room for a grand promenade to the tip of Manhattan — although part of that \$2 billion project could be funded in other ways.

Officials also contemplate spending \$250 million to study ways to connect the LIRR to lower Manhattan, either by running the trains over subway tracks from Atlantic Avenue in Brooklyn or by digging a new tunnel under the East River.

Planners have also been discussing the possibility of creating an AirTrain light-rail link between lower Manhattan and JFK Airport, possibly running parallel to an LIRR connection, said Lower Manhattan Development Corp. President Lou Tomson.

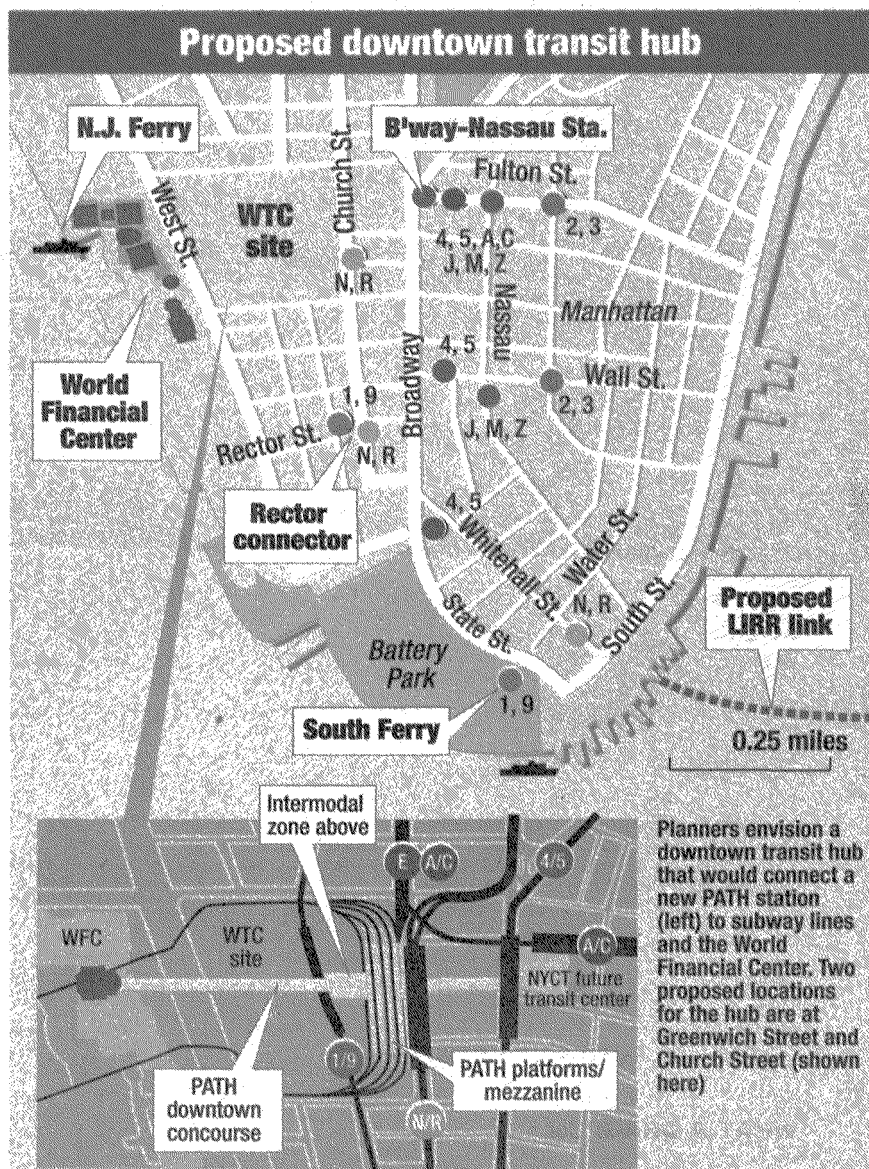
It will take three to five years to finish the transit hub and the PATH and subway projects downtown, Tomson said.

The \$4.5 billion pledged yesterday comes out of \$9 billion originally allocated to FEMA to clean up and rebuild lower Manhattan, part of an overall \$21 billion federal aid package.

FEMA agreed to change rules that say its funds can only be used to restore damaged facilities to their original condition — not to build things like new train terminals that did not exist before.

It wasn't clear yesterday if Congress would need to pass a law to allow the change, or if it could be accomplished simply by rewriting the agency's regulations.

Air controllers' anguish / P. 23



Here's a partial list of the proposed transit projects

■ Path terminal Permanent PATH terminal 1 or 2 blocks east of former terminal \$1.5 billion ■ Downtown concourse Underground walkway from World Financial Ctr. to Fulton Transit Ctr. \$500 Million ■ Bus Terminal/Infrastructure Bus Terminal near WTC site and associated road	- Improvements \$500 million ■ Hoboken ferry terminal Reconstruction/rehabilitation of old main terminal \$105 million ■ World Financial Center/Battery Park City Ferry Terminal Expansion of Battery Park terminal and seawall work \$40 million ■ Security at Holland/Lincoln	- tunnels and Staten Island bridges Security system enhancements/Video surveillance systems \$65 million ■ Fulton Transit Center A major upgrade to the Fulton Street Station, with improved connections \$750 million ■ South Ferry Station New terminal subway station for 1, 9 lines with increased capacity	- capacity \$400 million ■ Rector Connector Connection between subway stations on the 1, 9 lines and the N, R lines at Rector Street \$70 million ■ LIRR capacity at Fulton Street Transit Center Study for LIRR service to lower Manhattan and possible future connections at transit center \$250 million
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Planners envision a downtown transit hub that would connect a new PATH station (left) to subway lines and the World Financial Center. Two proposed locations for the hub are at Greenwich Street and Church Street (shown here)