

# The college search can be a great excuse for a family vacation

By John Carpenter  
Chicago Tribune

When my daughter put two California colleges on her list, I casually wondered whether it would be cool to take the train there from Chicago and maybe drive down the Pacific Coast Highway from Berkeley to Pomona. Her eyes lit up, and the decision was made.

Parenting tip: When your 17-year-old agrees to spend 57 hours on a train with you, followed by three days in a car, you say yes and book the tickets as fast as you can.

This tendency of mine to turn school visits into diversionary adventures might seem like parental avoidance. I look at it as an aging dad shaking his fist at the modern college-search stress machine.

The plan was this: Sally and I would ride Amtrak's venerable California Zephyr to the Bay Area, where my wife, Mary — whose love for me does not extend to my fondness for rail journeys — would arrive by air and join us. After a tour of Berkeley and a few days in San Francisco, we'd rent a car and drive south at a leisurely



John Carpenter/Chicago Tribune

**The writer's daughter, Sally Carpenter, soaks up the scenery as Amtrak's California Zephyr climbs into the Rocky Mountains in Colorado.**

pace, with a short hike in Big Sur and stops in Monterey and Santa Barbara. After a night in the Los Angeles suburbs, er, the bucolic foothills of the San Gabriel Mountains, we'd high-tail it home in the traditional manner, uncomfortably folding ourselves into an airborne metal tube.

The first thing you need to know about taking a 2,438-mile train ride is that patience is both required and rewarded. Also, reserving a sleeper car is highly recommended. It's not cheap, but all meals — in our case, seven of them, times two — were included for a grand total of \$1,119.

Our Superliner Roomette was tight but efficient: two comfortable seats facing each other, with a pop-up table between. At night, those seats slide down to make one bed, while an upper bunk drops from above. Both beds are made up with mattresses, sheets, blankets and pillows — hardly a four-star hotel, but comfortable enough.

And there is something lovely about sleeping on a train. The gentle rocking of 2

million pounds of steel surging across the Midwestern prairie at 70-plus miles an hour is oddly soothing. And when you feel a stop, you can pop up on an elbow and groggily look out at, say, Holdrege, Neb., at 2:30 a.m.

I'll be the first to admit that I pull out my phone in idle situations that might otherwise involve conversing with strangers. But I found the polite conversation that the dining car requires refreshing. Sally and I were seated with two strangers for each of the seven meals we had on the train, and all were pleasant, interesting companions. Even better was watching my daughter smoothly rise to the challenge of seven consecutive "So what do you want to study in college?" questions. (She isn't sure yet.)

Especially memorable was meeting the grandson of a recently deceased literary legend, who was returning from the funeral. Our conversation continued in the cafe car, where he offered my daughter kind and helpful observations on his own college experience.

A big allure of the Zephyr is

the scenery, specifically the two giant mountain ranges it crosses. After a morning stop in Denver, the train begins its long, wandering path through the Rockies, with breathtaking views around every turn. Later come the Sierra Nevada mountains of eastern California, where we oohed and aahed at the sweeping vistas through Donner Pass.

In Berkeley, I booked the Graduate hotel thinking it was a playful take on the college town's role in the famous 1967 movie. Spoiler alert: It isn't. But it is part of a Chicago-based chain of boutique, college-adjacent hotels. We were able to enjoy a quirky, comfortable home base and get a good sense, beyond the traditional tour, of both the town and the University of California, Berkeley, which was across the street.

Few things make one look more like a dorky tourist than participating in a Segway tour. But a sketchy outfit in San Diego once let my daughter ride one when she was 7, so we honored the memory by

See COLLEGE A8

## Airlines add bigger luggage bins but don't want you to pack more

By Hugo Martin  
Los Angeles Times

Passengers who board American Airlines flights may notice that the overhead bins on the new Airbus A321 Neo planes have more luggage space — 40% more to be exact.

The world's biggest carrier has added six of the new Airbus planes with plans for seven more by the end of the year, bringing a total of 70 Neo planes into the fleet over the next several years. Other airlines, including Delta and Alaska, are also adding Airbus and Boeing aircraft that come with larger overhead compartments.

Airlines are promoting the bigger bins as an effort to ease the frustration of passengers who can't find space to stow their carry-on luggage. But that doesn't mean they're going to let passengers stuff the roomier bins with more or bigger bags: None plan to ease carry-on bag restrictions, and Alaska Airlines last year reduced the maximum size of carry-on luggage by 32%.

Instead, travel experts say, carriers are addressing a problem they created over the last decade by charging to check luggage and cramming more seats into each cabin to boost profits. The luggage fees prompted flyers to pack more into carry-on bags to avoid checking suitcases; the extra seats mean additional passengers and, thus, more carry-on bags.

The move to larger overhead compartments comes after years of experimentation with a long list of new ways to increase revenue — such as charging for early boarding, extra leg room and other previously free amenities — so that airlines could remain profitable amid economic downturns, competition, rising wages and fluctuating fuel costs.

The bigger bins also could be money makers for airlines because passengers are less likely to clog plane aisles while stowing and retrieving carry-on bags, which leads to costly delays. And the megabins create additional real estate that airlines can, in effect, rent out by enticing flyers to pay for early boarding to ensure their bags get into a nearby overhead.

United Airlines said it has begun installing larger bins on some existing 737 planes and is taking delivery of new 737 aircraft with bins that can hold up to 62 additional bags on each plane.

United rations its bin space by forbidding passengers who

buy the cheapest fare — basic economy — to put luggage in the overhead bin. Any basic economy passenger who brings a bag that doesn't fit under the seat is charged to check the bag into the cargo hold.

Airlines shrug off the contention that they created the problem of insufficient overhead luggage space, saying the new planes now offer more than enough space for all the carry-on bags.

The bigger bins are good news for airlines because they eliminate the flight delays that come when flyers are unable to find space for their carry-on luggage and are forced to check the bags into the cargo hold. "The faster they can get people seated and close the door, the better," said Madhu Unnikrishnan, editor of the publication Skift Airline Weekly.

A takeoff delay on one flight can disrupt an entire day's schedule of takeoffs and landings, costing an airline overtime pay for workers and compensation costs for passengers whose flights have been delayed.

Boeing Co. and Airbus, the world's biggest aircraft manufacturers, design the planes, but the airlines make the final choices for the interior layout of each model, either by accepting a design offered by the manufacturers or choosing a third-party interior aircraft designer that can customize the seats, bathrooms and overhead bins for each model.

The bins on the A321 Neo can fit 40% more luggage because they are built with a thinner, lighter material, along with a door that flips up instead of having the entire luggage compartment pivot down to let passengers load bags. The bins are 2 inches deeper and 2 inches taller, allowing flyers to line up bags on their sides rather than load them flat.

"Customers will have an easier time finding space for their carry-on bag, helping expedite the boarding process," said Kelsey Gion, a spokeswoman for American Airlines. "The Neo is a win-win for both our team members and our customers."

Alaska Airlines operates eight A321 Neo planes with the larger bins but also flies 79 Boeing 737-900 ERs, which include a different overhead compartment design that can hold up to 48% more luggage. The bins on Alaska Airlines' 737-900 ERs are deeper and hang about 2 inches lower, which the carrier says make it easier for flyers to load heavy carry-on bags.

## HERITAGE WIND PROJECT Orleans County, New York

### NOTICE OF PROPOSED STIPULATIONS

Heritage Wind LLC, (Applicant), a subsidiary of Apex Clean Energy, is proposing to submit an application (Application) to construct the Heritage Wind Project ("Facility"), a wind-powered major electric generating facility, under Article 10 of the Public Service Law (Article 10). The Article 10 regulations, 16 NYCRR § 1000.5(j)(3), require that, before any proposed stipulations may be executed by the interested parties, the public must be given notice and afforded a reasonable opportunity to submit comments on the proposed stipulations. This notice announces that on or about August 9, 2019 the Applicant will file proposed stipulations, pursuant to 16 NYCRR § 1000.5, as to the scope and methodology of studies to be conducted in support of the Application which will be filed at a later date. The filing of the proposed stipulations will start a 30-day public comment period during which anyone may submit comments on the proposed stipulations before they are executed by the interested parties.

As proposed, the Facility would be an approximately 184.8-megawatt (MW) wind powered electric generating facility, to be located in the Town of Barre, Orleans County, New York. A point of interconnection substation will be placed in the Town of Barre, along the existing National Grid Lockport-Mortimer 115 kV power line, to deliver electricity generated by the Facility to the New York State electric grid. The Facility would include wind turbines, access roads, electrical collection lines, a collection substation, wind measurement towers, temporary construction staging and storage areas, and an operations and maintenance facility.

Pursuant to the Article 10 process, the Applicant filed a Preliminary Scoping Statement (PSS) on March 16, 2018 with the New York Board on Electric Generation, Siting, and the Environment (Siting Board). Thereafter, the public had an opportunity to submit comments on the PSS. Following the comment period, the Applicant prepared a summary of the material comments and its reply to comments was submitted on June 8, 2018. On May 10, 2018, a pre-application conference to consider intervenor funding requests was held and the stipulation process was commenced.

This notice is to serve as a summary regarding the contents of the proposed stipulations agreed to between the Applicant and the New York State Department of Environmental Conservation (DEC), New York State Department of Public Service (DPS), New York State Department of Health (DOH), and New York State Department of Agriculture and Markets (DAM) pursuant to 16 NYCRR 1000.5(j)(2). Other parties to this proceeding may join these Stipulations, including the Town of Barre, and others who participated in the process. Within 30 days after filing of the proposed stipulations, any person, agency or municipality may submit comments on the proposed stipulations by serving such comments on the Applicant's designated representative: Paul Williamson, Project Development Manager, Apex Clean Energy, 310 4th St NE, Suite 300, Charlottesville, VA 22902, or by emailing [info@heritagewindpower.com](mailto:info@heritagewindpower.com) and by filing a copy with the Secretary to the Siting Board (Hon. Kathleen H. Burgess at [secretary@dps.ny.gov](mailto:secretary@dps.ny.gov)).

The proposed stipulations track the exhibits required to be included in an Article 10 application pursuant to 16 NYCRR § 1001.1. The parties intending to sign the proposed stipulations agree that the studies outlined in the proposed stipulations constitute all the necessary studies concerning the subject matter of the proposed stipulations and that the Applicant will not be requested to provide additional studies, except as otherwise provided for in the proposed stipulations. Any party that executes a pre-application stipulation may not raise objections at the Article 10 hearing as to the methodology or scope of any study or program of studies performed in compliance with such stipulation. However, any other party may timely raise objections at the hearing as to the methodology or scope of any study or program of studies performed, in accordance with 16 NYCRR § 1000.5(k).

The proposed stipulations provide for agreements on the following exhibits: Exhibit 1: General Requirements, Exhibit 2: Overview and Public Involvement, Exhibit 3: Location of Facilities, Exhibit 4: Land Use, Exhibit 5: Electric System Effects, Exhibit 6: Wind Power Facilities, Exhibit 8: Electric System Production Modeling, Exhibit 9: Alternatives, Exhibit 10: Consistency with Energy Planning Objectives, Exhibit 11: Preliminary Design Drawings, Exhibit 12: Construction, Exhibit 13: Real Property, Exhibit 14: Cost of Facilities, Exhibit 15: Public Health and Safety, Exhibit 17: Air Emissions, Exhibit 18: Safety and Security, Exhibit 19: Noise and Vibration, Exhibit 20: Cultural Resources, Exhibit 21: Geology, Seismology and Soils, Exhibit 22: Terrestrial Ecology and Wetlands, Exhibit 23: Water Resources and Aquatic Ecology, Exhibit 24: Visual Impacts, Exhibit 25: Effect on Transportation, Exhibit 26: Effect on Communications, Exhibit 27: Socioeconomic Effect, Exhibit 28: Environmental Justice, Exhibit 29: Site Restoration and Decommissioning, Exhibit 31: Local Laws and Ordinances, Exhibit 32: State Laws and Regulations, Exhibit 33: Other Applications and Filings, Exhibit 34: Electric Interconnection, Exhibit 35: Electric and Magnetic Fields, Exhibit 38: Water Interconnection, Exhibit 39: Wastewater Interconnection, and Exhibit 40: Telecommunications Interconnection.

The proposed stipulations agree that the following exhibits are not applicable to the Facility and will therefore not be included in the Application: Exhibit 7: Natural Gas Power Facilities, Exhibit 16: Pollution Control Facilities, Exhibit 30: Nuclear Facilities, Exhibit 36: Gas Interconnection, Exhibit 37: Back-up Fuel, and Exhibit 41: Application to Modify or Build Adjacent.

The proposed stipulations include but are not limited to: the scope and types of studies to be conducted, the content and analysis to be supplied with each exhibit and/or study, the types of maps, drawings or explanations to be provided, the methodologies to be used in performing studies, the data to be collected and compared in the studies, impact avoidance and mitigation measures, the type and extent of agency consultations needed before submitting the Application and the information required to be provided in the Application in compliance with the regulations. The Application itself will be filed at a later date.

Once the Application is filed and determined by the Chair of the Siting Board to be complete, the Siting Board will schedule a public hearing. The Siting Board will also issue a notice of availability of application intervenor funds that are available to be used by municipal and local parties to participate in formal review of the Application. A pre-hearing conference will be scheduled by the Hearing Examiners to identify intervenor parties, award intervenor funds and identify issues for the hearing. Additional hearings regarding the application and facility impact assessments will be scheduled by the Hearing Examiners as needed. Article 10 requires that all proceedings on the Application, including a final decision by the Siting Board, must be completed within 12 months of when the Application is determined to be complete.

All public documents filed in this proceeding, including the proposed stipulations, and a summary of the stipulations, may be accessed electronically at the Department of Public Service website, [www.dps.ny.gov](http://www.dps.ny.gov). To access documents, go to "Search," type the case number, "16-F-0546," and click "Search by Case Number." Documents may also be accessed using the direct link: (<http://documents.dps.ny.gov/public/MatterManagement/CaseMaster.aspx?MatterCaseNo=16-F-0546&submit=Search>), or by going to the Facility-specific website maintained by the Applicant (<https://www.heritagewindpower.com/>). Libraries often have free internet service.

Application documents may also be examined during normal business hours at the Offices of the DPS at 3 Empire State Plaza, Albany, NY 12223, and may also be viewed at the local project office, 49 North Main Street, Albion, New York 14411, or at the following public repositories: Barre Town Hall, 14317 West Barre Road, Albion, NY 14411; Hoag Library, 134 South Main Street, Albion, NY 14411; Haxton Memorial Library, 3 N. Pearl Street, Oakfield, NY 14125; Holley Community Free Library, 86 Public Square, Holley, NY 14470; and Lee-Whedon Memorial Library, 620 West Ave., Medina, NY 14103.