

Attachment B:
Written Comments on Draft
Environmental Impact
Statement

 A Modern LI
Long Island Rail Road
Expansion Project

Floral Park to Hicksville

A proposal to provide a more robust and reliable rail service, making living and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name

ANTHONY J CAPUA

Address

166 HARVARD ST WESTBURY NY

(OPTIONAL)

Email

Phone

334-0218

Company

Comment. Question. Suggestion.

FROM STREET
8 FT SET BACK TO ALLOW HARBORBITES
TYPE TREES IN FRONT OF SOUND WALL
A WATERING SYSTEM HOOKED INTO CABLE
PLACE WATER DISTRICT. ATLANTIC AVE
NORTH SIDE.

Other ways to submit your comments



Submit Questions and Comments

You can submit your comments via
the project website aModernLI.com
or email us at info@aModernLI.com

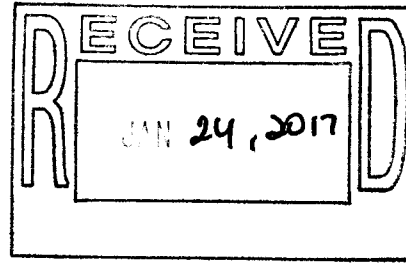
Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

Allison C. Maidhof
85 Verbena Avenue
Floral Park, NY 11001
917-848-9513

January 19, 2017

Edward M. Dumas, Vice President
Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road, MC 1131
Jamaica Station Building, Jamaica, NY 11435



Dear Mr. Dumas,

Please find the enclosed letters from members of my Girl Scout Troop in Floral Park, Nassau County, NY. The girls are members of Brownie Troop 1358 and are currently in 3rd grade. We are a community-based troop, meaning the girls all live in Floral Park but attend various schools in the neighborhood, instead of just one where meetings are held.

All of these girls will be greatly affected by the proposed 3rd rail track which will rip apart our neighborhood and town recreation center. Most affected will be the girls who attend John Lewis Childs School, which is located right at the heart of this expansion project. The noise will disrupt their educations, the traffic will take a toll on their travels to school and activities, the pollution will harm their health. All of this for 2 years at a minimum – and that surely would not be the case as with any large project. All of this for a plan that will in NO way benefit any of us in this wonderful, small-town community.

We wrote these letters at the end of our school year right before the summer, when the girls were gearing up to enjoy days at our town pool and in camp at the rec center – days that they will not know any longer if this project goes through and wrecks our beautiful brand new \$6 million+ pool and slides, which are less than 2 years old. We wrote these letters to practice our letter writing skills and take a stand for something we believe to be right. Now seems like the right time to share our thoughts with you and the MTA and let our children's voices be heard; as it looks like this decision is not going in our favor – and not putting the people of our town first.

I take the LIRR to Manhattan every day. The Hempstead line (which Floral Park is on) runs infrequently, is the first to be suspended in times of trouble and last to be cleaned and maintained in snow storms. To think that this tremendous project being put forth that will affect and inconvenience us more than anyone else, won't benefit us and our service to Manhattan, is another slap in the face. People who LIVE on Long Island and WORK on Long Island DRIVE on Long Island. I see a handful of commuters on my platform going East in the morning. No reverse commute benefit is worth ripping our lives apart.

Please take us into consideration.

Thank you for your time,

Allison Maidhof

Girl Scout Leader
Brownie Troop #1358
Floral Park, NY

June
22, 2016

Dear MIA

I am a girl/scout leader in Nassau County please
don't make a noise train to the beach because it will
distract the kids in the pool and it will be noisy
and we open the windows it will distract
the kids it will make a lot of noise and it will be
distracting in the classroom and it will be distracting
into the pool and it will be to noisy. It will be
distracting it will take up more room I hope you
understand thank you. H.C.

Jaila cowley

1358

June 22, 2016 Florida

Dear MTA,

Do not build new train tracks.

I am a girl scout brownie in Nassau county. I do not think it is a good idea. People at the pool might be learning how to swim and mess up.

People at school would also get distracted because all of the noise.

It would also cause a lot of traffic.

Someone might be moving and cars get stuck. Then they would have nowhere to live.

From,

Hannah Jane
Connell

Troop number

1358

Don't build the

train tracks!!!

~~train tracks!!!~~

June 22

Dear MTA and Lirr,

I am a Girl scout in Nassau county.

These are reasons why I don't think we should not build another train track. We should not build one because

- it will be very loud at the pool
- people at school would get distracted
- The air would get dusty
- It would get the pool dirty
- it would get dust in the school
- it would take up a lot of space

This is why I think we should not build a train track.

P.S. we live in Floral Park.

Thank you!

Love,
Katie and
Troop 1358

Dear MTA and LIRR

I am a 10 year old boy
called. I don't think
we should have another train
track because the money is
done.

Ernie
to R 1-115

June, 22

Dear MTA and Lrr,

I am a Girl scout in Nassau County. I don't think we should build another train track because it will be more noise, take up a lot more room, and it will be very distracting, because nobody would probably like to be swimming in a pool or get food and hearing a bunch of noise and get their ears hurt.

P.S. I think that if someone
accidentally kicked a ball in the
train tracks the train might crash
together.

Love,
Ava

Eleonor
Machot

6/22/16

Dear MTA Lirry,

I am a girl scout brownie in Nassau County. I don't think you should build train tracks because the air will be dirty, it will be too noisy, a lot of traffic, make the pool dirty, it will take up a lot of space, and it will distract the children in JFC.

From Courtney

6/22/16

Dear MTA,

I am a girl scout in Nassau County. I don't agree we need another train track. All the train tracks will make bad air and will be very noisy. I don't agree we need another train track because it will take up too much space. I don't agree we need another train track because it will bother all of the kids in JLC. That is why we don't need train tracks in our community.

From,
Jeslyn ☺

LIRR Expansion Project
Draft Environmental Impact Statement - DEIS
At-Grade Crossing Elimination - Village of New Hyde Park

Close the South 12th Street Public Highway-Rail At-Grade Crossing Completely to Vehicle Traffic (Option 1)

As part of the LIRR Expansion Project - DEIS, the New Hyde Park Group of Public Highway-Rail (At-Grade) Crossings of New Hyde Park Road, Covert Avenue and South 12th Street are to be eliminated. The LIRR currently proposes that New Hyde Park Road and Covert Avenue be depressed under the railway. The LIRR currently indicates that the South 12th Street Public Highway-Rail (At-Grade) Crossing may be eliminated in the same fashion as New Hyde Park Road and Covert Avenue or it may be closed completely to vehicle traffic.

The South 12th Street Public Highway-Rail (At-Grade) Crossing should be closed completely to vehicular traffic. This course of action has several advantages, including a savings of \$100 million of taxpayer dollars and an overall reduction in the project construction timeframe. The LIRR currently proposes that the New Hyde Park Railroad Station platforms be extended westward, with the platforms crossing over South 12th Street to accommodate M-3, M-7 and M-9 trains that are twelve (12) railroad cars long. The 2nd and 3rd Avenue vehicle and pedestrian infrastructure design will be enhanced by eliminating the South 12th Street At-Grade Crossing bottleneck in the middle of the New Hyde Park railroad station hub. Pedestrian access above the railroad will be strategically located at the western end of a reconstructed New Hyde Park Railroad Station.

There will be no need for private property acquisition by eminent domain condemnation extending north and south on South 12th Street from the South 12th Street Public Highway-Rail At-Grade Crossing location. If South 12th Street remains open to vehicular traffic across the LIRR, partial or full private property takings will occur.

Public Highway-Rail At-Grade Crossing elimination on the Mainline in New Hyde Park is a top priority for the LIRR and the residents of the Village of New Hyde Park. It is a motor vehicle, pedestrian safety, and quality of life issue as well as an LIRR operational upgrade issue. The LIRR has found a way of separating the New Hyde Park Road and Covert Avenue Public Highway-Rail At-Grade Crossings with no homes to be taken. Closing the South 12th Street Public Highway-Rail At-Grade Crossing completely to vehicle traffic will do the same.

Please forward the petition and attachments in the envelope provided to be included in the Long Island Railroad Expansion Project Draft Environment Impact Statement record

For more information please access: www.amodernli.com/environmental-study/#deis

LIRR Expansion Project - DEIS
At-Grade Crossing Elimination in New Hyde Park

Close the South 12th Street Public Highway-Rail At-Grade Crossing Completely to Vehicle Traffic (Figure 1-23 attached)

I / We _____
as resident(s) of _____ South 11th Street, New Hyde Park, New York 11040 request the
following actions related to the LIRR Expansion Project At-Grade Crossing Eliminations:

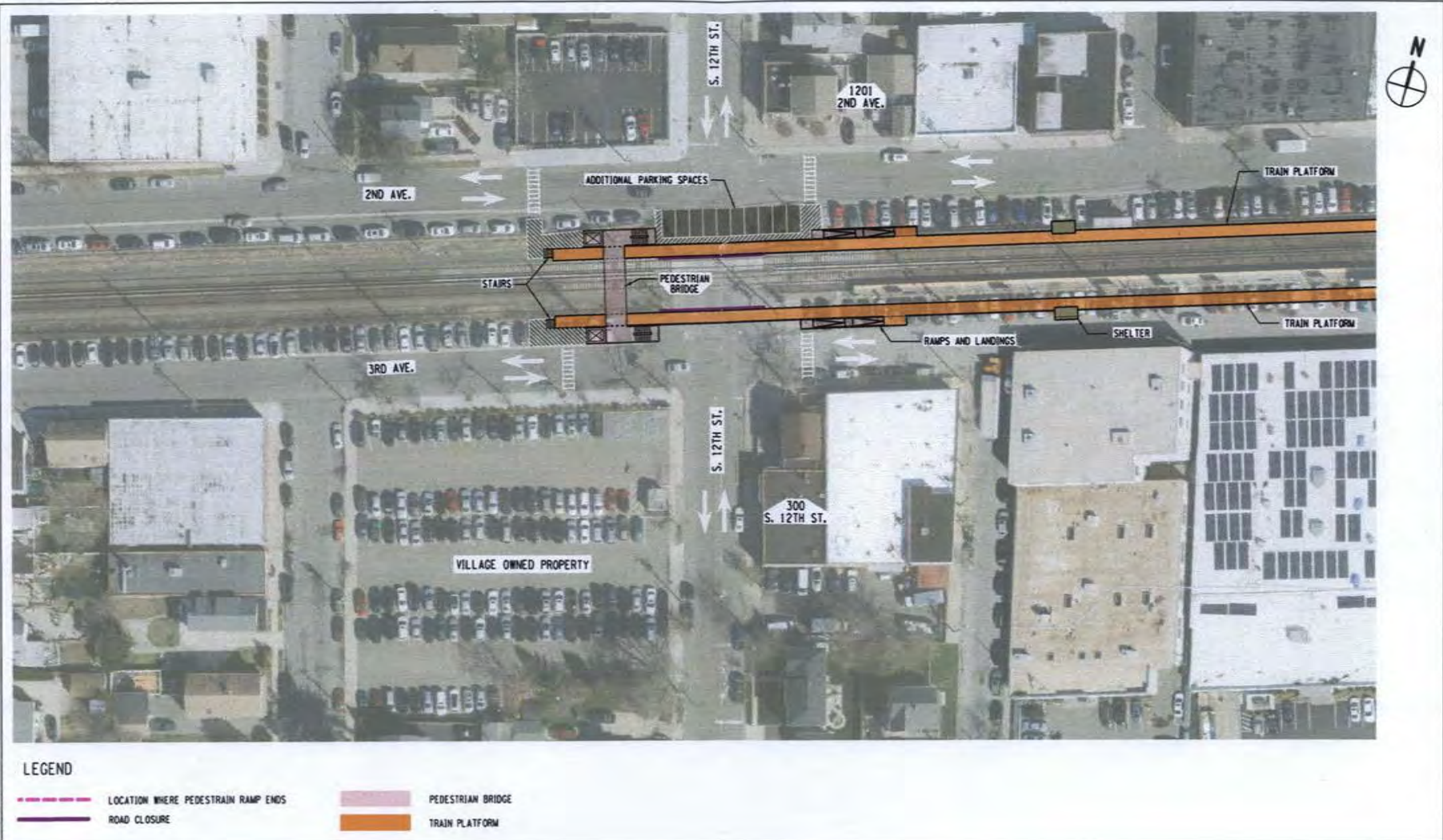
As part of the LIRR Expansion Project, the New Hyde Park Group of Public Highway-Rail At-Grade Crossings of New Hyde Park Road, Covert Avenue and South 12th Street are to be eliminated. The LIRR currently proposes that New Hyde Park Road and Covert Avenue be depressed under the railway. The LIRR currently indicates that the South 12th Street Public Highway-Rail At-Grade Crossing may be eliminated similarly to New Hyde Park Road and Covert Avenue or it may be closed completely to vehicle traffic.

The South 12th Street Public Highway-Rail At-Grade Crossing should be closed completely to vehicular traffic (Option 1). This course of action has several advantages, including a savings of \$100 million of taxpayer dollars and an overall reduction in the project construction timeframe. The LIRR currently proposes that the New Hyde Park Railroad Station platforms be extended westward, with the platforms crossing over South 12th Street to accommodate M-3, M-7 and M-9 trains that are twelve (12) railroad cars long. The 2nd and 3rd Avenue vehicle and pedestrian infrastructure design will be enhanced by eliminating the South 12th Street At-Grade Crossing bottleneck in the middle of the New Hyde Park railroad station hub. The Pedestrian Bridge (Figure 1-15) above the railroad will be located near the western end of a reconstructed New Hyde Park Railroad Station.

The One-Way Southbound Only Vehicle Underpass with One Sidewalk Only (Option #2) would require property takings in front of residential homes on South 12th Street. Governor Cuomo expressly stated that there should be no residential property takings – partial or full. We agree with the Governor Cuomo.

Therefore we the residents of South 11th Street request that as part of the LIRR Expansion Project the South 12th Street At-Grade Crossing Elimination be accomplished by Utilizing

OPTION #1: PERMANENT CROSSING CLOSURE
WITH PEDESTRIAN BRIDGE (Figure 1-25 attached)



Source: GF-AECOM



11.22.16

Source: NYSDOT



**LIRR Expansion Project
Floral Park to Hicksville**

Rendering: South 12th Street Grade Crossing
Option 1: Permanent Crossing Closure with Pedestrian Bridge
Figure 1-25

February 14, 2017

Submitted by Ann V. Corbett, 102 Chestnut Ave., Floral Park, NY 11001 – 516-775-6849

Former Mayor of Floral Park

Established: Floral Park Third Track Expansion Task Force I

Member: Floral Park Third Track Expansion Task Force II

Co-Founder/Spokesperson: Citizens Against Rail Expansion I & II

The following comments regarding the MTA LIRR DEIS of November 2017 are submitted in addition to oral testimony given at hearings held in Westbury and New Hyde Park in January 2017.

STUDY AREA

The study area does not take in all of the Village of Floral Park impacted by this project. For example, it does not appear that the Floral Park-Bellerose Elementary School (within 50 feet of the LIRR tracks) is included nor the area west to the Queens County borderline. The study area should be revisited and be changed to be more inclusive.

TIMETABLE FOR CONSTRUCTION

DURATION OF CONSTRUCTION PROJECTS

Will the MTA LIRR adjust the timeline of January 2017 and give more details to review regarding the duration of the different construction projects within the Third Track expansion proposal for the people in the communities impacted along the Main Line?

The proposed time table indicates that there will be an overlap in the duration of construction work at So. Tyson Ave./Ext. (bridge), Plainfield Ave. (bridge) and in New Hyde Park Rd. It is projected that this will require hundreds of days (a number of years) of construction. This plan to simultaneously close highly traveled roads needs to be revisited because as it is, this construction schedule will cripple the Village of Floral Park. Motorists, commuters and residents in both New Hyde Park and Floral Park will be forced to change normal traffic patterns and will lead to snarled traffic, overcrowded alternate roadways and delays for people going to and from work, busses transporting children to local schools and community service vehicles such as ambulances and garbage trucks, as well as the general public going about their daily lives – shopping, going to medical appointments, etc., all of whom must select alternate routes.

The timetable shows absolutely no regard for the the daily life of the residents of Floral Park or anyone who drives to school, work, stores, medical offices, recreational facilities, the library or any other establishments. So. Tyson Ave./So. Tyson Ave. Ext., Plainfield Ave., Covert Ave., New Hyde Park Rd., Woodbine Ct., Atlantic Ave. Ext. to Tulip Ave., Tulip Ave., Caroline Place and Carnation Ave. south to Plainfield Ave. and Jericho Tpke. are roadways used daily by thousands of drivers. Therefore, simultaneous construction work at So. Tyson Bridge, Plainfield Bridge and in New Hyde Park will create a nightmare for drivers, many of whom are commuters.

Presented in January 2017 (not in DEIS issued in Nov.), a timetable/ graph shows the schedule and duration of Third Track projects (Floral Park, New Hyde Park). The graph shows multiple projects in the two communities with days of construction work that overlap. Obviously, this will have a severe negative impact on traffic flow. Drivers who take western Nassau roadways will be forced into traffic patterns that will cause delays, snarls as well as get them confused, stressed

and more accident prone. The proposed construction period looks like it will extend more than a year and was developed with little care or concern for the public. The people in these communities are being told to anticipate construction headaches from Nov. 2017 to June 2020. No doubt it will not only impact drivers but commuters, residents, families, apartment dwellers and businesspeople in the vicinity of the ongoing projects.

The timetable appears to be designed to get the project done by milestone dates which are within as short a time span as possible. The timetable doesn't consider the quality of life of the inhabitants of western Nassau County or the communities along the Main Line. Taking of property may not be a big issue this time around for the Third Track expansion proposal, but discounting the need to preserve the quality of life and importance of the daily activities of hundreds of people who live, work, play and shop in these communities is thoughtless.

NOISE AND VIBRATION CONCERNS

CHAPTER 12 NOISE

12-1

There are no noise or vibration ordinances that apply to interstate rail operations or facilities from Nassau County or local municipalities. Does this mean that noise and vibrations related to day-to-day construction work, weekend and 24-hour workday schedules will not adhere to local noise ordinances in the communities along the project corridor?

NOISE MONITORING

There appears to be in Figure 12-5, three green dots to show where noise-monitors were situated – they are to the east of So. Tyson Ave. Ext. and the FP Station platform and station house which is located west of the Tulip Avenue overpass. Was noise and vibration data collected for the stretch from where the three monitors were stationed to Atlantic Ave.? This stretch of elevated rail traffic produces an excessive amount of noise and vibration as is. The noise and vibration of trains stopping and going and rumbling along on the tracks east and west has a disturbing effect upon residents living in apartment and businesses along So. Tyson Ave., Atlantic Ave. and Tulip Ave., many of which I believe are within 50 ft. of the ROW and there is a school only a few blocks away.

What can be done to reduce the vibrations and noise generated by future increases in the number of freight trains and railway cars, deadhead trains, rail service equipment, construction equipment or passenger trains that will transverse this stretch of tracks at the Floral Park Station from Atlantic Ave. to So. Tyson Ave. Ext. and the point where the overpass at So. Tyson and Plainfield Ave. bridge are slated to be replaced, if this project moves forward.

Many residences and businesses/offices near the FP station, I believe, are within 50 ft. of the four elevated tracks on the ROW. What can be done to reduce the vibrations and noise generated by future increases in the number of freight trains and railcars, deadhead trains, rail service equipment, construction equipment or passenger trains that will transverse this stretch of four tracks at the Floral Park Station from So. Tyson Ave. Ext. to Carnation Ave. Was this part of the study area? I think it was supposed to be. It appears we are to expect plenty of noise, vibrations and other inconveniences day and night for months once the two existing bridges at So. Tyson Ext. and Plainfield Ave. undergo replacement and the Hempstead line switch for the Third Track is installed, if this project moves forward.

PAGE 12-14 VIBRATION

Under-tie pads will be used along sections of the new rail corridor located within 100 ft. of residences. Under-tie pads used with concrete ties reduce vibration, but what is the plan for the maintenance of under-tie pads and concrete ties? What has been the railroad's experience with under-tie pads? The MTA LIRR has an ongoing costly program for replacing concrete ties on existing tracks that were found to be defective or have deteriorated (understood-concrete ties are expected to last 50 years). Is the replacement program up to date and is there potential for damage to the mainline concrete ties and under-tie pads when construction work takes place in close proximity to the existing Main Line and Hempstead tracks? Is the cost of unanticipated damage to existing tracks factored into the cost of Third Track project or is it a separate cost?

FREIGHT RAIL TRAFFIC

12-8 Freight operations

Residents of Floral Park living in apartments and homes along the LIRR tracks and the proposed Third Track report that they have observed more than three freight trains during off-peak hours, day and night, and that many freight trains have more than then 21 railcars and more than one diesel.

Under the new agreement with New York and Atlantic Railway, it is stated that conservative estimates are that there will be one additional round trip freight train, an additional engine per freight train and up to 30 railcars in the future. Does "up to 30" railcars mean on average or is that a limit? Will there be double decker railcars?

In addition, freight trains carry very heavy loads of materials that are often uncovered. In the new agreement with the New York and Atlantic Railway, what are the exact terms as to the number of trains and railcars and diesels and materials that will be hauled? Is there a clause allowing for more trains and railcars if there is a demand to haul more materials such as garbage? Are hazardous materials or radioactive waste hauled now? Will there be circumstances when such hazardous materials will be hauled through our communities? Why is graffiti on the freight railcars okay? Local ordinances don't allow for graffiti in the community and any offender is likely to be charged with a misdemeanor and requiring to appear in court.

PARKING

Page S-11 Parking

"The Proposed Project would add a significant amount of new parking near train stations in the Study Area." These stations include New Hyde Park, Mineola, Westbury and Hicksville, but not in Floral Park where parking is now at a premium. The threat of permanent loss of parking spaces as a result of Third Track construction is worrisome – it would be very detrimental to the village and its commuters if parking spaces are lost and not created.

The addition of 2,400 new parking spaces at four stations and no new parking spaces in Floral Park.

Several multi-level parking garages are proposed in Main Line communities. Who will construct these garages? Who will operate them? Who will maintain and repair them? Who will collect parking fees? Who will patrol them for safety and security?

STAGING

S-16

Staging areas for construction work in Floral Park are unclear. This should be more specific since parking under the tracks, parking on closed roads or using local parking lots by rail workers would be undesirable.

PEDESTRIAN SAFETY

In Floral Park at South Tyson Avenue **page S-9 Bridges and Structures**

Table S-2: Proposed Structure Type: Widen existing station viaduct and construct single bridge bay. This construction will impact activity at So. Tyson Ext., Woodbine Ct., Atlantic Ave. Ext., So. Tyson Ave. and Verbenia Ave.

School children use So. Tyson Ave. Ext. to walk to John Lewis Childs School and Our Lady of Victory School. This is a pathway used every day by motorists, bicyclists and pedestrians, commuters, shoppers, students and businesspeople. Closing this roadway access will mean Plainfield Ave. and Tulip Ave. will be used as alternatives. However, the timetable indicates Plainfield may be closed at the same time as So. Tyson Ave. Ext. It has been said in the past that Tulip Ave. may see closure for periods of time. This is an important concern for Floral Park.

NUMBER OF LIRR TRAINS (through Floral Park)

Still unclear as to how many trains will travel through Floral Park if the Third Track is constructed. Will Floral Park or Bellerose receive any LIRR service benefits as a result of the expansion?

TUNNEL STREET

What work will be done on the Hempstead Line going east toward or at Tunnel Street in Floral Park. How will this impact the Hempstead train traffic? How will it impact residents who live along the tracks in vicinity of Tunnel Street/Magnolia Avenue?

DEAD HEAD TRAINS

How many dead head trains will travel the Third Track/mainline in a week?

If there isn't a need to provide reverse commute, will the Third Track accommodate dead head trains or trains that need clean-up or some maintenance at facilities or yards in Suffolk County – is this a result of lack of space for these trains to be cleaned and maintained in Hollis and Richmond Hill or other yards? How and where is human waste and garbage from passenger cars deposited at this time?

THIRD TRACK WILL REDUCE DELAYS

There have not been a significantly number of LIRR train delays attributed to problems on the existing tracks between Floral Park and Hicksville – delays reported result from problems nearer to Jamaica Station; for example, the train derailment in February 2017.

BUSING COMMUTERS

The Carle Place Station may be closed for a year and passengers may be bused to the Westbury Station. Will passenger service on the Main Line to the New Hyde Park Station and the Hempstead line communities be interrupted when construction is taking place in Floral Park at So. Tyson, Plainfield Ave. or along the stretch to New Hyde Park? Is the plan to bus passengers to New Hyde Park Station and, if so, for how long do you anticipate this to be the case?

ECONOMICS

On page 13-26 the economic benefits to local region - in general Nassau County and Suffolk County will reap two kinds of benefits “usually measured by specific construction-related expenditures for labor, services, and materials; and indirect benefits, representing expenditures made by materials suppliers, construction workers, and other employees involved in the direct activity for purchase of other goods and services within the region.” Has there been any analysis of the economic benefit to the eight “local” Main Line communities directly? It seems unlikely they will benefit from receiving a portion of sales tax revenue because the railroad does not pay sales tax on construction materials. Are there potential supplier businesses for this project within the communities along the Main Line? Are suppliers located in Suffolk County primarily? Or out of state?

There will be opportunities for employment for Long Island union members. Will the workers hired for the Third Track project for 4-5 years of construction be residents of Nassau or Suffolk counties? Do you expect to hire track workers (for example, est. 50 at each grade crossing) from within the state or out of state if there are not enough qualified track workers who reside in Nassau and Suffolk counties? Do you know how many transient rail workers will be needed for construction? Are there railroad training programs and qualifying tests available to residents of Nassau and Suffolk counties for jobs with the MTA LIRR? If the rail workers are not residents of Nassau or Suffolk, are their salaries factored into the economic benefits analysis?

WORK SCHEDULE

How much additional money will be paid as an incentive to get this project done on time or to meet certain milestones? Where will the additional workforce necessary to do this work come from? It is understood that if the project is behind schedule the public living and working in proximity to the track work can expect weekend and/or 24 hour work schedules that will create activities and movements, noise, vibrations, disturbing lights and more which will be disruptive.

POOR CONDITION OF THE FLORAL PARK LIRR STATION

The Floral Park Station/Platform and Bellerose Station/Platform should be modernized to comply with ADA requirements; there should be no plans to eliminate the Bellerose Station.

I am submitting photos (see following pages) taken on January 14, 2017 of the poor condition of the Floral Park LIRR Station. Included are photos of the escalator, staircases and front view of where the elevator shaft is located. I recall it took over 13 months for the escalator to the elevated platform to be replaced and almost two years for new stairways to be installed. This station, as well as the Bellerose Station, are the gateway to Nassau County for the MTA LIRR and should be upgraded.

The LIRR Station was constructed and the railroad tracks were elevated in the 1960s. At the time the American with Disabilities Act was not yet law. In years past, there was an elevator at the station but it was closed down.

Ironically, the station has quite a few handicap parking spaces on Caroline Place. Since the Floral Park Station falls within the study area, why is it not eligible for an ADA accessibility improvements, improved platforms and passenger waiting rooms to meet the LIRR guidelines and applicable codes?

Floral Park LIRR Station

1. Location where many commuters from communities outside of Floral Park are dropped off (tickets and ATM), Caroline Place



**2. LIRR Commuter Parking Lot
Stairway to Platform, Caroline Place**



3. LIRR Commuter Parking Lot Parking spaces closed



**4 A. & 4 B. LIRR Commuter Parking Lot
Stones and debris that fell from tracks above**





**5. LIRR Commuter Parking Lot
Concrete Crumbling under Staircase**



6. LIRR Commuter Parking Lot

From Tulip Ave. along South Tyson Ave. – no mesh/screening to prevent falling debris from tracks above to protect cars and pedestrians (no mesh/screening north or south of the tracks)



7. LIRR Commuter Parking Lot

Water leaking from tracks above – puddling water freezes in winter



8. LIRR Commuter Parking Lot

Pillar east of Tulip Ave. – note unsightly rust, deterioration of cement



9. LIRR Commuter Parking Lot
Cracks in pillar



10A. & 10B. LIRR Commuter Parking Lot
Pillar at Tulip Ave.; water leaking from above





11. LIRR Commuter Parking Lot
Rust under staircase



12. LIRR Commuter Parking Lot
Graffiti at Station



**13A. & 13B. LIRR Commuter Parking Lot
Staircase - Poor Conditions**





14. LIRR Commuter Parking Lot
Rust, crumbling cement above where pedestrians walk



15. & 16. LIRR Commuter Parking Lot
Icicles, water dripping from tracks above





17. LIRR Commuter Parking Lot

Pillars at corner of Tulip Ave. and Caroline Place – deterioration, leakage, pedestrian hazard especially if puddles of water freeze



**18. LIRR Commuter Parking Lot
Maintenance needed**



19. LIRR Commuter Parking Lot

Escalator up to south side of platform and stairway down –staircase has 40 steps



**Location of once upon a time “freight” elevator
No ADA elevator or ADA accommodations**

**Location of once upon a time “freight” elevator
No ADA elevator or ADA accommodations**



21. LIRR Commuter Parking Lot
Deterioration of cement near column



22. LIRR Commuter Parking Lot
Unsightly rust here and there



23. LIRR Commuter Parking Lot
Rust & maintenance issues-staircase below



**24. LIRR Commuter Parking Lot
Leak under tracks**



25. LIRR Commuter Parking Lot
Concrete column deterioration, leaking, icicles



26. LIRR Commuter Parking Lot
Leaking of water from above, puddling, pigeon dirt



27. LIRR Commuter Parking Lot
Water leaking from above, icicles



**28. LIRR Commuter Parking Lot
West of Tulip Ave. at Atlantic Ave.
Deterioration, maintenance needed**



29. LIRR Commuter Parking Lot
Water leaking down and puddling - pedestrian walkway



30A & 30B LIRR Commuter Parking Lot
Leaking water, puddles—along Caroline Place, west of Tulip Ave.





31. LIRR Commuter Parking Lot
Deterioration of cement above to right of staircase to platform



Lalezarian Properties LLC
1999 Marcus Avenue
Suite 310
Lake Success, New York 11042
(516) 488-3000

February 15, 2017

Mr. Edward M. Dumas
Vice President – Market Development & Public Affairs
Long Island Railroad Expansion Project
MTA Long Island Rail Road, MC 1131
Jamaica Station Building
Jamaica, New York 11435

Re: Lalezarian Properties Comments to the Draft Environmental Impact Statement (the “DEIS”) issued by the Metropolitan Transit Authority and the Long Island Railroad (collectively “MTA/LIRR”), dated November 28, 2016 regarding LIRR Third Track Expansion Project (Floral Park to Hicksville)(the “Project”)

Dear Mr. Dumas:

This letter, subject to the results of the below requested traffic impact study, contains our comments on the above referenced DEIS for the Project.

Our properties located in close proximity to the Project include:

- 330 Old Country Road, an approximately 100,000 square foot office building located one block south of the railroad line;
- One Third Avenue, a newly constructed residential 312-unit rental building, including retail space, located one block south of the railroad tracks;
- An approximately 100 car surface parking lot located directly south of the railroad right of way between 8th Avenue and 6th Avenue;
- 199 Second Street (at Front Street just north of the tracks), a newly approved, and presently under construction, mixed use building with 267 rental units and ground floor retail space; and
- 85 Willis Avenue, a 2 story commercial building located on the south west corner of Willis Avenue and Second Street, directly adjacent to a municipal parking lot to its west on Second Street and the existing LIRR grade crossing at Willis Avenue to its southeast.

As we stressed in our June 13, 2016 comments to the Draft SEQRA Scoping Document, our developments are devoted to transit oriented “smart growth” rental apartments, affordable housing, office, retail and parking uses. We are committed to Mineola and its downtown based

upon a number of factors including its MTA/LIRR service, Mineola's proximity to Winthrop Hospital and its location adjacent to the Nassau County Courts.

The proximity of our properties to the Mineola train station underscores our belief that an efficient, safe and well-designed transit system is essential to the development of downtown Mineola. As such, conceptually, we support the Project insofar as a third track is an important component to an overall plan to expand and transform Long Island's transportation infrastructure. We also support plans for the modernization of the Mineola train station which are described in the DEIS. However, other aspects of the Project present adverse environmental impacts which have not been adequately addressed in the DEIS.

In particular, the Project as it relates to the intersection of Willis Avenue and Second Street (and its immediate vicinity) as currently configured will: (1) likely have substantial adverse environmental impacts upon traffic levels; (2) present material conflicts with the community's current goals; (3) impair aesthetic resources; and (4) impair existing community and neighborhood character. 6 NYCRR § 617.7(c). With respect to potential adverse traffic impacts, including, without limitation, the effect of the proposed grade changes to the streets directly in front of 85 Willis Avenue, it does not appear that the traffic study in Appendix 10 of the DEIS takes into account the unique features and structures in the area and the related impacts outlined in this letter. We hereby request that, upon further consideration of the matters discussed herein, the MTA/LIRR supplement the traffic impact study to better understand the potential and likely impacts in the immediate vicinity of 85 Willis Avenue.

The Willis Avenue Crossing

The proposed Willis Avenue crossing plan will render 85 Willis Avenue an island unto itself with a proposed 8 story parking garage directly to the west, train tracks (and a portion of property which may be subject to physical taking under the proposal) to the south and significantly depressed roads to its east and north. This aspect of the Project is in conflict with the inclusion of 85 Willis Avenue in the Village's incentive zoning and overlay district, the same district in which the Modera (two blocks to the south) and our projects at 199 Second Street (one block west) and One Third Avenue are located. This overlay district permits the Village to grant significant density bonuses to owners consistent with the Comprehensive Master Plan for the Village of Mineola.

Additionally, the Second Street corridor near 85 Willis Avenue, which we believe has the potential to become an additional Mineola "Main Street" and a lively thoroughfare adding vibrancy to the currently underutilized immediate vicinity, will become a dead zone. This aspect of the Project will have adverse impacts on and impair community and neighborhood character. Further, this aspect of the Project is in conflict with the Community's downtown development goals set forth in the Village of Mineola's Comprehensive Master Plan, (Phillips Preiss Shapiro Assoc. Inc., 2005, p. 5) which includes improving "the pedestrian experience", improving traffic circulation and parking and supporting the business community.

Elaborating on the above and in re-emphasizing our comments in our June 13, 2016 submission, two-way vehicular traffic crossing at Willis Avenue is critical to continued success of the area. However, the typical approach to creating an underpass that involves depressing Willis Avenue alone will not achieve the desired connectivity between north and south without serious negative impact on properties along Second Street and Willis Avenue. The difficulty is because the depression must begin well north and well south of the tracks. More specifically, the depression must necessarily extend to adjacent streets like Second Street. The proposed depressions will eliminate any pedestrian friendly access to properties at Second Street and Willis Avenue severely impairing the character of the community. Moreover, as we made clear in our June 13, 2016 submission, the resulting dead zone created by a long span of area without businesses will make it less likely that the commercial businesses on Second Street near the train station will connect with the commercial businesses west of Willis Avenue.

To make matters much worse, the DEIS (Figure 1-53) now depicts a newly proposed 8 story parking garage in place of the existing grade parking in the municipal lot on Second Street between Main Street and Willis Avenue. Figure 1-40 of the DEIS depicts a view looking west at Second Street and Willis Avenue and shows the proposed depression of Willis Avenue below the tracks along with the parking garage dwarfing our building, which together severely impact our building's presence and access. In addition, the proposed parking garage is depicted (Figure 1-53) right up against our building at 85 Willis Avenue in order to accommodate the rear-entrance accessibility requests of neighbors to the west, but at the cost of any light and air otherwise available to our project. Both the sheer size of the parking structure and its immediately adjacent placement create a suffocating result and impair the aesthetic resources.

Moreover, a portion of the proposal for the Willis Avenue modification is based upon misguided assumptions. Figure 1-38 identifies the area north of the tracks west of Willis Avenue as a "commercial driveway" purporting to link traffic from this driveway to Willis Avenue. However, there is no room between our property at 85 Willis Avenue and the tracks for such a driveway. Any effort to create access in this area will require a condemnation further impairing the value of 85 Willis Avenue. We strongly reject this component of the plan as well. In addition, Appendix 1A (Section 4.1) of the DEIS indicates that a temporary construction easement is planned for this area, which has the potential to adversely impact 85 Willis Avenue, including, without limitation, ingress and egress.

In conclusion, the combination of (i) a towering 8 story parking garage up against 85 Willis to the west, decimating access to light and air, (ii) the street depression to the north, (iii) the street depression to the east and (iv) a proposed condemnation to (and temporary construction easement within) a portion of the southern driveway currently existing on our premises will, in their totality, end downtown walkability eastward and create a substantial dead zone at the parking garage and render our property inaccessible, all of which is unacceptable. This aspect of the Project will adversely impact traffic levels, create material conflicts with the community's goals, impair aesthetic resources and impair existing community and neighborhood character.

Alternatives

We propose an alternative scenario which will mitigate these adverse environmental impacts. Generally speaking, while additional parking is important to the continued development of downtown Mineola, multi-story above grade parking garages are a significantly flawed approach to achieving the desired result. They are having adverse aesthetic impacts and, due to their design (being open to inclement weather) become dilapidated in a very short time. In lieu of the proposed above grade 8 story building at Willis Avenue, we propose that the existing municipal parking lot be developed in conjunction with a redevelopment of 85 Willis Avenue to create three contiguous floors of municipal parking (one below grade, one at grade and one at one floor above grade) resulting in a comparable number of parking spaces to the proposed 8 story above grade structure. Above such parking, and over the entire footprint of the combined lot, would be a private building for a to-be-determined use.

The mitigating impacts of this proposal are self-evident but are worth enumerating:

1. The municipal parking would all be located within one floor of grade level. Such parking is functionally speaking easier to use and practically speaking more likely to be used, since at grade parking is more inviting to the public, it being closer to street level.
2. Covered municipal parking (as opposed to those open to the sky, such as the structure contained in the current proposal) have a longer useful life and are far easier to maintain.
3. This alternative avoids the senseless devotion of 200 feet (or more) of street frontage to unsightly parking that would only serve to create a dead zone of the same size precisely where connectivity between businesses is so important. Our proposal will encourage, rather than deter additional local growth and investment, be it residential, retail, commercial or office and give Second Street the opportunity to be revitalized consistent with the Mineola Master Plan and enhance community character.
4. This alternative presents an opportunity for a public/private partnership by and among the Village of Mineola, the MTA/LIRR and us, which collaborations have a long and great history in Mineola.
5. This type of development will preserve the value of 85 Willis Avenue, especially in light of current its current zoning, the overlay district and current development trends.

The Main Street Crossing

It appears from our review of the DEIS that the MTA/LIRR has considered and incorporated some of the comments and suggestions made in our June 13, 2016 letter as they relate to Main Street, and we wish to express our appreciation for such inclusion. More specifically, to the extent the MTA/LIRR deems necessary the elimination of the grade crossing at Main Street,

we prefer Option 1 (Figure 1-33), which incorporates a roundabout rather than a dead end, allowing traffic to proceed north on Main Street as well as east and west on Front Street. We do wish to note that based on our subsequent discussions with various representatives of the MTA/LIRR, it appears that a condemnation referenced near such roundabout in Table 1-10 (199 Second Street) has been deemed unnecessary in light of plans to move the adjacent street (Front Street) closer to the tracks. We hereby request that any references to such condemnation be removed.

Conclusion

We have already seen that the MTA/LIRR wishes to work closely with the Village of Mineola and the property owners who would be impacted by the short, medium and long term effects of the Project. We are confident that the MTA/LIRR will remain committed in this approach and look forward to contributing as best we can to the improvement of the transit system, particularly at Willis Avenue and Second Street, with an eye to enhancing the community of those the MTA/LIRR wishes to serve. We would be pleased to discuss our proposed alternative in more detail. Please contact us at the address and phone number above to discuss or to arrange a meeting.

Respectfully submitted,



Aaron J. Singer
Lalezarian Properties LLC

LIRR Expansion Project - DEIS
At-Grade Crossing Elimination in New Hyde Park

Close the South 12th Street Public Highway-Rail At-Grade Crossing Completely to Vehicle Traffic (Figure 1-23 attached)

I / We ALVIN AND CHRISTIE SU

DEC 09 2016

as resident(s) of 312 South 12th Street, New Hyde Park, New York 11040 request the following actions related to the LIRR Expansion Project At-Grade Crossing Eliminations:

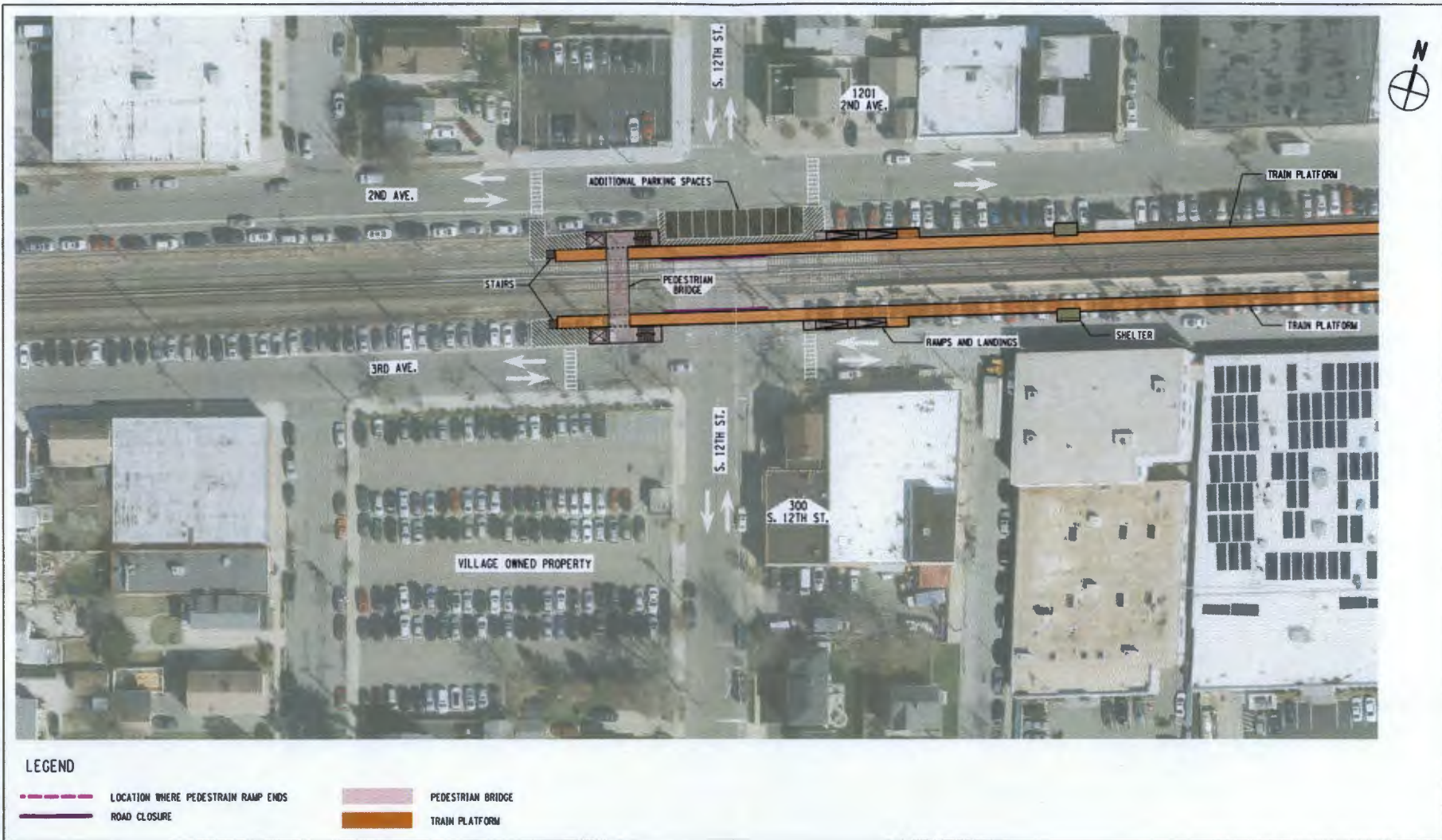
As part of the LIRR Expansion Project, the New Hyde Park Group of Public Highway-Rail At-Grade Crossings of New Hyde Park Road, Covert Avenue and South 12th Street are to be eliminated. The LIRR currently proposes that New Hyde Park Road and Covert Avenue be depressed under the railway. The LIRR currently indicates that the South 12th Street Public Highway-Rail At-Grade Crossing may be eliminated similarly to New Hyde Park Road and Covert Avenue or it may be closed completely to vehicle traffic.

The South 12th Street Public Highway-Rail At-Grade Crossing should be closed completely to vehicular traffic (Option 1). This course of action has several advantages, including a savings of \$100 million of taxpayer dollars and an overall reduction in the project construction timeframe. The LIRR currently proposes that the New Hyde Park Railroad Station platforms be extended westward, with the platforms crossing over South 12th Street to accommodate M-3, M-7 and M-9 trains that are twelve (12) railroad cars long. The 2nd and 3rd Avenue vehicle and pedestrian infrastructure design will be enhanced by eliminating the South 12th Street At-Grade Crossing bottleneck in the middle of the New Hyde Park railroad station hub. The Pedestrian Bridge (Figure 1-15) above the railroad will be located near the western end of a reconstructed New Hyde Park Railroad Station.

The One-Way Southbound Only Vehicle Underpass with One Sidewalk Only (Option #2) would require property takings in front of residential homes on South 12th Street. Governor Cuomo expressly stated that there should be no residential property takings – partial or full. We agree with the Governor Cuomo.

Therefore we the residents of South 12th Street request that as part of the LIRR Expansion Project the South 12th Street At-Grade Crossing Elimination be accomplished by Utilizing

OPTION #1: PERMANENT CROSSING CLOSURE
WITH PEDESTRIAN BRIDGE (Figure 1-25 attached)



Source: GF-AECOM



11.22.16



Source: NYSDOT

**LIRR Expansion Project
Floral Park to Hicksville**

Rendering: South 12th Street Grade Crossing
Option 1: Permanent Crossing Closure with Pedestrian Bridge
Figure 1-25

February 2017

Edward M. Dumas
Vice President Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road
MC 1131 Jamaica Station Building
Jamaica NY 11435

Dear Mr. Dumas:

Historically, local communities along the 9.8 mile Main Line have opposed the LIRR Third Track Expansion Project, installation of continuous third track between Floral Park (Nassau) and Hicksville. The second time, one hundred and forty one local organizations and officeholders voiced their opposition and 10,000 people signed a petition against it. The current Draft Environmental Impact Statement for the LIRR Expansion Project (DEIS) does nothing to ameliorate our steadfast opposition against the proposal.

I implore you to not waste any more time and tax revenue on this misguided project. I am against the Third Rail for the following reasons:

1. There is no substantiated justification of the reverse commute logic for this massive construction project – no demand for non-traditional trips, expanded corporate base, high paying positions, ability to pay LIRR fares, preferred alternative to expressways and parkways, supplanting of necessity for auto, etc.; current reverse peak ridership is exceedingly low;
2. Beveridge & Diamond, the attorneys hired by Floral Park, Garden City, and New Hyde Park, advised the MTA/LIRR is proceeding as lead agency under NY's State Environmental Quality Review Act rather than the Federal National Environmental Policy Act which would allow a federal body to act as the lead agency and the affected communities to participate in the review process.
3. MTA/LIRR stated they are foregoing federal funding of this project. The excessive expenditure of over two billion dollars is fraudulent; the financial cost will ultimately be borne by LIRR commuters (fares) and homeowners (taxes) along the main line.
4. The Proposed Project will add eight eastbound AM peak trains and only one westbound AM Peak train, and the opposite equivalent during PM peak. Currently 252 trains operate daily between Floral Park and Mineola and 215 between Mineola and Hicksville; this will increase to 297 and 260 respectively.
5. Suffolk County recently outlawed their garbage landfills and intends to utilize the NY & Atlantic Railway's freight trains to move their refuse through Nassau to Brooklyn and Queens sites; freight trains already transport construction materials and demolition debris, flour, food products, liquefied propane gas, bio-diesel, stone, aggregates, and lumber.
6. The five year construction period from 2017 to 2022, including overnight and weekend hours, would devastate communities. It would impede businesses; traffic flow for police, rescue, fire vehicles, and residents; decrease available parking; diminish quality of life; etc.

7. Agent Orange and herbicides were sprayed along the Main Line during the 1970s; unearthing the nondegrading toxin may cause adverse health effects on people and animals; drilling piles may contaminate our ground water wells;
8. Realization will cause an increase in the round-the-clock number of passing commuter and freight trains; acceleration of energy usage and carbon emissions; transport of hazardous materials and refuse; loud noise and damaging vibrations.
9. When the LIRR transformed the street-level Bellerose (Nassau) and Floral Park (Nassau) tracks to elevated lines in the 1960s, they secured 15 foot easements on bordering property.
10. Future construction of the East Side Access Project is scheduled from 2023 to 2040; the Hempstead line will operate through Jamaica to either Grand Central Station or Penn Station, not Atlantic Terminal; the Bellerose (Nassau) stop will be discontinued. This Project will add eight westbound AM peak trains. This will increase to 317 trains operating daily between Floral Park and Mineola and 279 between Mineola and Hicksville.
11. There are no cited or conceivable commensurate benefits to the effected Main Line Nassau communities from the Third Track Expansion Project and the East Side Access Project.

Please consider the following rational, cost effective, community-friendly alternatives that will actually improve system safety and reliability by rectifying root causes of legitimate issues; some were proposed by Pat Nowakowski, President of MTA LIRR:

1. Eliminate the seven street-level or grade crossing along the Main Line at New Hyde Park Road, Covert Avenue, South 12 Street, Willis Avenue, Main Street, Urban Avenue, and School Street.
2. Upgrade high-speed signaling and switches, passing sidings, and power equipment along the Main Line.
3. Institute positive train control on all Main Line trains;
4. Increase the number of cars on existing peak Main Line trains; e.g., from six to twelve.
5. Replace existing track from Jamaica to Floral Park (Nassau).
6. Institute more westbound morning and eastbound evening peak Main Line trains.
7. Institute express trains by eliminating Queens Village, Hollis, Jamaica, Kew Gardens, Forest Hills, and Woodside stops during peak hours on Main Line.
8. Include the Floral Park (Nassau) stop on the Hicksville, Oyster Bay, Port Jefferson lines that already stop at New Hyde Park.
9. Purchase new trains for the Main Line.
10. Make the Floral Park (Nassau) station handicap accessible or ADA compliant.
11. Suffolk County should barge or truck their refuse.

A concerned citizen and taxpayer,

Signature Bernice M. Lang
 Name BERNICE M LANG
 Address 91 TULIP AVE - N-1
 City FLORAL PARK NY 11001

LIRR Expansion Project - DEIS
At-Grade Crossing Elimination in New Hyde Park

Close the South 12th Street Public Highway-Rail At-Grade Crossing Completely to Vehicle Traffic (Figure 1-23 attached)

I / We

Barbara Davis

as resident(s) of 311 South 12th Street, New Hyde Park, New York 11040 request the following actions related to the LIRR Expansion Project At-Grade Crossing Eliminations:

As part of the LIRR Expansion Project, the New Hyde Park Group of Public Highway-Rail At-Grade Crossings of New Hyde Park Road, Covert Avenue and South 12th Street are to be eliminated. The LIRR currently proposes that New Hyde Park Road and Covert Avenue be depressed under the railway. The LIRR currently indicates that the South 12th Street Public Highway-Rail At-Grade Crossing may be eliminated similarly to New Hyde Park Road and Covert Avenue or it may be closed completely to vehicle traffic.

The South 12th Street Public Highway-Rail At-Grade Crossing should be closed completely to vehicular traffic (Option 1). This course of action has several advantages, including a savings of \$100 million of taxpayer dollars and an overall reduction in the project construction timeframe. The LIRR currently proposes that the New Hyde Park Railroad Station platforms be extended westward, with the platforms crossing over South 12th Street to accommodate M-3, M-7 and M-9 trains that are twelve (12) railroad cars long. The 2nd and 3rd Avenue vehicle and pedestrian infrastructure design will be enhanced by eliminating the South 12th Street At-Grade Crossing bottleneck in the middle of the New Hyde Park railroad station hub. The Pedestrian Bridge (Figure 1-15) above the railroad will be located near the western end of a reconstructed New Hyde Park Railroad Station.

The One-Way Southbound Only Vehicle Underpass with One Sidewalk Only (Option #2) would require property takings in front of residential homes on South 12th Street. Governor Cuomo expressly stated that there should be no residential property takings – partial or full. We agree with the Governor Cuomo.

Therefore we the residents of South 12th Street request that as part of the LIRR Expansion Project the South 12th Street At-Grade Crossing Elimination be accomplished by Utilizing

OPTION #1: PERMANENT CROSSING CLOSURE
WITH PEDESTRIAN BRIDGE (Figure 1-25 attached)





Source: GF-AECOM

11.22.16



Source: NYSDOT

**LIRR Expansion Project
Floral Park to Hicksville**

Rendering: South 12th Street Grade Crossing
Option 1: Permanent Crossing Closure with Pedestrian Bridge
Figure 1-25

A Modern LI
Long Island Rail Road
Expansion Project

Floral Park to Hicksville

1
A proposal to provide a more robust
and reliable rail service, making living
and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name

Address



Feb. 10, 2017

See 2 Photos on pages
546

Phone

(516) 328-1924

Company

Comment Question Suggestion.

Construction Phase

- ① Very Concerned about the banging + drilling directly across from the front of my house that is only 42' from the south side of the LIRR right of way. The vibrations, drilling + banging may very well cause damage to my foundation, walls, windows, chimney, driveway + my oil tank located under my inside front steps on the street level of my home. Also may cause damage to the water, sewer + gas lines that lead to all the homes along the dead end of 6th Avenue. Damage to street that was re-done not long ago. Maybe some way to buffer the impact of the pounding + drilling.

Other ways to submit your comments



Submit Questions and Comments

You can submit your comments via
the project website aModernLI.com
or email us at info@aModernLI.com

Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

146

A Modern LI
Long Island Rail Road
Expansion Project

F Floral Park to Hicksville

2

A proposal to provide a more robust and reliable rail service, making living and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name

Bess - Giordano

Address

500 6th Ave.
New Hyde Park, NY 11040

Phone

(516) 328-1924

2/10/2017

- ② Also concerned about debris flying around that could damage any windows, cars, or even injure individuals walking by. Maybe some way to block the debris from flying around to prevent problems.
- ③ Constant noise from the pounding + drilling causing TV interference, not being able to hear one another talk + hear the TV or phone conversations. Maybe some way to buffer the noise.
- ④ Contaminated materials being airborne when digging.
- ⑤ Workers need to be able to engage directly with us residents when a problem arises or get in touch with someone 24/7 to address the problem quickly.
- ⑥ Because we are at the dead end of 6th Avenue + have only one way to get out of our block there should be no construction vehicles along 6th Avenue.

Freight Trains

① The freight trains are a real problem now. They now rumble by shaking the house at times + are very noisy. The Third Rail going on my side will make matters worse.

241

**A Modern LI
Long Island Rail Road
Expansion Project**

F Floral Park to Hicksville

③

A proposal to provide a more robust and reliable rail service, making living and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name

Bess, Giordano

Address

500 6th Ave.
New Hyde Park, NY 11040

Phone

(516) 328-1924

2/10/2017

② I feel that most of the broken rails, derailments + other mishaps causing delays are due to the Freight Trains because they are heavy, rumble + clank along the tracks. ③ My feeling is that all freight trains should be taken off this R.R. line completely + have all freight go over water by barge or by building a bridge over water or tunnel under water so Freight Trains do not disrupt the quality of life in our villages + towns + also prevent damage to our existing tracks.

Maybe restricting the weight carried by Freight Trains may help. The sure way to prevent the above is to remove all freight from the LIRR Commuter Rails so Commuters do not have to deal with delays from most rail mishaps + residents along the tracks do not have to deal with the noise + vibrations.

④ If the third rail is installed maybe a slower speed limit should be implemented when going thru areas with homes bordering close to the tracks.

This may help to prevent some vibrations + noise.

⑤ When the grade crossings are eliminated I can foresee the tendency for trains to go faster especially Freight Trains.

366

A Modern LI
Long Island Rail Road
Expansion Project

Floral Park to Hicksville

4

A proposal to provide a more robust
and reliable rail service, making living
and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name

Bess Giordano

Address

500 6th Ave.
New Hyde Park, NY 11040

Phone

(516) 328-1924

2/10/2017

5 Cont.

The reason I feel Freight Trains may go faster is that with the crossing bars eliminated they can zoom by the crossing + RR Stations. Maybe install a speed light camera to insure the speed limit is abided by. These are just a few thoughts on my part.

Covert Avenue Crossing in New Hyde Park

If the Covert Avenue Crossing is eliminated we must have a Traffic light on Covert Ave. + 6th Avenue. Now we on 6th Ave cannot see cars coming from the tracks along Covert Ave due to the curved roadway. When trying to cross Covert Ave from 6th Ave. We cannot see any car til we are halfway onto Covert Ave.

The gates at the crossing going down gave us some kind of a break to cross Covert Ave.

A traffic light is needed now to prevent any accidents. The need for a Traffic light will be greater if the Covert Avenue crossing is eliminated + the gates are gone. Thank You Bess Giordano
Note: John McCarthy + Hector Garcia have been extremely helpful during this project.

416

Photos Taken
from Front
Window
(Living Room)



House 42' +
Driveway 22' from LBB
Basement

5

(516) 328-1924



Winter



Summer

546

Color



(516) 328-1924

6

This is an aerial view of my home & others on the dead end of 6th Avenue located on the south side of the LIRR Right of Way.

This shows how close our homes & roadway is to the LIRR right of way is on the South side of the tracks



This aerial photo shows the pool complex during construction phase. Before the project was initiated, the Village was reassured by the MTA LIRR that there were no plans for any major Main Line projects. LIRR Main Line right of way (ROW) borders the entire length of the recreation center. Homes on the left are in New Hyde Park. There are Floral Park homes to the west that are not pictured that also border the LIRR Main Line.

646

REQUIRED INFORMATION:

Name: Bernadette Smith

Email: bsmith169@yahoo.com

Mailing Address: 169 Magnolia Ave

Floral Park NY 11001

Comments: I have multiple concerns/thoughts:

- * Universal 20 crossings (2 in maps vs. 1 in DEIS) ~~on~~ on Hempstead Line just east of Tunnel St in FP. This is a heavily residential area. I am very concerned for safety.

I am all for change, but many things could be addressed before this ~~is~~ enormous undertaking.

MAYBE BEGIN WITH:

- Finding a safe ^{effective} way to keep teens off the tracks near Tunnel St.
- Grade crossings w/o 3rd track
- upgraded trains

Initial plans indicate staging areas in FP, but no upgrades to the station. We will bear all the ~~brunt~~ ^{brunt} of none of the benefits.

↑
or few = up

- We would like an upgraded station, including ADA compliance.
- maintain or increase mainline service
- no loss of service

LIRR Expansion Project - DEIS
At-Grade Crossing Elimination in New Hyde Park

Close the South 12th Street Public Highway-Rail At-Grade Crossing Completely to Vehicle Traffic (Figure 1-23 attached)

I / We CONSTANTIN STANCA

OWNER
as resident(s) of 44 South 12th Street, New Hyde Park, New York 11040 request the

following actions related to the LIRR Expansion Project At-Grade Crossing Eliminations:

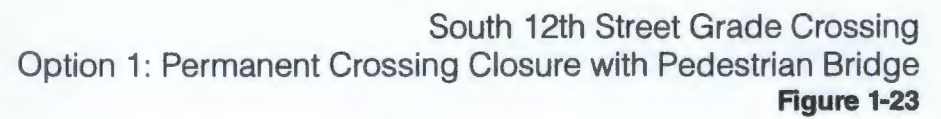
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OPTION #1: PERMANENT CROSSING CLOSURE
WITH PEDESTRIAN BRIDGE (Figure 1-25 attached)



Source: GF-AECOM





Carle Place Civic Association

PO Box 131, Carle Place, New York 11514

February 10, 2017

Mr. Edward M. Dumas
Vice President – Market Development & Public Affairs
Long Island Railroad Expansion Project
MTA Long Island Rail Road, MC 1131
Jamaica Station Building
Jamaica, New York 11435

Re: Carle Place Civic Association Comments to the Draft Environmental Impact Statement (the “**DEIS**”) issued by the Metropolitan Transit Authority and the Long Island Railroad (collectively “**MTA/LIRR**”), dated November 28, 2016 regarding LIRR Third Track Expansion Project (Floral Park to Hicksville)(the “**Project**”)

Dear Mr. Dumas:

We would like to thank you for coming to speak to the Carle Place community at the Civic Association’s Third Rail forum on February 6, 2017. The community was able to pose questions and express concerns about the project.

As was evident from the residents who spoke, the Carle Place commuters are primarily concerned with commuter parking. While the LIRR has deemed Carle Place a “walking station,” the residents of Carle Place would certainly disagree with this categorization, as is evident from the vehicles parked on the streets adjacent to the station. The railroad has proposed eliminating most of the 14 spaces provided to the residents. Villages adjacent to Carle Place included in the expansion project are being promised new parking garages.

On behalf of the Carle Place Community, the Civic Association would like to propose the following items so that we may be able to embrace the idea of the expansion project as a catalyst for positive change in our small hamlet:

- Work in conjunction and cooperation with the Town of North Hempstead to secure designated railroad commuter parking
- Shuttles during construction need to be defined clearly with a set schedule and convenient drop off and pick up areas designated for both getting to either Mineola or Westbury and then also on the return from those stations to Carle Place.
- Continue proposed sound wall: east of Meadowbrook Parkway, north of Mallard and south of tracks

- Set work hours consist with the Town of North Hempstead Code so that the surrounding residential homes have the least amount of disruption to their schedules
- Setback of barrier walls to be at a minimum of 9 ft. on Atlantic Ave. so that appropriate vegetation may be planted
- Input from residents along barriers regarding design of sound walls and chosen vegetation (homes along Atlantic Avenue and Argo section of Westbury)
- Watering system for the vegetation that is chosen along the sound barriers
- Elimination of proposal to access to Carle Road on the north side of expanded tracks
- Sound barriers on dead-end streets in Argo section need to be higher to prevent access to tracks
- Construction of new fencing in Fuschillo Park to prevent children having access to tracks
- Carle Place community input as to the design of a new station including the lighting fixtures that will be put in and the sound walls that will be erected
- Heated platform shelters
- Station newsstand
- Ticket kiosk on the platform of the new station with the option to purchase a monthly ticket
- Solutions to further parking problems caused by MTA construction vehicles during expansion project
- Environmental concerns be addressed and disclosed for the duration of the project Input from residents along barriers regarding design of sound walls and chosen vegetation (homes along Atlantic Avenue and Argo section of Westbury)
- Watering system for the vegetation that is chosen along the sound barriers
- Second pedestrian overpass for commuters
- At the time it is required to replace the Cherry Lane Bridge we are requesting 20 days notice of construction in order to advise the community accordingly. Notice is hereby requested to be in writing which shall include significant signage being posted, including the hot line number as indicated in the DEIS. In addition to the Civic Association the neighbors, schools and first responders will be notified with adequate time to make sure alternative plans are in place.

We are happy to see that the MTA/LIRR wishes to work closely with the Carle Place community who would be impacted by the short, medium and long term effects of the Project. We are confident that the MTA/LIRR will remain committed in this approach and look forward to contributing as best we can to the improvement of the transit system.

Respectfully submitted,

The Carle Place Civic Association

John Viscusi- President

Ursula Babino- Vice President

Michael Going- Treasurer

Kevin Ketterhagen- Director/ Frog Horn Editor

John Heslin- Director

Christine Imrie- Director

Chris Hoisik- Director

Kristin Biggin- Director

①

As a resident of Mineola for the past forty years, I wish to express my opposition to the construction of the third track on the L.I.R.R.

During these 40 years, I have ridden the Long Island Railroad continuously and frequently. During the earlier part of these 40 years, the railroad service was interrupted by a great many construction and repair projects. These projects caused numerous and frequent disruptions and delays in train service. These disruptions and delays were often so serious as to make riding the railroad absolutely miserable for me, sometimes almost unbearable. But later on, these construction projects became much less frequent, resulting in vast improvement in train service. I had hoped that this improvement would remain permanent.

Until now, that is! Because I

(2)

now fear that the construction of the third track will produce disruptions and delays in service that will be far worse than anything that I have yet experienced. Frankly, I anticipate three or four years of truly horrible service disruptions. I see three reasons for this: (1) The third track construction will affect a far greater area of the railroad than earlier construction projects. The third-track project will cover ten miles of the railroad, while earlier projects were generally localized. (2) The third track project will affect a far greater number of trains. (3) The third track project will affect areas beyond the railroad, such as nearby residential communities and businesses. Can the third track's benefits be worth all of that!?

I also strongly question whether the third track's benefits can be worth the estimated cost of the project: two billion dollars! Frankly, I am appalled at that figure! Does the government

(3)

really have that much money to
find away? If so, let them find
something more substantial to spend it
on, than a third track added to
two already in existence -- or perhaps
the government should return those
2 billion dollars to the taxpayers!

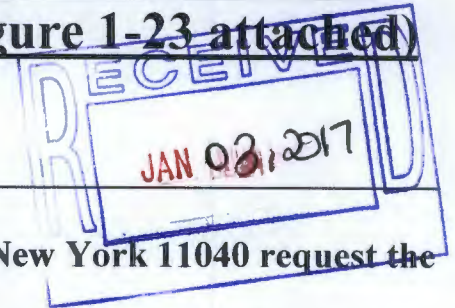
Respectfully submitted,

David Brody
285 First Street,
1-5
Minneapolis

LIRR Expansion Project - DEIS
At-Grade Crossing Elimination in New Hyde Park

Close the South 12th Street Public Highway-Rail At-Grade Crossing Completely to Vehicle Traffic (Figure 1-23 attached)

I / We Dipta Chakraborty



as resident(s) of 485 South 12th Street, New Hyde Park, New York 11040 request the following actions related to the LIRR Expansion Project At-Grade Crossing Eliminations:

As part of the LIRR Expansion Project, the New Hyde Park Group of Public Highway-Rail At-Grade Crossings of New Hyde Park Road, Covert Avenue and South 12th Street are to be eliminated. The LIRR currently proposes that New Hyde Park Road and Covert Avenue be depressed under the railway. The LIRR currently indicates that the South 12th Street Public Highway-Rail At-Grade Crossing may be eliminated similarly to New Hyde Park Road and Covert Avenue or it may be closed completely to vehicle traffic.

The South 12th Street Public Highway-Rail At-Grade Crossing should be closed completely to vehicular traffic (Option 1). This course of action has several advantages, including a savings of \$100 million of taxpayer dollars and an overall reduction in the project construction timeframe. The LIRR currently proposes that the New Hyde Park Railroad Station platforms be extended westward, with the platforms crossing over South 12th Street to accommodate M-3, M-7 and M-9 trains that are twelve (12) railroad cars long. The 2nd and 3rd Avenue vehicle and pedestrian infrastructure design will be enhanced by eliminating the South 12th Street At-Grade Crossing bottleneck in the middle of the New Hyde Park railroad station hub. The Pedestrian Bridge (Figure 1-15) above the railroad will be located near the western end of a reconstructed New Hyde Park Railroad Station.

The One-Way Southbound Only Vehicle Underpass with One Sidewalk Only (Option #2) would require property takings in front of residential homes on South 12th Street. Governor Cuomo expressly stated that there should be no residential property takings – partial or full. We agree with the Governor Cuomo.

Therefore we the residents of South 12th Street request that as part of the LIRR Expansion Project the South 12th Street At-Grade Crossing Elimination be accomplished by Utilizing

OPTION #1: PERMANENT CROSSING CLOSURE
WITH PEDESTRIAN BRIDGE (Figure 1-25 attached)



Source: GF-AECOM



11.22.16



Source: NYSDOT

**LIRR Expansion Project
Floral Park to Hicksville**

Rendering: South 12th Street Grade Crossing
Option 1: Permanent Crossing Closure with Pedestrian Bridge
Figure 1-25

A Modern LI
Long Island Rail Road
Expansion Project

Floral Park to Hicksville

A proposal to provide a more robust and reliable rail service, making living and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name Danna Frising

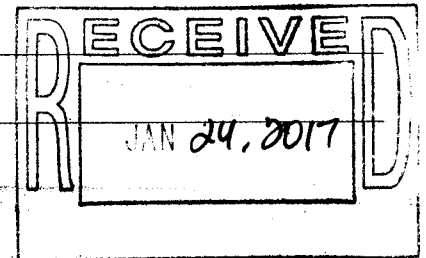
Address 248 Wright Ave., Earle Place

(OPTIONAL)

Email dfrising68@optonline.net

Phone 516-312-7738

Company Loeb + Loeb LLP - 345 Park Ave., NYC



Comment. Question. Suggestion.

I have heard That The Earle Place LIRR Station may be moved to accommodate parking. Many commuters will not be able to get to The new proposed location (Macy's-by Glen Cove Road). I would be forced to consider relocating to another nearby town. Please take this into consideration as This would affect many residents of Earle Place.
Thank you!



You can submit your comments via the project website **aModernLI.com** or email us at **info@aModernLI.com**

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island Rail Road Expansion Project MTA Long Island Rail Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

 A Modern LI
Long Island Rail Road
Expansion Project

Floral Park to Hicksville

A proposal to provide a more robust and reliable rail service, making living and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name Daniel Sicart

Address 218 Evelyn Avenue

(OPTIONAL)

Email dsicart@aol.com

Phone 917-806-7234

Company property owner

Comment. Question. Suggestion.

I live on Evelyn and a big plus to me would be that there be no space reduction to Carl Fuschille park - also to have an effective sound barrier in front of the park during and after construction. And of course, leave an adequate space on the South side of the ^{track} for the train to pass with minimal additional noise to my home and of course neighborhood -

Other ways to submit your comments



Submit Questions and Comments

You can submit your comments via the project website aModernLI.com or email us at info@aModernLI.com

Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

The LIRR Third Track – A Project Devoid of Justification

Introduction

Let it be stated I am not a resident of the 9.8 mile LIRR main line corridor nor do I have any vested interest in the third track project. I am a former LIRR employee. I left a private sector job for employment on the LIRR. After a nine year stint on the LIRR I returned to the private sector. My experiences during my nine year tenure on the LIRR exposed me to a work place culture which can only exist in a publicly subsidized agency. My job entailed analyzing all maintenance tasks performed on railcars and every associated component in a 100 year old shop complex. The objective was the design development of a modern and technologically advanced railcar maintenance facility. The culmination of these efforts was the Hillside Maintenance Complex. My role would transition from the design phase to the construction phase. My experiences on the LIRR are documented in a book.

These factors alone do not warrant my interest in the third track project. I am keenly aware of how my hard earned money is wasted by the MTA. As a former employee I am cognizant of the lack of candor by the MTA/LIRR.

My interest in the third track project was piqued by chance. I came across a LIRR statement in various media outlets justifying the project. The claim was blatantly false. Identifying this falsehood came from occasional commutes on the LIRR and not my previous employment. Knowing the ramifications of this project on the mainline communities I reviewed the DEIS. This review would lead to one conclusion. The third track initiative is based on a series of false justifications. To further exacerbate this situation the DEIS omits pertinent data. The aforementioned statement is remarkable considering the DEIS is a 2,500 page document. Yet the document omits contributing factors to LIRR future growth and economic demographics.

The DEIS is presented to the public on the basis of unparalleled transparency. The document steers an initiative to one conclusion employing false statements and projections. The abbreviated review period strong arms a project with dubious justification through the public assessment process. Not a very forthright process yet the third track initiative fits the template of previous MTA/LIRR projects.

Contained herein is a factual dismantling of the DEIS justification for the third track. Pertinent factors not addressed in the DEIS are included herein and presented for their impact on mainline ridership growth. A viable alternative to the third track is proposed herein. A detailed analysis comprising several steps justifies this third track alternative.

Typically in evaluating situations such as mainline capacity the solutions are multifaceted. The LIRR mainline capacity issue is no different. The primary

The LIRR Third Track – A Project Devoid of Justification

solution proposed herein augmented with other options offers a degree of operational flexibility for mainline contingencies.

The third track project is far more than the needless disruption to communities along 9.8 miles of LIRR mainline. It is a public referendum on whether a project of dubious justification can move forward.

I. Section I: Background on LIRR Mainline Capacity

1. In the peak ridership year of 1929 the LIRR carried over 119 million passengers. This is 33% over the current ridership numbers of 89 million passengers.
2. In 1929 the LIRR motive fleet servicing the main line was primarily steam locomotives with much slower acceleration than the diesels and electric trains of today.
3. Electrification on the main line in 1929 reached east to Mineola and then north on the Oyster Bay branch to East Williston.
4. The LIRR had a junction in Mineola with an electrified branch heading southwest connecting to the current West Hempstead branch.
5. Rail crossings at major thoroughfares had full time operators manually lowering and raising crossing gates in 1929.
6. LIRR freight trains in 1929 would comprise up to 100 freight cars. The farmlands on the north fork filled freight cars with potatoes and other crops. The freight trains pulled by steam locomotives traveled at 25 - 30 MPH on the main line. Freight traffic was significantly more than today.
7. The LIRR of 1929 was a much more difficult operation to manage than the railroad of today.

II. The LIRR Impetus for a Third Mainline Track

1. The third track will provide a buffer for weak management which fails to extract basic job performance from employees.
2. LIRR employees have no incentive to keep the railroad running efficiently. Employee compensation is not based on job performance, quality of repairs or productivity.
3. Signal problems, track issues and equipment breakdowns equate to overtime and increased employee earnings.

The LIRR Third Track – A Project Devoid of Justification

4. Scheduling infrastructure maintenance is an issue raised in the DEIS. Simple solution. Renegotiate work rules and hire an outside rail maintenance contractor whose continued retention is based on performance.
5. The real question is the time durations track maintenance and repair operations take using LIRR forces versus a private contractor. The LIRR needs to provide a basis of comparison to the communities questioning the third track.
6. The same holds true for the quality of repairs.
7. The internal LIRR issues are self induced and now foisted upon mainline communities in the form of a third track.
8. Another self induced issue is the LIRR contending with privately operated freight train traffic on the mainline is mentioned in the DEIS. In 1997 the LIRR voluntarily relinquished freight service to the private operator. This move was deliberate after decades of the LIRR providing substandard freight service to freight customers.
9. Freight trains deliver 15% of consumer goods to the typical metropolitan area. On Long Island, we have 1% of our consumer goods delivered by rail. The LIRR experiences 93% less freight than a comparable railroad. The adverse affect is the inordinate amount of truck traffic on the Long Island roadways.
10. The train breakdown in Hicksville noted the DEIS is another example of a self induced problem. For decades the LIRR positioned a locomotive and crew known as the protect locomotive in Hicksville during the peak hours. The sole purpose of this locomotive was to assist moving stalled trains from the mainline. The LIRR opted to discontinue the protect locomotive. The LIRR decision would leave the main line vulnerable to stalled trains. This self induced situation is now described as a mainline problem in the DEIS.
11. The second contributing factor to the Hicksville train breakdown is the locomotives purchased by the LIRR. These locomotives are essentially prototypes with a perpetual debugging period. The more experienced and better qualified supplier was pushed aside by LIRR management. A poor decision by LIRR management now is a criterion to justify a third track.

III. Basis of Ridership Growth – A General Overview

1. This section presents a general overview of current LIRR ridership. The charts provide an overall picture which the leads into mainline specific current growth.

The LIRR Third Track – A Project Devoid of Justification

2. **Exhibit 1** is the 2015 LIRR Annual Ridership Report. This is the last report available for the LIRR which depicts overall ridership by branch. The chart is published by the LIRR. This chart leads into two other ridership charts.

LIRR Annual Ridership Growth - All Branches - 2015 versus 2014				
Branch	Annual Ridership 2015	Annual Ridership 2014	Annual Ridership Increase	% Annual Increase
Babylon	18,242,236	17,956,348	285,888	1.6%
City Zone	7,057,723	6,793,300	264,423	3.9%
Far Rockaway	5,931,677	5,753,156	178,521	3.1%
Greenport	58,216	58,143	73	0.1%
Hempstead	4,031,759	3,903,415	128,344	3.3%
Long Beach	4,822,457	4,680,914	141,543	3.0%
Montauk	2,303,670	2,247,711	55,959	2.5%
Oyster Bay	1,837,035	1,755,844	81,191	4.6%
Port Jefferson**	18,705,294	18,651,978	53,316	0.3%
Port Washington	13,802,816	13,307,163	495,653	3.7%
Ronkonkoma	9,906,530	9,863,213	43,317	0.4%
West Hempstead	948,633	897,062	51,571	5.7%
Total - All Branches	87,648,046	85,868,247	1,779,799	2.1%
**Note: Port Jefferson Branch Includes Huntington				
NOTE 1: These statistics are directly from the LIRR 2015 Annual Ridership Report				
NOTE 2: The 2015 report is the latest document published by the LIRR with branch ridership numbers				
Exhibit 1				

8. The next two charts are specific to mainline ridership growth

The LIRR Third Track – A Project Devoid of Justification

9. These charts include both peak and non-peak growth. The charts provide an overview of overall mainline growth.
10. The DEIS includes the Montauk branch as a mainline branch. Montauk riders typically take electric trains to and from Babylon. Points east are serviced by diesel shuttle trains.
11. There are a limited number of mainline Montauk diesels which serve the LIRR city zones and are addressed in this report.

LIRR Annual Ridership Growth - Mainline Branches - 2015 versus 2014				
Floral Park to Mineola - Includes Oyster Bay Branch				
Branch	Annual Ridership 2015	Annual Ridership 2014	Annual Ridership Increase	% Annual Increase
Montauk	1,443,200	1,412,400	30,800	2.2%
Greenport	58,216	58,143	73	0.1%
Oyster Bay	1,837,035	1,755,844	81,191	4.6%
Port Jefferson**	18,705,294	18,651,978	53,316	0.3%
Ronkonkoma	9,906,530	9,863,213	43,317	0.4%
Off Peak and AM/PM Peak Periods - Total Ridership Increase - All Mainline Branches	31,950,275	31,741,578	208,697	0.7%
**Note: Port Jefferson Branch Includes Huntington				
NOTE 1: The Montauk Branch ridership has been adjusted to reflect the number of diesel trains which have the option of utilizing the mainline.				
NOTE 2: The 2015 report is the latest report by the LIRR with branch ridership numbers				
Exhibit 2				

12. The next chart encompasses mainline growth between Mineola and Hicksville. This mainline segment is east of the Oyster Bay branch.

The LIRR Third Track – A Project Devoid of Justification

LIRR Annual Ridership Growth - Mainline Branches - 2015 versus 2014				
Mineola to Hicksville - Third Track Corridor East of Oyster Bay Branch				
Branch	Annual Ridership 2015	Annual Ridership 2014	Annual Ridership Increase	% Annual Increase
Montauk	1,443,200	1,412,400	30,800	2.2%
Greenport	58,216	58,143	73	0.1%
Port Jefferson**	18,705,294	18,651,978	53,316	0.3%
Ronkonkoma	9,906,530	9,863,213	43,317	0.4%
Off Peak and AM/PM Peak Periods - Total Ridership Increase - All Mainline Branches	30,113,240	29,985,734	127,506	0.4%
**Note: Port Jefferson Branch Includes Huntington NOTE 1: The Montauk Branch ridership has been adjusted to reflect the number of diesel trains which have the option of utilizing the mainline. NOTE 2: The 2015 report is the latest document published by the LIRR with branch ridership numbers				
Exhibit 3				

IV. **Peak Period Ridership Growth – Flawed DEIS Growth Projections**

1. The DEIS touts ridership growth as a key justification for the third track project.
2. A review of the DEIS criteria and resultant growth numbers indicate a deficient approach skewing numbers upward.
3. The next three charts encompass peak period mainline ridership growth.
4. Discrepancies with the DEIS growth numbers are highlighted in the charts.
5. The next chart presents AM and Peak Period mainline ridership growth numbers comparing 2014 and 2015.

The LIRR Third Track – A Project Devoid of Justification

LIRR Daily Ridership Growth - Mainline Branches - 2015 versus 2014									
Floral Park to Mineola - Includes Oyster Bay Branch									
AM and PM Peak Periods									
1 Year Span									
	AM Mainline - Daily Ridership					PM Mainline - Daily Ridership			
Mainline Branch	2014	2015	Annual Ridership Increase	Percent Ridership Increase		2014	2015	Annual Ridership Increase	Percent Ridership Increase
Montauk - Diesel	3,210	3,280	70	2.1%		1,990	2,050	60	2.9%
Hicks/Huntington	14,080	14,170	90	0.6%		12,070	12,230	160	1.3%
Port Jefferson Diesel	4,240	4,270	30	0.7%		3,610	3,670	60	1.6%
Ronkonkoma	16,370	16,620	250	1.5%		12,580	12,660	80	0.6%
Greenport Line	40	40	0	0.0%		40	40	0	0.0%
Oyster Bay	2,420	2,490	70	2.8%		1,960	2,030	70	3.4%
AM/PM Peak Periods Total Ridership Increase All Mainline Branches One Year	40,360	40,870	510	1.2%		32,250	32,680	430	1.3%
AM/PM Peak Periods Average Additional Mainline Riders Per Hour One Year			128					108	
NOTE 1: The data in the above noted chart is extracted directly for the 2014 - 2015 LIRR Ridership Book									
Exhibit 4									

6. The numbers highlighted in yellow are the overall number of riders for the AM and PM Peak Periods gained between 2014 and 2015.
7. The numbers highlighted in green are the average number of mainline riders per hour for the AM and PM Peak Periods gained between 2014 and 2015.
8. The third track project justification for ridership growth is based on gains of 128 new mainline riders per hour annually during the peak periods.
9. The next chart presents AM and Peak Period mainline ridership growth numbers for a 5 year period between 2011 and 2015.

The LIRR Third Track – A Project Devoid of Justification

LIRR Daily Ridership Growth - Mainline Branches - 2011 thru 2015									
Floral Park to Mineola - Includes Oyster Bay Branch									
AM and PM Peak Periods									
5 Year Span									
	AM Mainline - Daily Ridership					PM Mainline - Daily Ridership			
Mainline Branch	2011	2015	Annual Ridership Increase	Percent Ridership Increase		2011	2015	Annual Ridership Increase	Percent Ridership Increase
Montauk - Diesel	3,190	3,280	90	2.7%		2,030	2,050	20	1.0%
Hicks/Huntington	13,580	14,170	590	4.2%		11,570	12,230	660	5.4%
Port Jefferson Diesel	3,980	4,270	290	6.8%		3,390	3,670	280	7.6%
Ronkonkoma	15,640	16,620	980	5.9%		11,860	12,660	800	6.3%
Greenport Line	40	40	0	0.0%		40	40	0	0.0%
Oyster Bay	2,330	2,490	160	6.4%		1,820	2,030	210	10.3%
AM/PM Peak Periods Total Ridership Increase - All Mainline Branches	38,760	40,870	2,110	5.2%		30,710	32,680	1,970	6.0%
DEIS Ridership Numbers for Same Period		45,600					37,190		
NOTE 1: The data in the above noted chart is extracted directly for the 2014 - 2015 LIRR Ridership Book									
NOTE 2: DEIS included the Hempstead Branch ridership number in growth projections. The numbers highlighted in yellow are the DEIS ridership numbers which including the Hempstead Branch is the basis for future Mainline growth.									
Exhibit 5									

10. The ridership numbers highlighted in yellow indicate the numbers used in the DEIS. These numbers include the Hempstead Branch ridership numbers.

11. The ridership numbers highlighted in green indicate the numbers for the mainline branches as defined in LIRR schedules and impacted by the third track project.

The LIRR Third Track – A Project Devoid of Justification

12. The DEIS inclusion of the Hempstead Branch ridership numbers is quoted verbatim below:

**“LIRR Expansion Ridership Forecasts - Draft Scenarios
Last Update: 5/16/16 Includes Hempstead Branch Counts”**

13. The next chart summarizes AM and Peak Period mainline average ridership growth numbers for a 5 year period between 2011 and 2015.

14. This data on this chart is critical in that the DEIS employs these growth projections as the basis for future projections.

LIRR Daily Ridership Growth - Mainline Branches - 2011 thru 2015									
Floral Park to Mineola - Includes Oyster Bay Branch									
AM and PM Peak Periods									
5 Year Average									
	AM Mainline - Daily Ridership					PM Mainline - Daily Ridership			
	2011	2015	Annual Ridership Increase 5 Year Average	Percent Ridership Increase 5 Year Average		2011	2015	Annual Ridership Increase 5 Year Average	Percent Ridership Increase 5 Year Average
AM/PM Peak Periods Total Ridership Increase Average Over 5 Years All Mainline Branches	7,752	8,174	422	1.0%		6,142	6,536	394	1.2%
DEIS AM/PM Peak Period Growth Percentages				1.3%					1.7%
Error in DEIS AM/PM Peak Period Growth Percentages				0.3%					0.5%
Percent Error in DEIS AM/PM Peak Period Growth Percentages				26%					41%
NOTE 1: The data in the above noted chart is extracted directly for the 2011 - 2015 LIRR Ridership Book									
Exhibit 6									

15. Ridership numbers highlighted in yellow indicate the numbers in the DEIS.

16. The ridership numbers highlighted in green indicate the numbers for the mainline branches as defined in LIRR schedules.

The LIRR Third Track – A Project Devoid of Justification

17. The DEIS basis of ridership growth numbers is quoted verbatim below:

“Based on recent trends, the AM peak period annual growth factor for is 1.3 percent per year and the PM peak period annual growth factor is 1.7 percent per year.”

V. Impact of Erroneous DEIS Ridership Growth Numbers

1. The erroneous ridership growth factors employed by the DEIS lead to a host of false conclusions.
2. Projected increase in peak period mainline trains is incorrect.
3. Delay periods for motorists due to railroad crossing gates lowered along the mainline is incorrect.
4. Projected vehicular traffic growth is incorrect for LIRR stations along the 9.8 mile third track corridor.

VI. Ridership Growth Factors – General Overview

1. Off peak period consistently has largest ridership growth for the past 10 years according to LIRR ridership reports.
2. Current demographic trends indicate an aging population using the LIRR for off peak leisure trips resulting in continued reduction of peak period growth.
3. Historically fare increases cost the LIRR a ridership reduction averaging 3 to 4 percent. The LIRR is averaging a fare increase every 3 years. Based on 8 fare increases through the year 2040 ridership could shrink by 30 percent.
4. Affordability of fares and geographic proximity to NYC directly correlate to ridership growth. This factor is further addressed in separate section.
5. Companies are encouraging telecommuting to better utilize employee time.
6. The cost and operation of a hybrid or electric automobile now directly competes with the cost of a LIRR monthly ticket from mid-Suffolk. As this technology improves and the ownership costs decline, the electric vehicle factor presents the opportunity to siphon off LIRR riders.
7. LIRR ridership projections are artificially inflated by the anticipated growth due to the East Side Access project.
8. Economic downturns are ignored. The DEIS growth projections are predicated on 23 years of a robust economy through 2040.

The LIRR Third Track – A Project Devoid of Justification

VII. Reverse Peak Ridership – Overview

1. The next chart is a direct extract from the LIRR 2015 Ridership Book.

Reverse Travel Weekday 2015 Reverse AM and PM Peak East of Jamaica

	Eastbound Trains	A.M. Passengers	Westbound Trains	P.M. Passengers
Babylon	9	1,520	8	2,160
Montauk	3	230	3	300
Huntington	5	1,260	3	1,340
Port Jefferson	2	510	1	290
Port Washington	7	1,080	8	1,960
Ronkonkoma	6	1,990	5	2,580
Long Beach	5	420	3	490
Hempstead	5	760	4	690
Far Rockaway	4	460	5	790
Oyster Bay	2	310	3	400
West Hempstead	2	70	2	50
Total	50	8,610	45	11,050

Morning Reverse Peak - Eastbound 4:50am-9:30am

Evening Reverse Peak - Westbound 4:30pm-7:30pm

2. The chart indicates approximately 20,000 commuters system wide in the AM/PM reverse peak period. Considering the LIRR has 300,000 daily riders this reverse peak population amounts to 6.6 percent of daily ridership.
3. The DEIS erroneously indicates 5,000 AM reverse peak mainline riders. The chart indicates 4,070 commuters. This error distorts future projections

The LIRR Third Track – A Project Devoid of Justification

4. 4,070 riders on the 18 mainline trains in the AM Reverse Peak Period equates to 226 passengers per train. In a typical 10 car Ronkonkoma or Huntington train 20 percent of the seats are occupied in AM Reverse Peak.

VIII. The Reverse Peak Fallacy

1. Contrary to all the documentation published by the LIRR and contained in the DEIS, there is no reverse peak issue on the mainline.
2. The DEIS reverse peak growth projections is quoted verbatim below:
For AM peak period eastbound ridership, apply a 17 percent growth factor to account for increased eastbound service frequency (Reverse Peak service). This growth factor is based on experience with the Port Washington branch, where off-peak service was added in both directions (from hourly to half-hourly service), resulting in a 17 percent increase in ridership.
3. The LIRR 2015 Annual Ridership Report is quoted verbatim below:
“Reverse Commute ridership increased in both AM Reverse and PM Reverse Peak periods, 0.1% and 2.8%, respectively.
4. The DEIS is based on 17% growth. The most recent LIRR ridership report based on actual passenger counts indicates 0.1% for the same AM Reverse Peak Period. An AM Reverse Peak study on the Port Washington branch is the basis for the 17% growth.
5. The flawed DEIS logic is demonstrated by a simple calculation. Port Washington branch experienced a 3.72 percent gain in 2015 ridership. This increase is 5.5 times the overall mainline growth percentage for the same period. Adjusting the 17 percent for mainline growth results in a reduction to 3 percent. AM Reverse Peak trains operate at 80 percent of seats empty.
6. This Reverse Peak Commute issue based on ridership growth is a non-starter for any further discussion attempting to justify the third track.
7. The DEIS statement on mainline train traffic during the AM Reverse Peak commuting period is quoted verbatim below:
“In addition to the AM Peak Period with no eastbound service between approximately 7:00 AM and 8:30 AM (and a comparable period in the PM peak for westbound service),”
8. The current LIRR 2017 timetable indicates three (3) reverse peak AM trains heading Eastbound during the above noted time frame. These trains are on 9.8 mile mainline third track corridor during 7:00 AM to 8:30 AM time frame. The DEIS statement and the LIRR timetable have opposing trains on the same track at the same time. Fortunately this scenario has not resulted in a disaster.

The LIRR Third Track – A Project Devoid of Justification

9. **Exhibit 7** is the LIRR 2017 timetables listing the three (3) eastbound reverse peak AM trains operating during the 7:00 AM to 8:30 AM time frame.

7:00 AM to 8:30 AM Time Frame Reverse Peak AM Mainline Trains Eastbound Weekday LIRR Schedule - 2017 Timetable						
For explanation, see "Reference Notes."						
	AM	AM	AM			
PENN STATION	7:39	J 7:39	J 7:49			
Woodside	7:50	J 7:50	J 8:01			
Forest Hills	J 7:39	J 7:39	J 7:39			
Kew Gardens	J 7:41	J 7:41	J 7:41			
HUNTERSPOINT AVE.						
ATLANTIC TERMINAL	J 7:41	J 7:41	J 7:50			
Nostrand Avenue	J 7:35	J 7:35	J 7:35			
East New York	J 7:40	J 7:40	J 7:40			
JAMAICA (Arrive)	7:59	7:59	8:10			
JAMAICA (Leave)	8:01	8:06	8:17			
New Hyde Park		8:17				
Merillon Avenue						
MINEOLA	8:15	8:22	8:30			
Carle Place	8:18					
Westbury	8:21					
HICKSVILLE (Arrive)						
HICKSVILLE (Leave)	8:26		8:39			
Syosset			8:46			
Cold Spring Harbor			8:51			
HUNTINGTON (Arrive)						
HUNTINGTON (Leave)			B 8:57			
Greenlawn			9:02			
Northport			9:07			
Kings Park			9:18			
Smithtown			A 9:31			
St. James			9:37			
Stony Brook			A 9:42			
PORT JEFFERSON			9:52			
	AM	AM	AM			
Train #	2008	502	606			
Exhibit 7						

10. The next exhibit depicts all AM Peak Reverse Eastbound trains. Eleven (11) passenger trains operate on the 9.8 mile segment of Main line. Their operation is during the AM Peak period between 6 AM and 10 AM.

The LIRR Third Track – A Project Devoid of Justification

**All Reverse Peak AM Mainline Passenger Trains
Eastbound Weekday LIRR Schedule - 2017 Timetable
11 Passenger Trains on the 9.8 Mile Corridor Spanning Floral Park to Hicksville
6 AM to 10 AM**

For explanation, see "Reference Notes."											
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
PENN STATION	5:47	6:07	7:39	J 7:39	J 7:49	8:00	8:14	8:28	J 8:33	8:48	9:14
Woodside	5:58	J 5:58	7:50	J 7:50	J 8:01	8:11	J 8:11	8:39	J 8:39	8:59	9:25
Forest Hills	6:03	J 6:03	J 7:39	J 7:39	J 7:39	8:15	J 8:15	J 8:15	J 8:48	J 8:48	J 8:48
Kew Gardens	6:05	J 6:05	J 7:41	J 7:41	J 7:41	8:17	J 8:17	J 8:17	J 8:50	J 8:50	J 8:50
HUNTERSPPOINT AVE.											
ATLANTIC TERMINAL	J 5:51	J 5:51	J 7:41	J 7:41	J 7:50	J 8:04	J 8:04	J 8:30	J 8:35	J 8:45	J 9:05
Nostrand Avenue	J 5:57	J 5:57	J 7:35	J 7:35	J 7:35	J 8:10	J 8:10	J 8:36	J 8:42	J 8:42	J 9:12
East New York	J 6:02	J 6:02	J 7:40	J 7:40	J 7:40	J 8:15	J 8:15	J 8:41	J 8:47	J 8:47	J 9:17
JAMAICA (Arrive)	6:10	6:25	7:59	7:59	8:10	8:23	8:34	8:49	8:56	9:08	9:35
JAMAICA (Leave)	6:12	6:26	8:01	8:06	8:17	8:25	8:36	8:51	9:02	9:09	9:36
New Hyde Park	6:25			8:17		8:37		9:00			
Merillon Avenue						8:39		9:02			
MINEOLA	6:29	6:39	8:15	8:22	8:30	8:42	8:51	9:05	9:17	9:25	9:51
Carle Place	6:32		8:18					9:08			
Westbury	6:34		8:21			8:47		9:11		9:30	
HICKSVILLE (Arrive)											9:59
HICKSVILLE (Leave)	6:39	6:48	8:26		8:39	8:52	9:00	9:16		9:36	E 10:03
Syosset	6:46				8:46	8:59		9:23		9:43	E 10:10
Cold Spring Harbor	6:51				8:51	9:04		9:28		9:48	E 10:16
HUNTINGTON (Arrive)	B 6:57					B 9:10		B 9:34		B 9:54	
HUNTINGTON (Leave)	AT 7:07				B 8:57						AE 10:23
Greenlawn	T 7:12				9:02						E 10:29
Northport	T 7:17				9:07						E 10:34
Kings Park	BT 7:26				9:18						BE 10:40
Smithtown	BT 7:34				A 9:31						BE 10:48
St. James	T 7:39				9:37						E 10:56
Stony Brook	AT 7:46				A 9:42						E 11:00
PORT JEFFERSON	T 8:00				9:52						E 11:10
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Train #	604	2300	2008	502	606	1612	2010	1614	504	1616	608

Exhibit 8

11. The next exhibit depicts all PM Peak Reverse Westbound trains. Fifteen (15) passenger trains operate on the 9.8 mile segment of Main line. Their operation is during the PM Peak period between 4 PM and 8 PM.

12. The DEIS states the same false claims that no Westbound PM reverse peak trains operate in a similar 1.5 hour window. The DEIS basis is both tracks

The LIRR Third Track – A Project Devoid of Justification

being utilized for eastbound peak trains. A review of the timetable indicates the contrary.

All Reverse Peak PM Mainline Passenger Trains Westbound Weekday LIRR Schedule - 2017 Timetable 15 Passenger Trains on the 9.8 Mile Corridor Spanning Hicksville to Floral Park 4 PM to 8 PM

	For explanation, see "Reference Notes."															
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
PORT JEFFERSON		T 2:36				4:06										
Stony Brook		T 2:46				4:18										
St. James		T 2:52				4:24										
Smithtown		BT 2:57				B 4:31										
Kings Park		T 3:08				4:39										
Northport		T 3:16				4:53										
Greenlawn		T 3:21				4:58										
HUNTINGTON (Arrive)		AT 3:26														
HUNTINGTON (Leave)		A 3:37	B 4:05			A 5:03		A 5:11			A 6:29			A 7:05		
Cold Spring Harbor		3:42	4:10					5:16			6:34			7:10		
Syosset		3:48	4:16					5:22			6:40			7:16		
HICKSVILLE (Arrive)																
HICKSVILLE (Leave)	3:53	3:56	4:23	4:48			5:24	5:29		6:35	6:47		7:11	7:23	7:50	
Westbury		4:01	4:28					5:34			6:52			7:28		
Carle Place		4:03	4:30					5:37			6:55					
MINEOLA	4:00	4:06	4:33	4:55	5:00		5:32	5:40	6:34	6:44	6:58	7:14	7:20	7:33	7:58	
Merillon Avenue		4:09	4:36					5:42		6:46				7:36		
New Hyde Park		4:11	4:38					5:45		6:49				7:38		
JAMAICA (Arrive)	4:15	4:23	4:50	5:08	5:13	5:39	5:46	5:55	6:53	7:01	7:13	7:28	7:34	7:49	8:12	
JAMAICA (Leave)	4:17	4:25	4:52	5:15	5:15	5:46	5:49	5:56	7:01	7:02	7:15	7:33	7:37	7:50	8:14	
East New York	J 4:26	J 4:42	J 4:59	J 5:23	J 5:23	J 5:55	J 5:55	J 6:13	J 7:23	J 7:23	J 7:23	J 7:40	J 7:49	J 8:10	J 8:22	
Nostrand Avenue	J 4:31	J 4:47	J 5:04	J 5:28	J 5:28	J 6:00	J 6:00	J 6:18	J 7:13	J 7:28	J 7:28	J 7:46	J 7:55	J 8:16	J 8:27	
ATLANTIC TERMINAL	J 4:36	J 4:47	J 5:10	J 5:35	J 5:35	J 6:06	J 6:06	J 6:23	J 7:18	J 7:33	J 7:33	J 7:51	J 8:00	J 8:21	J 8:34	
HUNTERSPOINT AVE.																
Kew Gardens	J 4:39	J 4:39	J 5:20	5:20	J 5:20	J 6:01	J 6:01	6:01	J 7:06	7:06		J 8:08	J 8:08	J 8:08	J 8:37	
Forest Hills	J 4:41	J 4:41	J 5:22	5:22	J 5:22	J 6:03	J 6:03	6:03	J 7:19	J 7:19	7:19	J 8:10	J 8:10	J 8:10	J 8:39	
Woodside	4:27	J 4:48	5:03	5:27	J 5:27	J 5:58	5:58	6:10	J 7:12	7:12	7:24	J 7:46	7:46	7:59	8:22	
PENN STATION	4:37	4:44	5:14	5:38	J 5:38	J 6:05	6:08	6:20	J 7:19	7:22	7:34	J 7:50	7:56	8:09	8:32	
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Train #	2057	653	1713	2059	555	655	2061	1715	557	2351	1717	559	2355	1719	2063	

Exhibit 9

The LIRR Third Track – A Project Devoid of Justification

IX. Reverse Peak Comparison – Mainline and Babylon Branches

1. The Babylon Branch AM Reverse Peak period is reviewed with the same Mainline period to establish a basis to compare service.
2. The Babylon Branch is has next heaviest ridership volume after the mainline. The 2015 LIRR Annual Ridership Report indicates the Babylon Branch annually carried approximately 18 million riders. The mainline ridership for the same period is approximately 30 million riders.
3. The Babylon Branch between Penn Station and Babylon has 11 Reverse Peak AM passenger trains on the entire branch.
4. All branches comprising and including the mainline between Penn Station and Oyster Bay, Huntington and Ronkonkoma have 13 Reverse Peak AM passenger trains. This count extends outside the 9.8 third track mainline corridor.
5. During the AM Reverse Peak period on the Babylon Branch there is a 1 hour 43 minute gap with no train service to the end terminus of Babylon.
6. To review this service gap, the next chart is the 2017 Babylon Branch timetable.
7. Refer to Train #12 and Train #14 in Exhibit 10 for the 1 hour 43 minute gap at Babylon during the AM Reverse Peak Period.
8. As a point of reference, the LIRR defines the **AM Peak Period between 6 AM to 10 AM.**
9. The LIRR has a different set of published criteria for the Reverse Peak Period hours. The Reverse Peak chart provided by the LIRR in the prior section of this report states: **Morning Reverse Peak - Eastbound 4:50 AM – 9:30 AM. Evening Reverse Peak - Westbound 4:30 PM – 7:30 PM.**
10. Why focus on the mainline when the same situation exists on another major branch. The DEIS has an erroneous AM Reverse Peak reference which is previously disputed.
11. The DEIS indicates a 1 hour 30 minute period where westbound mainline train volume precludes AM peak reverse commuting.
12. On the Babylon Branch the same gap with no AM reverse peak service is 1 hour 43 minutes at the eastern terminus station.

The LIRR Third Track – A Project Devoid of Justification

All Reverse Peak AM Babylon Branch Passenger Trains Eastbound Weekday LIRR Schedule - 2017 Timetable 11 Trains on the Entire Babylon Branch Spanning From Penn Station to Babylon 6 AM to 10 AM											
For explanation, see "Reference Notes."											
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
PENN STATION	4:54	6:36	7:10	7:31	7:49	8:09	J 8:28	8:33	9:05	9:19	9:36
Woodside	5:05	6:47	J 7:10	J 7:34	8:01	J 8:11	J 8:39	J 8:39	9:16	J 9:25	J 9:42
Forest Hills				J 7:39	J 7:39	J 8:15	J 8:15	8:48	J 8:48	J 8:48	9:52
Kew Gardens				J 7:41	J 7:41	J 8:17	J 8:17	8:50	J 8:50	J 8:50	9:54
HUNTERSPPOINT AVE.											
ATLANTIC TERMINAL		J 6:37	J 6:47	J 7:29	J 7:50	J 8:04	J 8:30	J 8:35	J 9:05	J 9:05	J 9:31
Nostrand Avenue		J 6:43	J 6:43	J 7:35	J 7:35	J 8:10	J 8:36	J 8:42	J 9:12	J 9:12	J 9:38
East New York		J 6:48	J 6:48	J 7:40	J 7:40	J 8:15	J 8:41	J 8:47	J 9:17	J 9:17	J 9:41
JAMAICA (Arrive)	5:14	6:56	7:29	7:50	8:10	8:27	8:49	8:56	9:26	9:40	9:59
JAMAICA (Leave)	5:16	6:58	7:31	7:52	8:11	8:29	8:52	8:58	9:28	9:41	10:01
Lynbrook (Note)	5:29	7:14		8:05					9:41		10:14
Rockville Centre	5:32	7:17		8:08		8:44		9:14	9:44		10:16
Baldwin	5:35	7:20		8:11		8:47		9:17	9:47		10:19
Freeport	5:38	7:23	7:50	8:14	8:29	8:50		9:20	9:50	9:58	10:22
Merrick	5:41	7:25		8:17		8:53		9:23	9:53		10:25
Bellmore	5:44	7:28		8:20		8:56		9:26	9:56		10:28
Wantagh	5:47	7:30		8:23		8:59		9:29	9:59		10:31
Seaford	5:50	7:33	7:57	8:26	8:36	9:02		9:32	10:03		10:35
Massapequa	5:52	7:35		8:28		9:04		9:34	10:05		10:37
Massapequa Park	5:54	7:37		8:30		9:06		9:36	10:07		10:39
Amityville	5:57	7:39	8:02	8:33	8:41	9:09		9:39	10:10		10:42
Copiahue	6:00	7:42		8:36		9:12		9:42	10:13		10:45
Lindenhurst	6:03	7:45		8:39		9:15		9:45	10:16		10:48
BABYLON	6:08	7:51	8:08	8:44	8:47	9:20	9:26	9:50	10:21	10:24	10:53
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
Train #	12	14	16	18	22	24	2764	28	32	34	36

Exhibit 10

X. The Penn Station Tunnel Capacity – A Reverse Peak Issue Ignored

- There is no mention of a major factor impacting reverse commuting from for commuters originating in Manhattan. The four portals leading into Penn Station are a bottleneck. Amtrak trains originating in their Sunnyside Yard facility need to use the same four portals as the LIRR. Amtrak and the LIRR share the same peak periods. Northbound Amtrak trains terminating in Penn Station or heading to or from Boston also need these four portals. New Jersey Transit also utilizes these tunnels. A system wide graphic simulation of the LIRR system would highlight this issue.

The LIRR Third Track – A Project Devoid of Justification

XI. Bi-Level Cars – A Mainline Capacity Solution Dismissed by the DEIS

1. The DEIS dismisses the bi-level cars as a solution based on half truths and falsehoods.
2. The LIRR operates their railcars in attached pairs. One pair of M-7 cars which are single level seat 211 commuters. One pair of bi-level cars seat 280 commuters. The gain is 33% more commuters in the same 170 foot long footprint.
3. New Jersey Transit serves the same demographics as the LIRR. Both share Penn Station as their major terminus. New Jersey Transit will have their entire fleet converted to bi-level coaches by the year 2020.
4. The LIRR claims bi-level cars reduce operation flexibility. The basis of the LIRR statement is the cars are too high to enter the tunnels leading to the Atlantic Terminal and Grand Central Station.
5. The solution to the aforementioned issue is simple. Convert all mainline trains to bi-level equipment and keep other branches with single level electric cars.
6. The above scenario entail single level cars run to East Side Access and Grand Central via the East Side Access. Bi-level equipment runs to Penn Station and Hunterspoint Avenue.
7. The question begs to be asked how a modern day project such as the East Side Access does not accommodate all LIRR rolling stock. Faulty internal MTA/LIRR planning now becomes an excuse to disqualify the viable bi-level alternative. The tunnels into Penn Station were planned in the year 1901. These tunnels were designed with the foresight to accommodate the trains of today. The LIRR, Amtrak and New Jersey Transit operate their trains through a total of 6 tunnels east and west of Penn Station. A modern day and costly project such as the East Side Access is designed with height restrictions.
8. From 1932 to 1972 the LIRR operated double decker cars which were restricted from the Atlantic Avenue tunnels. For a forty year period the LIRR managed an issue which the DEIS claims an impediment to the operation.
9. The assembly of trains in LIRR yards is performed with computer assistance. The software program assigns specific equipment to specific train numbers by LIRR branch. A simple process muddled by the DEIS statements.

The LIRR Third Track – A Project Devoid of Justification

XII. The Mainline Capacity Solution – Justification for Bi-Level Cars

1. Today approximately 1/3 of mainline trains are bi-level equipment. The chart below presents an equipment listing by type and branch.
2. The next two charts depict current mainline peak period passenger trains by equipment type. This data is then employed to present a viable option significantly reducing mainline peak traffic for both AM and PM periods.

AM Peak Trains - LIRR Mainline Branches			
Current Timetables & Equipment - Floral Park to Hicksville			
AM Peak Period Trains - Designated in LIRR 2017 Timetables			
Mainline Branch	M-3 and M-7 Trains	Bi-Level Trains	Total AM Peak Mainline Trains
Montauk	0	5	5
Greenport	0	0	0
Oyster Bay	1	6	7
Port Jefferson**	11	7	18
Ronkonkoma	17	0	17
Total - All Mainline Branches	29	18	47
Equipment Percentage By Type	62%	38%	
**Note: Port Jefferson Branch Includes Huntington			
NOTE 1: The LIRR has the latitude on the Montauk branch of routing trains originating east of Babylon. These diesel powered trains can either continue along the Montauk branch to Jamaica or be routed to Mainline. This chart takes the worse case scenario that the AM Peak Period Montauk trains destined for Jamaica are routed via the Central branch to the Mainline.			
NOTE 2: The DEIS indicates forty nine (49) AM Peak Period Mainline Passenger Trains from Floral Park to Hicksville. Our review identifies forty seven (47) AM Peak Period Mainline Passenger Trains based on 2017 LIRR timetables indicating AM Peak Period trains.			
NOTE 3: The DEIS indicates thirteen (13) AM Peak Period Mainline Passenger Trains with Bi-Level Equipment. Our review identifies eighteen (18) trains utilizing Bi-level equipment if all Speonk- Montauk trains are routed onto the mainline.			
Exhibit 11			

The LIRR Third Track – A Project Devoid of Justification

PM Peak Trains - LIRR Mainline Branches			
Current Timetables & Equipment - Floral Park to Hicksville			
PM Peak Period Trains - Designated in LIRR 2017 Timetables			
Mainline Branch	M-3 and M-7 Trains	Bi-Level Trains	Total PM Peak Mainline Trains
Montauk	0	4	4
Greenport	0	0	0
Oyster Bay	1	6	7
Port Jefferson**	13	6	19
Ronkonkoma	13	0	13
Total - All Mainline Branches	27	16	43
Equipment Percentage By Type	63%	37%	
**Note: Port Jefferson Branch Includes Huntington			
NOTE 1: The LIRR has the latitude on the Montauk branch of routing trains originating east of Babylon. These diesel powered trains can either continue along the Mainline from Jamaica or be routed to the Montauk branch. This chart takes the worse case scenario that the PM Peak Period trains destined for Speonk - Montauk are routed via the Mainline to the Central branch.			
NOTE 2: The DEIS indicates forty seven (47) PM Peak Period Mainline Passenger Trains from Floral Park to Hicksville. Our review identifies forty three (43) PM Peak Period Mainline Passenger Trains based on 2017 LIRR Mainline timetables indicating PM Peak Period trains.			
NOTE 3: The bi-level traffic is based on the worst case scenario of routing all Speonk -Montauk trains onto the mainline in the PM Peak Period.			
Exhibit 12			

3. The next chart presents an all bi-level fleet on the mainline during Peak AM Period. The 33% greater seating capacity in the bi-levels results in reducing the current number of single level M-3 and M-7 trains.
4. The chart indicates in the AM peak period utilizing an all bi-level fleet the reduction is 10 trains when compared the existing LIRR fleet composition.

The LIRR Third Track – A Project Devoid of Justification

Scenario #1 - All Bi-level Equipment - Current Timetables			
AM Peak Trains - LIRR Mainline Branches			
Floral Park to Hicksville			
Mainline Branch	M-3 and M-7 Trains	Bi-Level Trains	Total AM Peak Mainline Trains
Montauk	0	4	4
Greenport	0	0	0
Oyster Bay	0	7	7
Port Jefferson**	0	15	15
Ronkonkoma	0	11	11
Total - All Mainline Branches	0	37	37
Equipment Percentage By Type	0%	100%	
**Note: Port Jefferson Branch Includes Huntington			
NOTE 1: The LIRR has the latitude on the Montauk branch of routing trains originating east of Babylon. These diesel powered trains can either continue along the Montauk branch to Jamaica or be routed to Mainline. This chart takes the worse case scenario that the AM Peak Period Montauk trains destined for Jamaica are routed via the Central branch to the Mainline.			
NOTE 2: The DEIS indicates forty nine (49) AM Peak Period Mainline Passenger Trains from Floral Park to Hicksville. Our review identifies forty seven (47) AM Peak Period Mainline Passenger Trains based on 2017 LIRR Mainline timetables indicating Peak Period trains.			
NOTE 3: The bi-level traffic is based on the worst case scenario of routing all Speonk - Montauk trains onto the mainline in the PM Peak Period.			
Exhibit 13			

5. The next chart presents an all bi-level fleet on the mainline during Peak PM Period. Again the benefits of reducing the number of trains previously achieved in the AM Peak are also realized in the PM Peak.
6. The chart indicates in the PM peak period utilizing an all bi-level fleet the reduction is 8 trains when compared the existing LIRR fleet composition.

The LIRR Third Track – A Project Devoid of Justification

Scenario #2 - All Bi-level Equipment - Current Timetables			
PM Peak Trains - LIRR Mainline Branches			
Hicksville to Floral Park			
Mainline Branch	M-3 and M-7 Trains	Bi-Level Trains	Total PM Peak Mainline Trains
Montauk	0	4	4
Greenport	0	0	0
Oyster Bay	0	7	7
Port Jefferson**	0	15	15
Ronkonkoma	0	9	9
Total - All Mainline Branches	0	35	35
Equipment Percentage By Type	0%	100%	
**Note: Port Jefferson Branch Includes Huntington			
NOTE 1: The LIRR has the latitude on the Montauk branch of routing trains originating east of Babylon. These diesel powered trains can either continue along the Mainline from Jamaica or be routed to the Montauk branch. This chart takes the worst case scenario that the PM Peak Period trains destined for Speonk - Montauk are routed via the Mainline to the Central branch.			
NOTE 2: The DEIS indicates forty seven (47) PM Peak Period Mainline Passenger Trains from Floral Park to Hicksville. Our review identifies forty three (43) PM Peak Period Mainline Passenger Trains based on 2017 LIRR Mainline timetables indicating Peak Period trains.			
NOTE 3: The bi-level traffic is based on the worst case scenario of routing all Speonk -Montauk trains onto the mainline in the PM Peak Period.			
Exhibit 14			

7. The next two charts summarize the comparison of the existing fleet of mixed single level and bi-levels to an all bi-level fleet for the mainline branches.
8. The charts include future growth based realistic mainline ridership increases in the AM and PM peak periods.
9. The reduction of AM and PM peak period trains employing a mainline bi-level fleet is summarized in the next two charts.

The LIRR Third Track – A Project Devoid of Justification

Equipment Comparison Summary				
AM Peak - Mainline Passenger Trains				
Current Roster of Mixed Equipment versus Future All Mainline Bi-Level Fleet				
	Current Equipment Roster - M-3 and M-7 Trains and Bi-Level Trains	Proposed Equipment Roster - All Bi-Level Trains	Decrease in Mainline Trains Using All Bi-Level Trains	Percent Decrease Mainline Trains
Number of AM Peak Mainline Trains Year 2020	47	37	-10	27%
Number of AM Peak Mainline Trains Year 2025	49	39	-10	26%
Note 1: Number of AM Trains based on 2017 LIRR Mainline Peak Period Timetables.				
Note 2: Growth based on 1.0% annual increase in Main line ridership. The East Side Access growth numbers having zero credibility are not included in Year 2025.				
Exhibit 15				

Equipment Comparison Summary				
PM Peak - Mainline Passenger Trains				
Current Roster of Mixed Equipment versus Future All Mainline Bi-Level Fleet				
	Current Equipment Roster - M-3 and M-7 Trains and Bi-Level Trains	Proposed Equipment Roster - All Bi-Level Trains	Decrease in Mainline Trains Using All Bi-Level Trains	Percent Decrease Mainline Trains
Number of PM Peak Mainline Trains Year 2020	43	35	-8	23%
Number of PM Peak Mainline Trains Year 2025	45	36	-9	25%
Note 1: Number of AM Trains based on 2017 LIRR Mainline Peak Period Timetables.				
Note 2: Growth based on 1.2% annual increase in PM Peak Main line ridership. The East Side Access growth numbers having zero credibility are not included in Year 2025.				
Exhibit 16				

The LIRR Third Track – A Project Devoid of Justification

XIII. Bi-Level Cars – Advantages

1. The reduction in mainline train traffic offered by the bi-level fleet opens the door for other opportunities.
2. Reduced number of Peak LIRR trains equates to less contention with Amtrak in the four East River Tunnels.
3. With less Amtrak contention the window opens for the LIRR to expand reverse peak commuting opportunities from Penn Station.
4. The third track offers no opportunity to increase Reverse Peak trains servicing Penn Station.
5. The average time between mainline peak trains is at approximate intervals of 6 minutes 30 seconds with a bi-level fleet. A one track peak period operation is readily feasible.
6. The DEIS statement on bi-level motive power is quoted verbatim below:

“Bi-level train cars are currently restricted from being utilized on the Atlantic Branch (serving Atlantic Terminal, Brooklyn), and must be hauled by a dual-mode locomotive into and out of Penn Station, of which the LIRR currently operates a limited number ”
7. The aforementioned DEIS statement is incorrect on several points. The bi-levels cars are not restricted to dual mode locomotives into Penn Station. New Jersey Transit hauls their bi-level cars primarily utilizing electric locomotives into Penn Station. Their electric locomotive fleet of approximately 64 units is augmented with 35 dual mode locomotives.
8. Almost one half the LIRR locomotive fleet are dual mode thereby disqualifying the DEIS statement on limited number.
9. There is no valid reason the LIRR could not follow the New Jersey Transit model.
10. The LIRR bi-level solution entails electric locomotives operating in third rail territory on mainline branches. The bi-level cars are the same configuration as currently operated by the LIRR. Essentially two types of bi-level cars – cab cars and trailers.
11. The role of dual mode locomotives remains unchanged from the current operation. This type of locomotive will continue servicing non-electrified territories with the requirement for Penn Station service.

The LIRR Third Track – A Project Devoid of Justification

12. Conventional diesel locomotives will continue their current role on trains not requiring Penn Station access.
13. The DEIS statement on bi-level car acquisition is quoted verbatim below:

“Purchasing a substantial number of new bi-level trains as a way to enhance capacity would reduce operational flexibility and make it more difficult for LIRR to manage its fleet”.
14. The aforementioned statement is not true. Acquiring additional bi-level cars of the current configuration standardizes the LIRR fleet.
15. Today there is a mix of equipment on the two largest mainline branches. Both Port Jefferson and Ronkonkoma have M-3/M-7 cars in their electrified territory and bi-levels to points east.
16. Operating an all bi-level fleet on the mainline branches and conventional M-3/M-7 cars on all other branches standardizes equipment on each branch.
17. If the LIRR continues to insist operational flexibility is impeded by the bi-level solution, then a third party needs to be retained. The third party must operate independently of the MTA to avoid the LIRR bias of justifying the third track. The LIRR provides projections on train movement data and revised track layouts to the third party. The train movement data is then converted into a workable operational scenario by the third party. LIRR then is presented with the plan.
18. The mainline fleet reduction by 1/3 takes an already questionable project off the table. The 76.6 million dollar Mid-Suffolk Yard expansion at Ronkonkoma goes away.
19. Operational flexibility mentioned several times in the DEIS. Yet the LIRR abandoned branches such as the tracks which connected the main line from Mineola to the Hempstead branch in Garden City. This branch connected then with the West Hempstead and onto the Montauk branch in Valley Stream.

XIV. Coupling the Bi-Level Solution with Passing Sidings

1. Passing sidings provide operational flexibility for unforeseen conditions. With reduced mainline traffic employing bi-levels and installing passing sidings the LIRR achieves operational flexibility benefits. This scenario avoids disrupting mainline communities with third track construction

The LIRR Third Track – A Project Devoid of Justification

XV. Train Growth – DEIS Errors Invalidate Projections

1. Review of the DEIS fails to locate any seating capacity charts for the Peak Periods indicating percent utilization of seating in mainline trains.
2. Without a baseline, future DEIS train growth projections are invalid.
3. The DEIS does not indicate seating capacity employed in train growth projections. This premise results in questionable train growth forecasts.
4. Another faulty DEIS criterion is the correlation of train growth to ridership increases.
5. The DEIS applies the ridership growth factor percentage directly to the number of applicable trains.
6. The fallacy of this method is ridership growth does not necessarily equate to adding entire mainline trains.
7. The 2011 thru 2015 ridership growth on the Ronkonkoma branch is approximately 1,000 additional commuters in the AM peak.
8. The aforementioned growth would warrant an additional train.
9. The ridership growth on each other mainline branches is less than a complete train during the 2011 thru 2015 period.
10. Yet the ridership growth on these branches although fractional are represented as a sum total resulting in the DEIS adding trains.
11. The LIRR Passenger Services group evaluates ridership growth on an individual basis per each branch.
12. Adding railcars to trains accommodates growth when a full train is not warranted. The sum total of all the additional railcars coupled to existing trains could add up to one equivalent train.
13. Yet there are no additional trains added to the mainline branches based on the above mentioned criteria.
14. The LIRR needs to provide documentation detailing the criteria for facilitating ridership growth. Intermediate steps along with the threshold criteria for adding trains on each mainline branch need definition.

The LIRR Third Track – A Project Devoid of Justification

XVI. Socio-Economic Exclusion – The Third Track Fails to Benefit All

1. Mainline ridership growth is predicated on the ability of the LIRR to attract prospective customers. Those considering the LIRR must possess the financial ability to afford the service.
2. The DEIS chapter on Socio-Economic Conditions has charts profiling the economic decline of family earnings within 9.8 mile mainline corridor. This regional economic decline is not limited to the mainline study area.
3. The DEIS does not address economic decline as this factor relates to ridership
4. Public funding for the third track comes from citizens in all economic levels within our state. Yet not all those citizens have the economic ability to afford a LIRR ticket.
5. In a reverse commute AM peak survey in the DEIS, the LIRR used the Port Washington branch to develop growth data for the main line. The Port Washington branch experienced robust ridership growth in the 2015 LIRR annual report. Presented in the next chart is an economic demographics ridership comparison between the mainline Ronkonkoma branch and the Port Washington branch.
6. The chart includes the final destination communities of both branches and 4 preceding stations. The chart highlights how the purchase of a LIRR monthly ticket is a financial hardship for residents along the mainline communities. Commuting on the LIRR requires an inordinate percentage of their monthly gross per capita income.
7. The chart highlights the economic impediments to mainline ridership growth. This issue is self induced by regular LIRR fare hikes which increased the gap to ticket affordability for lower income residents.
8. By design government funded transit systems are intended to provide mobility for citizens in the lower rungs of the economic ladder. Reaching a more lucrative job market is the basis of upward mobility. The LIRR is tasked as a public agency to assist achieving this goal. The economic impact of purchasing a LIRR monthly ticket is not affordable for those in the lower income brackets. With the LIRR monthly fares being out of the realm of affordability, the railroad is not a viable means of reaching the NYC job market. A major segment of our local population is economically denied access to mobility and reaching a prime job market.
9. This situation leads to the debate whether the third track project is a public benefit economically accessible to all.

The LIRR Third Track – A Project Devoid of Justification

LIRR Ronkonkoma - Port Washington Branches - Economic Demographics - Ridership Comparison							
Ronkonkoma Main Line Branch/Station	Percentage Annual LIRR Branch Ridership Increase Year 2015	Per Capita Monthly Gross Earnings Year 2015	Monthly LIRR Commutation Ticket to Penn Station	Monthly NYC Bus - Subway Costs	Automobile Costs Monthly Including Insurance (Station car)	Total Monthly Commuting Costs	Percentage of Gross Monthly Earnings Required to Commute
Ronkonkoma	0.44%	\$2,922	\$377	\$120	\$300	\$797	27%
Central Islip	0.44%	\$1,934	\$377	\$120	\$300	\$797	41%
Brentwood	0.44%	\$1,745	\$377	\$120	\$300	\$797	46%
Deer Park	0.44%	\$2,919	\$338	\$120	\$300	\$758	26%
Wyandanch	0.44%	\$1,773	\$338	\$120	\$300	\$758	43%
Port Washington Branch/Station	Percentage Annual LIRR Branch Ridership Increase Year 2015	Per Capita Monthly Gross Earnings Year 2015	Monthly LIRR Commutation Ticket to Penn Station	Monthly NYC Bus - Subway Costs	Automobile Costs Monthly Including Insurance (Station car)	Total Monthly Commuting Costs	Percentage of Gross Monthly Earnings Required to Commute
Port Washington	3.72%	\$5,089	\$252	\$120	\$300	\$672	13%
Plandome	3.72%	\$10,468	\$252	\$120	\$300	\$672	6%
Manhasset	3.72%	\$5,196	\$252	\$120	\$300	\$672	13%
Great Neck	3.72%	\$3,335	\$218	\$120	\$300	\$638	19%
Little Neck	3.72%	\$4,569	\$218	\$120	\$300	\$638	14%
Exhibit 17							

10. The economic exclusion of a major market segment from accessing the LIRR makes suspect main line future ridership growth projections. This excluded market only grows with future fare increases. Cost of living

The LIRR Third Track – A Project Devoid of Justification

adjustments for the economically disadvantaged will not keep pace with LIRR fare increases. An upcoming section reinforces this statement.

XVII. The Ripple Effect of Contrived LIRR Project Justifications

1. The third track project containing assorted contrived justifications has prompted a closer examination of other current LIRR projects.
2. The 20% growth for the East Side Access project has zero credibility. Currently the LIRR has 300,000 daily commuters. The premise of the East Side Access growth is 60,000 potential commuters will have tolerated 14 years of construction delays. At the watershed moment the East Side Access opens in September 2023 the 60,000 potential riders will abandon their current modes of transportation. These potential customers will mystically appear at LIRR stations eager to pay exorbitant fares for subpar service to a previously accessible destination.
3. The LIRR Mainline is experiencing over growth at 0.7% annually. The East Side Access growth projection of 20% equates to 28 years of mainline growth directly attributed to one event occurring in September 2023.
4. The 20% East Side Access growth factor is applied to the mainline ridership projections past the 2023 anticipated opening date of this project.
5. The East Side Access project is the most expensive public works project in the U.S. today. Where does New York State government draw the line between hype and fraudulent claims?
6. The East Side Access services a destination which is accessible today via several combined LIRR transportation and subway options. The project will only redistribute the existing LIRR customer base to a destination which will be easier to access.
7. The opportunity to gain new customers is the city zones and new Sunnyside Station of the LIRR. The MTA website indicates the opportunity to convert Number 7 subway train riders to LIRR riders will present sizeable ridership gains. Outside of the city zone and the LIRR is hard pressed to validate the 20% ridership growth projection for East Side Access.
8. This bogus East Side Access growth is dialed into the third track project. One unjustifiable project attempts to justify another.
9. During the third track review process another LIRR project surfaced with justification based on bogus East Side Access growth. The Mid-Suffolk Yard Expansion is a 76.6 million dollar yard. The project scope entails the

The LIRR Third Track – A Project Devoid of Justification

enlargement of the Ronkonkoma railcar storage yard. Considering the Ronkonkoma line has 0.44% annual ridership growth, how does the LIRR justify enlarging the railcar storage yard?

XVIII. The DEIS – Chock Full of Irrelevant Information While Devoid of Justifications

1. Automobile traffic surveys estimate 1 million cars on the roads daily in the Western Nassau and Eastern Queens region.
2. The DEIS addresses a handful of cars at railroad crossings which is irrelevant to the vast majority of Long Island motorists.
3. The DEIS does not mention how many autos are removed during rush hours from major traffic arteries by the Third Track Project.
4. Reducing traffic volume on major thoroughfares such as Jericho Turnpike, Stewart Avenue, Hillside Avenue, Northern State Parkway or the Long Island Expressway is not addressed in the DEIS.
5. The DEIS makes no mention of a reduction in commute times for LIRR mainline commuters.
6. The DEIS dwells in detail on quantifying the number of occupants by automobile commuting to their mainline railroad stations. Local vehicle traffic patterns are analyzed in detail. This data has no bearing on the justifying the third track project. It is apparent millions of dollars have been squandered away funding consultants focused on non-issues.
7. How does the LIRR expect mainline communities and the motoring public to embrace a project with no quantifiable benefits for the two aforementioned parties?
8. The mission of a transit system is to entice a target market which includes motorists onto trains and buses. The third track project fails to address this basic objective.

XIX. LIRR Capital Projects – Background and Overview

1. The LIRR Capital Program was initiated in 1982.
2. Funds approaching 30 billion dollars have either been expended or funded through 2019 on the LIRR including the East Side Access project.

The LIRR Third Track – A Project Devoid of Justification

3. It is a sad commentary when most Long Islanders would be hard pressed to recite one benefit this expenditure has provided to their daily commute.
4. Considering daily ridership is at 300,000 commuters based on single trips, the Capital Programs expenditures equates to \$100,000 per rider. Yet travel time has not significantly decreased for the majority of riders. Fares have risen exponentially since the inception of the LIRR Capital Programs in 1982. These factors are further addressed in a separate section.
5. Funding has been squandered away on ill-conceived and misguided projects. The convoluted justification process for prior projects parallels the third track initiative.

XX. Massive Fare Increases with No Definable Benefits

1. The focus of this section is mainline commuter fare increases and commuting times. As stated in previous sections, the basis of future mainline growth of LIRR ridership is the ability to offer cost effective and timely service.
2. The chart below summarizes mainline fare increases and the economic impact on a monthly commutation ticket. The time frame selected corresponds to the inception of the LIRR Capital Programs in 1982. Realize an investment approaching 30 billion dollars has been made in the LIRR since 1982. Despite this investment internal LIRR costs have spiraled out of control. Commuters and taxpayers pay the price for internal LIRR mismanagement.

Mainline Fare Increases - Huntington To Penn Station - Monthly Commutation Ticket - 1982 - 2016						
Main Line Branch/Station	1982 Monthly Commutation Ticket Cost	2016 Monthly Commutation Ticket Cost	Dollar Increase 1982 to 2016	Percent Increase Overall	Deduct for COLA Between 1982 to 2016	Real Percentage Increase 1982 to 2016
Huntington	\$102.75	\$338.00	\$235.25	329%	97%	232%
Note 1: Cost of Living Adjustments based on Social Security Administration annual increases						
Note 2: LIRR approved fare hike for 2017 is not included in above noted numbers						
Exhibit 18						

The LIRR Third Track – A Project Devoid of Justification

3. Fare increases exponentially outpacing COLA serve only to further economically disenfranchise a larger share of potential low and middle income riders.
4. The next chart presents commuting time on this same mainline LIRR branch. The chart spans the same time period as the previous chart. Again the year 1982 was the inception of the multi-billion LIRR Capital Program. The chart compares AM Peak commute times between Port Jefferson and Penn Station in 1982 and 2017.

Commute Time Comparison - Port Jefferson To Penn Station			
1982 and 2017			
AM Peak Period – Mainline Branch			
	Leave Port Jefferson	Arrive Penn Station	Commute Time
1982 Timetable	6:14 AM	8:01 AM	1 Hour 47 minutes
2017 Timetable	6:18 AM	8:02 AM	1 Hour 44 minutes
Improved Commute Time Over 35 Years			3 Minute Reduction
Note 1: The timetable comparison focuses on trains in similar time slots in 1982 and 2017. Dual mode trains are not reflected in the above comparison. Dual mode trains take 1 hour 36 minutes from Port Jefferson to Penn Station. Two dual mode trains in each peak period are operated weekdays.			
Note 2: Port Jefferson - Huntington branch carries the most main line passenger ridership. This branch also has the highest ridership of all LIRR branches. The 2015 LIRR Annual Ridership Report has growth on this main line branch at 0.29%.			
Note 3: Numerous improvements were implemented from 1982 to 2017. These include and are not limited to double tracking between Amott Interlock in Syosset to Huntington, high level platforms, bi-levels cars and dual mode locomotives.			
Exhibit 19			

The LIRR Third Track – A Project Devoid of Justification

5. The next chart compares Off Peak commute times between Port Jefferson and Penn Station in 1982 and 2017.
6. The Off Peak period is the highest growth segment for LIRR ridership.
7. The Huntington – Port Jefferson branch has not demonstrated any Off Peak commute time improvements during the past 35 years. Although the highest ridership of any branch, investment demonstrating definable improvements have been minimal. The growth in Off Peak commute times substantiates this statement.
8. A prime example of an additional track not providing faster commute times are the Off Peak trains on the Port Jefferson-Huntington branch. In 1985 a much touted project adding a track was implemented on this branch. As typical with LIRR Capital Programs projects, service improvements were presented to the public as the justification. A review of off peak commute times indicates the contrary. The double tracking project between Amott interlock in Syosset and Huntington delivered no definable benefits to off peak riders.

Commute Time Comparison - Port Jefferson To Penn Station			
1982 and 2017			
Off Peak Period - Mainline Branch			
	Leave Port Jefferson	Arrive Penn Station	Commute Time
1982 Timetable	11:26 AM	1:20 PM	1 Hour 54 minutes
2017 Timetable	11:36 AM	1:27 PM	2 Hours 1 minute
Additional Commute Time Growth Over 35 Years			7 Minutes Longer
Notes: Same notes on previous chart labeled Exhibit 19 apply to this chart.			
Exhibit 20			

The LIRR Third Track – A Project Devoid of Justification

XXI. Out of Control Internal Costs = Massive Fare Increases

1. Decades of failure by LIRR management to control internal costs now result in a biased fare structure. The end result is a key market segment economically excluded from a system which is mandated to serve all.
2. The DEIS has charts dedicated to the number of occupants in cars driving to railroad stations along the 9.8 third track corridor. The LIRR fails to get the big picture on future growth and economic demographics.
3. As stated in a previous section, the LIRR 2015 Annual Ridership Report indicates a system with robust growth in branches nearest the boroughs. As addressed in a previous section, affordability is a defining factor for branch ridership growth.
4. Historical trends dictate significant fare increases will continue. There are numerous internal contributing factors to the inordinately high LIRR fare increases.
5. Gross overstaffing, exceptionally low productivity which hovers around 15% for LIRR shop employees, overly generous benefits, unjustifiable overtime, employees who ride for free are only a few contributing factors to exorbitant fares. 70 percent of the LIRR annual budget covers labor and related costs.
6. Appeasing a small population of LIRR employees results in economically disenfranchising a much larger segment of our local population.
7. The basis of any business is balancing factors affecting cost and service. To their credit, the LIRR does a remarkable job safely transporting millions of passengers annually. Yet the service at any price scenario does not work for our region.

XXII. The Hempstead Branch

1. The inclusion of the Hempstead Branch into the DEIS signifies LIRR efforts to bolster the unjustifiable third track project.
2. The Hempstead Branch data incorporated in the DEIS only serves to invalidate the findings and projections of the entire report.

The LIRR Third Track – A Project Devoid of Justification

XXIII. Going Forward - Recommendations

1. Setting the unjustifiable third track aside, there may be certain elements contained in the DEIS which mainline localities opt to consider.
2. The decision to pursue specific aspects of the DEIS is at the discretion of local elected officials and residents.
3. The remaining funds initially earmarked for the third track project need to be allocated for future regional transportation initiatives.
4. Funding a study to construct a high speed maglev or monorail system elevated over the Long Island Expressway is way past due. Long Island is begging for 21st century transportation solutions. The study needs to include secondary feeder lines above major north-south arteries. Commuter parking is achieved by decking above the LIE at station locations
5. A high speed rail system above the Long Expressway has both the economic and environmental benefits for Long Island.
6. Elected officials pushing the third track project need to face reality. A modern day transportation alternative to the LIRR is long overdue and needs to be launched. Massive investment in the LIRR has realized zero commuting benefits for the vast majority of Long Island residents. Elected officials have an obligation to propose projects which benefit the largest swath of residents while delivering definable benefits to our region.

XXIV. Concluding Statements

1. Although a voluminous document, the DEIS fails to stand the test of basic scrutiny on key third track justification issues.
2. The expenditure on the DEIS and previous Mainline corridor improve project represent a massive waste of our tax dollars.
3. At this juncture it behooves the LIRR to objectively evaluate alternatives and present these findings to the public. This task creates a potential conflict considering the DEIS reflects a LIRR bias to one mainline capacity solution.
4. Placing differing opinions aside on the third track issue, the LIRR is to be respected for accomplishing the formable task of safely transporting almost 90 million riders annually.
5. The challenge going forward is to cost effectively offer service to achieve ridership growth across all economic levels in our region.

The LIRR Third Track – A Project Devoid of Justification

6. The goal of reducing internal costs thereby reducing fares is the only option to expand market growth opportunities.
7. The LIRR workplace culture will resist any effort to do more with less. Employee compensation and job security are not tied to the passenger volume. There is no incentive for employees to reduce internal costs and help grow the business.
8. An absence of an internal cost reduction program paves the way for future fare increases stunting market expansion opportunities.
9. Without a credible basis for mainline ridership growth, the LIRR is hard pressed to justify future projects based on an expanded customer base.

David Yuguang Qian & Sang Airu Qian
House Owner of 1417 Plaza Ave. New
Hyde Park, NY 11040

February 15 2017

CERTIFIED MAIL

Edward M. Dumas, Vice President- Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Rail Road, MC 1131
Jamaica Station Building, Jamaica, NY 11435

Dear Sir:

We have received a Certified Mail from Governor Cuomo and MTA regarding LIRR Expansion Project. You reminded our property adjacent to this project and will acquire a permanent easement (Table 1-11 of Chapter 1). As we called Mr. Hector, Garcis in your office today, we shall repeat our requirement in this letter. We are 76 years old seniors and sick peoples. We can not live here in a noise, dust and traffic environment during construction for four years more. we might be killed before this project completion. We are supporting LIRR Expansion Project benefiting all Long Island resident. The best way is MTA permanently take our house. I hope that MTA take over our property for our and your convenience if the project finally decided. We just want to obtain in fair market price, then we shall look for another house as soon as possible. Please freely call us to resolve it. My phones are (917)892-1088 or (516)502-2330. Your early reply be appreciated!

Sincerely,



David Yuguang Qian and Sang Airu Qian
Property Owners Of 1417 Plaza Avenue, New Hyde Park, NY 11040

LIRR Expansion Project - DEIS
At-Grade Crossing Elimination in New Hyde Park

Close the South 12th Street Public Highway-Rail At-Grade Crossing Completely to Vehicle Traffic (Figure 1-23 attached)

I / We Donald & Diane North
as resident(s) of 1200 4th Avenue, New Hyde Park, New York 11040 request the
following actions related to the LIRR Expansion Project At-Grade Crossing Eliminations:

As part of the LIRR Expansion Project, the New Hyde Park Group of Public Highway-Rail At-Grade Crossings of New Hyde Park Road, Covert Avenue and South 12th Street are to be eliminated. The LIRR currently proposes that New Hyde Park Road and Covert Avenue be depressed under the railway. The LIRR currently indicates that the South 12th Street Public Highway-Rail At-Grade Crossing may be eliminated similarly to New Hyde Park Road and Covert Avenue or it may be closed completely to vehicle traffic.

The South 12th Street Public Highway-Rail At-Grade Crossing should be closed completely to vehicular traffic (Option 1). This course of action has several advantages, including a savings of \$100 million of taxpayer dollars and an overall reduction in the project construction timeframe. The LIRR currently proposes that the New Hyde Park Railroad Station platforms be extended westward, with the platforms crossing over South 12th Street to accommodate M-3, M-7 and M-9 trains that are twelve (12) railroad cars long. The 2nd and 3rd Avenue vehicle and pedestrian infrastructure design will be enhanced by eliminating the South 12th Street At-Grade Crossing bottleneck in the middle of the New Hyde Park railroad station hub. The Pedestrian Bridge (Figure 1-15) above the railroad will be located near the western end of a reconstructed New Hyde Park Railroad Station.

The One-Way Southbound Only Vehicle Underpass with One Sidewalk Only (Option #2) would require property takings in front of residential homes on South 12th Street. Governor Cuomo expressly stated that there should be no residential property takings – partial or full. We agree with the Governor Cuomo.

Therefore we the residents of 4th Avenue request that as part of the LIRR Expansion Project the South 12th Street At-Grade Crossing Elimination be accomplished by Utilizing

OPTION #1: PERMANENT CROSSING CLOSURE
WITH PEDESTRIAN BRIDGE (Figure 1-25 attached)

Edward W. Powers

123 South 12th Street, New Hyde Park, NY 11040, 516-354-5429, ewap@optimum.net

December 1, 2016

MTA Long Island Railroad, LIRR Expansion Project - DEIS Comments

Jamaica Railroad Station, Jamaica, New York 11435

Ladies & Gentlemen:

I am pleased that the Long Island Railroad Expansion Project includes at-grade crossing elimination in New Hyde Park. Living 200 feet from the South 12th Street at-grade crossing for the last 50 years, I can attest to the dangerous convergence of trains, motor vehicles and pedestrians at the New Hyde Park Road, Covert Avenue and South 12th Street at-grade crossings.

As a long-time resident and former fire chief, I've witnessed numerous accidents at all three at-grade crossings involving pedestrians, cars, trucks and, of course, trains. The proposals for at-grade crossing elimination at the New Hyde Park Group will separate these accident elements completely. Permanent crossing closure with a pedestrian bridge at South 12th Street will eliminate the New Hyde Park LIRR Station Hub motor vehicle bottleneck. It will also allow for extension of the station platforms westward to accommodate 12-car M3, M7 and M9 trains. The rear wall of the reconstructed railroad station platforms should be sound attenuation walls the height of train wheel carriages. These sound attenuation walls should extend westward to South 4th Street on the north side and Covert Avenue on the south side of the tracks.

The South 12th Street at-grade crossing currently handles less than 10% of all motor vehicle traffic traversing the three at-grade crossings of the New Hyde Park Group. The elimination of the at-grade crossings at Covert Avenue and New Hyde Park Road will allow for unfettered north-south motor vehicle movements – easily handling the South 12th Street permanent motor vehicle traffic diversions upon closure. South 12th Street closure savings could be used for Village of New Hyde Park (VNHP) infrastructure upgrades including a relocated DPW garage and roadway resurfacing on all streets within the LIRR Expansion Project construction zone. Additionally, economic assistance could be provided to the VNHP for loss of tax revenue and construction “hardship” issues for the duration of construction in VNHP related to all facets of the project. A VNHP parking garage north of the LIRR is important since residents who park in the station area are from north of Jericho Tpke.

I appreciate the extensive public outreach and Gov. Cuomo's personal involvement in the dialogue related to the project. It is my hope that this open process will continue through-out the DEIS, EIS, Design-Build and Build-Out phases of the project. At-grade crossing elimination of the New Hyde Park Road (Option #1), Covert Avenue and South 12th Street (Option #1) should be completed for the safety and tranquility of all.

Warmest Regards,

Edward W. Powers

Director of Emergency Management - Town of Hempstead

Trustee - Nassau Community College

Former Chief – New Hyde Park Fire Department

- A minimum of two ADA-compliant ramps at each platform per NYS accessibility code requirements. Ramps would be heated to facilitate snow removal.

LIRR would work with local villages to establish Memoranda of Understanding to reaffirm maintenance and security responsibilities for each station area. LIRR also would provide initial funding and explore longer term license agreements with villages or community groups interested in landscaping and gardening in station areas.

LIRR station guidelines designate “use levels” for each station based on the daily ridership. These use levels dictate specific requirements that must be followed for each station in that category (with limited allowable deviations). These requirements include, but are not limited to: station building requirements, waiting room areas, bench quantity, shelter size and quantity, and lavatory planning requirements. Proposed improvements at the five stations within the Project Corridor consider each station’s use level, and are described in more detail below and in **Appendix 1-A. Figure 1-15** is a rendering showing potential station improvements. LIRR will implement Enhanced Station Initiatives such as station art, WiFi, digital signage, and other amenities.

NEW HYDE PARK STATION

The existing New Hyde Park Station building located north of the westbound platform would remain. To accommodate the new third track, the existing eastbound (southern) platform would be demolished and replaced with a new eight-foot-wide side platform. The existing westbound (northern) platform would be demolished and replaced with a new eight-foot-wide side platform. Access to the platforms would be provided by four new staircases and two ADA-accessible ramps. The ramps would be sufficient for ADA compliance and therefore elevators would not be required.

Access at the eastern end of both platforms would be integrated with the reconfigured New Hyde Park Road crossing (discussed later in this chapter). Access to the station from New Hyde Park Road would be provided from sidewalks and stairs located on both the east and west side of the road. Access between the eastbound and westbound platforms would be provided by a new pedestrian overpass with elevators and covered stairs. A new pedestrian overpass would be west of South 12th Street. Other enhancements, such as a plaza area, with green space, located on Third Ave east of Baer Place to the existing dead end, are being considered. This portion of Third Avenue, east of Baer Place, would be permanently closed to traffic.

The vertical profile would remain relatively unchanged at New Hyde Park Station, meaning that the top of the finished platforms would be approximately the same height as the existing platforms. Platform shelters, canopies, and benches would be constructed per LIRR station guidelines.

MERILLON AVENUE STATION

To accommodate the new third track, the existing eastbound (southern) platform would be demolished and replaced with a new eight-foot-wide side platform located just south of the new third track. The existing building (not currently in use) would be demolished to make room for additional parking. The existing westbound (northern) platform would be demolished and replaced with an eight-foot-wide side platform. Access to the platforms would be provided by four new staircases and two ADA-accessible ramps. Since the ramps would provide sufficient ADA-compliant access from grade level to platform level, elevators would not be required.

replacement substations would occupy the same parcels as the present equipment. Each substation would be removed from service and prefabricated substation equipment would be used to expedite the implementation of the new units. This would allow the existing substations to function for a longer period of time, as the prefabricated building can be constructed and factory tested offsite until such time it is deemed necessary to de-energize the existing equipment.

STREET-LEVEL GRADE CROSSINGS

This DEIS considers several potential options for each grade crossing listed below, with the exception of Covert Avenue. With respect to the Covert Avenue grade crossing, after consideration of several factors, including design criteria, impacts on traffic, construction impacts and duration, other environmental considerations, and the satisfaction of the Project Purpose and Need, LIRR has preliminarily concluded that only one option (discussed below) is available—subject to further input received from the public and elected officials for the municipalities where the grade crossing is located. Various other concepts (e.g., one-way and two-way overpass concepts in which the roadway would be elevated over the tracks) were considered and dismissed from further analysis, as explained in the Final Scoping Document. Unlike the project considered in 2005, the LIRR Expansion Project does not require the substantial number of property acquisitions at the grade crossings or the disruption to local communities through extended construction periods. The LIRR Expansion Project avoids these concerns through re-designing the grade crossing separations in response to community input.

The State will coordinate with the County and local municipalities to establish maintenance responsibilities for the new structures, sidewalks, and roadways.

The modifications to the grade crossings would be designed to accommodate bicycle traffic within travel lanes, emergency vehicles, snow plows, and truck traffic. Sidewalks or pedestrian bridges are proposed to allow for pedestrian and first responder access. **Figure 1-18 through Figure 1-52** show existing aerial images for each location as well as the design options outlined below.

COVERT AVENUE CROSSING

Covert Avenue—Two-Way Underpass with Sidewalk, LIRR Tracks Raised Several Feet

The Covert Avenue crossing would be reconstructed to provide a two-lane grade-separated underpass with a sidewalk on the east side. It would require raising the LIRR tracks approximately five feet in order to keep Second Avenue and Third Avenue open to through-traffic and avoid the acquisition of residential property. This option would provide a one-way service road connecting Covert Avenue northbound traffic to Third Avenue and Covert Avenue southbound traffic to Second Avenue. The existing access from Covert Avenue to the commercial building at the northeast corner of Covert and Second Avenues would be restricted, potentially requiring acquisition. Minor reconstruction to Second Avenue, Third Avenue, Wayne Avenue, and driveways would be necessary.

SOUTH 12TH STREET CROSSING

South 12th Street—Option 1: Permanent Crossing Closure with Pedestrian Bridge

This option would permanently close South 12th Street to vehicular traffic across the LIRR tracks and provide an ADA-compliant pedestrian bridge over the tracks with elevators and stairs providing access from Second Avenue and Third Avenue, integrated into the station design. The crossing vehicle traffic would divert to Covert Avenue and New Hyde Park Road, which are less than ¼-mile away on either side of the tracks and would be grade-separated.

South 12th Street—Option 2: One-Way Underpass with Sidewalk and Pedestrian Bridge

This option would construct a one-way grade-separated southbound underpass with a sidewalk on the east side and a pedestrian bridge integrated into the station design. It would provide a one-way service road connecting north bound South 12th Street traffic to Third Avenue and south bound South 12th Street traffic to Second Avenue. This option would result in the loss of approximately eight on-street parking spaces along South 12th Street and would re-route South 12th Street northbound traffic onto other roads in the area. The adjacent crossing streets are less than ¼-mile away on either side of the tracks.

NEW HYDE PARK ROAD CROSSING

New Hyde Park Road—Option 1: Five-Lane Underpass with Kiss and Ride northwest of Tracks

The New Hyde Park Road crossing would be reconstructed as a five-lane grade-separated underpass with sidewalks on the east and west sides of the underpass. It would provide a dedicated left-turn lane from southbound New Hyde Park Road to Clinch Avenue. Reconstruction of Clinch Avenue, Greenridge Avenue, Plaza Avenue, and Second Avenue would be necessary to improve safety. Pedestrian access from Garden City to the LIRR Station would be provided via a pedestrian crossing parallel to and south of the tracks and a pedestrian crossing north of the tracks. This option would require the acquisition of the commercial building at the southwest corner of New Hyde Park Road and Plaza Avenue. The space created with this acquisition would be used to connect Second Avenue to Plaza Avenue, providing a dedicated left-turn lane from northbound New Hyde Park Road to Plaza Avenue, providing space for a Kiss-and-Ride area, allowing for a safe and convenient location to drop off and pick up railroad passengers; the remaining space would be used for parking, drainage and stormwater management.

New Hyde Park Road—Option 2: Four-Lane Underpass with Kiss-and-Ride southwest of Tracks

This option would entail the construction of a four-lane grade-separated underpass with sidewalks on the east and west sides of the underpass. A dedicated left-turn lane would be provided for southbound New Hyde Park Road traffic turning onto Clinch Avenue. The left lane of the northbound New Hyde Park Road traffic would be shared with a left turn onto Plaza Avenue. This option would involve construction of a Kiss-and-Ride area on the southwest side of New Hyde Park Road. This option would not require the acquisition of any buildings. Under this option, Second Avenue would not be accessible to (connect to) New Hyde Park Road.

Greater New Hyde Park Concerned Citizens Civic Assn.

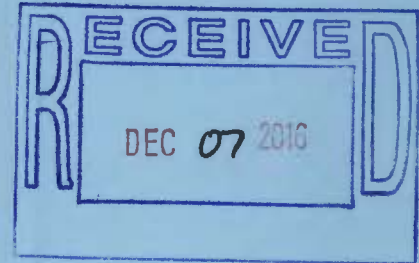
123 South 12th Street, New Hyde Park, NY 11040, 516-352-3212

November 30, 2016

MTA Long Island Railroad – LIRR Expansion Project - DEIS

Edward M. Dumas, Vice President for Public Affairs

Jamaica Station Building, MC 1131, Jamaica, New York 11435



Dear Mr. Dumas:

The LIRR Expansion Project will have a profound effect on the New Hyde Park neighborhood adjacent to the LIRR mainline in western Nassau County. Specifically, the elimination of the Covert Avenue, South 12th Street and New Hyde Park Road at-grade crossings will cause local disruptions related to construction and altered traffic flows. Be that as it may, elimination of these at-grade crossings is essential for the safety and tranquility of residents, motorists and commuters in and around the VNHP.

The elimination of the direct confluence of pedestrians, motor vehicles and trains is essential to improve pedestrian and motor vehicle traffic flow and train on time performance. Numerous pedestrian-vehicle-train accidents have occurred at the New Hyde Park Group of at-grade crossings. At the end of the 20th century, the New Hyde Park Road at-grade crossing was declared the most dangerous crossing on Long Island and one of the most dangerous in the entire United States. The Covert Avenue at-grade crossing was ranked not far behind in the danger category. Additionally, if the New Hyde Park Group of at-grade crossings are eliminated, trains will cease to blow air horns thousands of times a day and night.

Sound attenuation walls of train wheels to rails should be incorporated into the project to lessen these soundings into the adjacent residential neighborhoods. We request sound attenuation walls of a height similar to the station platform rear walls from the New Hyde Park LIRR Station west to Covert Avenue on the south side and from the station west to South 4th Street on the north side of the tracks (Sheet 3 attached). Additionally we endorse the rebuilding of the New Hyde Park LIRR Station (Figure 1-15 attached) – using the back walls of the new platforms as sound attenuation walls.

The Greater New Hyde Park Concerned Citizens Civic Association, Inc. endorses the plan to eliminate the at-grade crossings in New Hyde Park. Specifically, we endorse the Covert Avenue - Two-Way Underpass with Sidewalk (Figure 1-19 attached); South 12th Street - Option 1: Permanent Crossing Closure with Pedestrian Bridge (Figure 1-23 attached); New Hyde Park Road – Option 1: Five-Lane Underpass with Kiss and Ride Northwest of Tracks (Figure 1-28 attached). We respectfully suggest New Hyde Park Road – the busiest of all the crossings - be eliminated first. This crossing should be completely finished before the start of Covert Avenue. The Pedestrian Bridge (Figure 1-25 attached) should be located further east toward the center of the reconstructed NHP LIRR station. Our DEIS comments.

Best Regards,

Edward W. Powers, President – Greater New Hyde Park Concerned Citizens Civic Association, Inc.



PROPOSED ALIGNMENT PARCELS
PERMANENT ROW: 0
PERMANENT EASEMENT: 0

PROPOSED GRADE SEPARATION PARCELS
PERMANENT ROW: 1
PERMANENT EASEMENT: 0
TEMPORARY EASEMENT: 8

LOCATION	IMPACTED	BLOCK	LOT
EAST OF COVERT AVENUE	5,010 SF	STREET PARKING	

THIS SHEET REPRESENTS CONCEPTUAL
DESIGN FOR THE DEIS PLAN AND PROFILE
DRAWING NO. T-PP-005 TO T-PP-006

Long Island Rail Road

LIRR Expansion Project From
Floral Park to Hicksville

New Hyde Park

Sheet 3 of 21

November 21, 2016

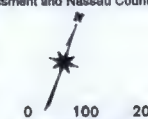


ENLARGED AREA

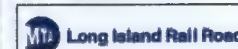


Source:
Aerial Photography - flown in April 2016 -
bandwidth of 500' on either side of the Long
Island Rail Road. Merged with New York
State Digital Orthoregistry Program flown in
2013

Parcels - Nassau County Department of
Assessment and Nassau County GIS

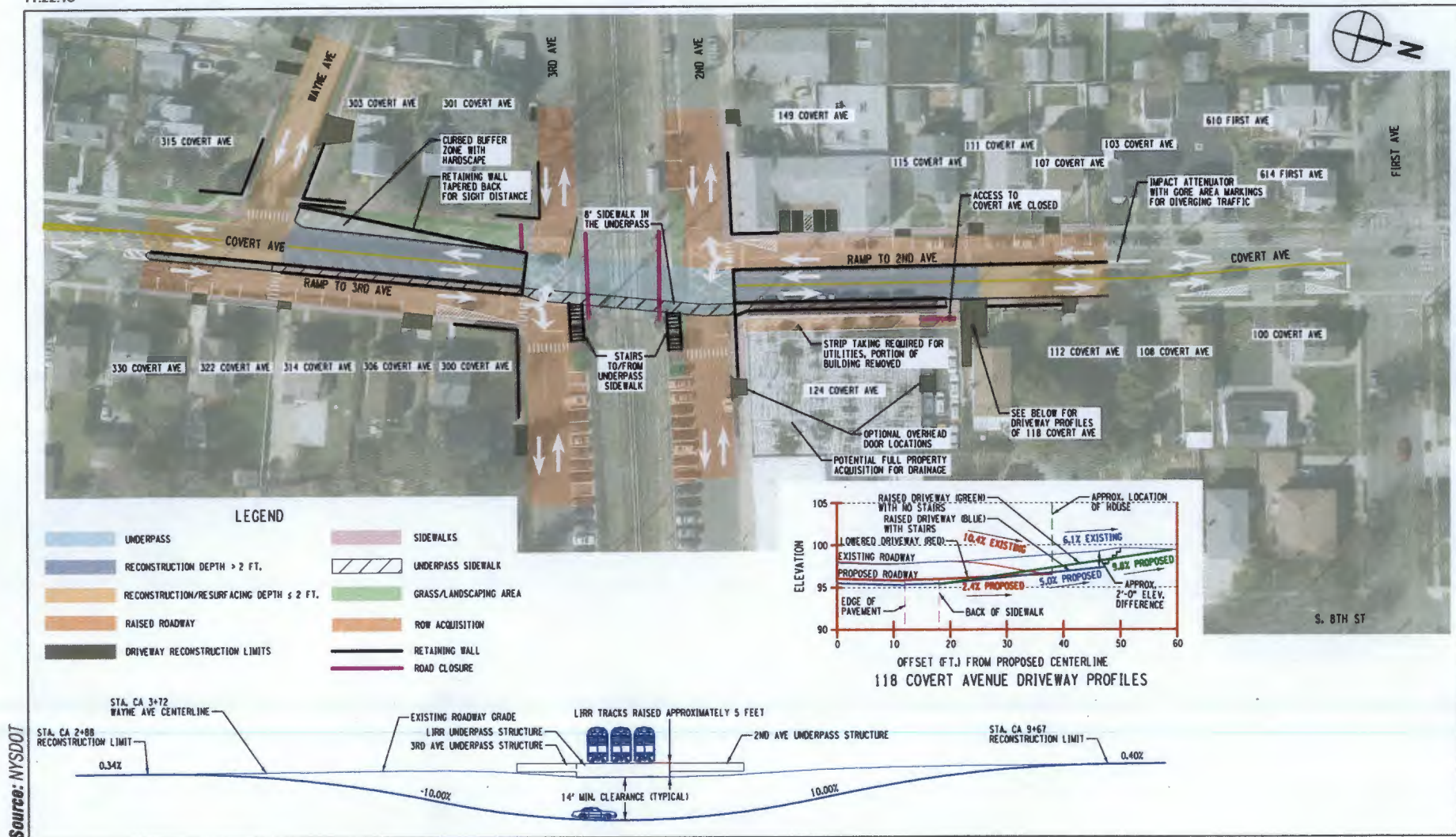


SCALE: 1"=200'



Source: GF-AECOM













EDWARD P. RA
Assemblyman 19th District

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

Vice-Chair, Minority Steering Committee

RANKING MINORITY MEMBER
Education Committee

COMMITTEES

Codes

Health

Higher Education

Transportation

December 8, 2016

Mr. Edward M. Dumas
V.P. Market Development & Public Affairs
MTA Long Island RR, MC 11311
Jamaica Station Building
Jamaica, NY 11435

Dear Mr. Dumas:

I have received a copy of the Draft Environmental Impact Statement for the Long Island Rail Road Expansion Project. Upon talking an initial review of the document and discussing it with several other local officials I am formally requesting your consideration of extending the January 31, 2017 deadline for public comments.

As you are surely aware there is great public interest in this project in the communities I represent as they will bear the brunt of the impact both during construction and after completion. As such our local community stakeholders seek the opportunity to make informed comments on this document and will require sufficient time to do so. I believe an extension will allow our local municipalities adequate time to hire experts should they choose to undertake an independent evaluation of the information presented. While I applaud the work of your representatives in engaging stakeholder groups during the infancy of this plan, the interests of fairness and transparency require that our local villages, other municipalities and community organizations have the time required to seek and retain expert analysis so that their comments can reflect the concerns of their residents.

Moreover, this is the closest to a full "plan" that has been presented as there was little to no information regarding the track itself at the scoping phase of the process. Given the enormous scope of this project, the impact it will have on the local communities and the voluminous and technical nature of this document it is appropriate that the time frame be extended.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Edward P. Ra".

Edward P. Ra
Member of Assembly
19th District

LIRR Expansion Project - DEIS
At-Grade Crossing Elimination in New Hyde Park

Close the South 12th Street Public Highway-Rail At-Grade Crossing Completely to Vehicle Traffic (Figure 1-23 attached)

I / We Wenky Lung- Wu and Eddie Wu

as resident(s) of 32 South 12th Street, New Hyde Park, New York 11040 request the following actions related to the LIRR Expansion Project At-Grade Crossing Eliminations:

As part of the LIRR Expansion Project, the New Hyde Park Group of Public Highway-Rail At-Grade Crossings of New Hyde Park Road, Covert Avenue and South 12th Street are to be eliminated. The LIRR currently proposes that New Hyde Park Road and Covert Avenue be depressed under the railway. The LIRR currently indicates that the South 12th Street Public Highway-Rail At-Grade Crossing may be eliminated similarly to New Hyde Park Road and Covert Avenue or it may be closed completely to vehicle traffic.

The South 12th Street Public Highway-Rail At-Grade Crossing should be closed completely to vehicular traffic (Option 1). This course of action has several advantages, including a savings of \$100 million of taxpayer dollars and an overall reduction in the project construction timeframe. The LIRR currently proposes that the New Hyde Park Railroad Station platforms be extended westward, with the platforms crossing over South 12th Street to accommodate M-3, M-7 and M-9 trains that are twelve (12) railroad cars long. The 2nd and 3rd Avenue vehicle and pedestrian infrastructure design will be enhanced by eliminating the South 12th Street At-Grade Crossing bottleneck in the middle of the New Hyde Park railroad station hub. The Pedestrian Bridge (Figure 1-15) above the railroad will be located near the western end of a reconstructed New Hyde Park Railroad Station.

The One-Way Southbound Only Vehicle Underpass with One Sidewalk Only (Option #2) would require property takings in front of residential homes on South 12th Street. Governor Cuomo expressly stated that there should be no residential property takings – partial or full. We agree with the Governor Cuomo.

Therefore we the residents of South 12th Street request that as part of the LIRR Expansion Project the South 12th Street At-Grade Crossing Elimination be accomplished by Utilizing

OPTION #1: PERMANENT CROSSING CLOSURE
WITH PEDESTRIAN BRIDGE (Figure 1-25 attached)

February 2017

Edward M. Dumas
Vice President Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road
MC 1131 Jamaica Station Building
Jamaica NY 11435

Dear Mr. Dumas:

Historically, local communities along the 9.8 mile Main Line have opposed the LIRR Third Track Expansion Project, installation of continuous third track between Floral Park (Nassau) and Hicksville. The second time, one hundred and forty one local organizations and officeholders voiced their opposition and 10,000 people signed a petition against it. The current Draft Environmental Impact Statement for the LIRR Expansion Project (DEIS) does nothing to ameliorate our steadfast opposition against the proposal.

I implore you to not waste any more time and tax revenue on this misguided project. I am against the Third Rail for the following reasons:

1. There is no substantiated justification of the reverse commute logic for this massive construction project – no demand for non-traditional trips, expanded corporate base, high paying positions, ability to pay LIRR fares, preferred alternative to expressways and parkways, supplanting of necessity for auto, etc.; current reverse peak ridership is exceedingly low;
2. Beveridge & Diamond, the attorneys hired by Floral Park, Garden City, and New Hyde Park, advised the MTA/LIRR is proceeding as lead agency under NY's State Environmental Quality Review Act rather than the Federal National Environmental Policy Act which would allow a federal body to act as the lead agency and the affected communities to participate in the review process.
3. MTA/LIRR stated they are foregoing federal funding of this project. The excessive expenditure of over two billion dollars is fraudulent; the financial cost will ultimately be borne by LIRR commuters (fares) and homeowners (taxes) along the main line.
4. The Proposed Project will add eight eastbound AM peak trains and only one westbound AM Peak train, and the opposite equivalent during PM peak. Currently 252 trains operate daily between Floral Park and Mineola and 215 between Mineola and Hicksville; this will increase to 297 and 260 respectively.
5. Suffolk County recently outlawed their garbage landfills and intends to utilize the NY & Atlantic Railway's freight trains to move their refuse through Nassau to Brooklyn and Queens sites; freight trains already transport construction materials and demolition debris, flour, food products, liquefied propane gas, bio-diesel, stone, aggregates, and lumber.
6. The five year construction period from 2017 to 2022, including overnight and weekend hours, would devastate communities. It would impede businesses; traffic flow for police, rescue, fire vehicles, and residents; decrease available parking; diminish quality of life; etc.

7. Agent Orange and herbicides were sprayed along the Main Line during the 1970s; unearthing the nondegrading toxin may cause adverse health effects on people and animals; drilling piles may contaminate our ground water wells;
8. Realization will cause an increase in the round-the-clock number of passing commuter and freight trains; acceleration of energy usage and carbon emissions; transport of hazardous materials and refuse; loud noise and damaging vibrations.
9. When the LIRR transformed the street-level Bellerose (Nassau) and Floral Park (Nassau) tracks to elevated lines in the 1960s, they secured 15 foot easements on bordering property.
10. Future construction of the East Side Access Project is scheduled from 2023 to 2040; the Hempstead line will operate through Jamaica to either Grand Central Station or Penn Station, not Atlantic Terminal; the Bellerose (Nassau) stop will be discontinued. This Project will add eight westbound AM peak trains. This will increase to 317 trains operating daily between Floral Park and Mineola and 279 between Mineola and Hicksville.
11. There are no cited or conceivable commensurate benefits to the effected Main Line Nassau communities from the Third Track Expansion Project and the East Side Access Project.

A Modern LI
Long Island Rail Road
Expansion Project
From Port to Highway

A proposal to provide a more robust and reliable rail service, making living and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name Fred CATABRO

Address 148 Old Country Rd Apt 150 Mineola NY 11501

516-972-2126

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

BUILD IT, TOOK TOO LONG TO START

AREA NEEDS THE 3rd TRACK

THE WAY TO SUBMIT YOUR COMMENTS



Submit Questions and Comments
You can submit your comments via
the project website **aModernLI.com**
or email us at **info@aModernLI.com**

Prefer to Mail your Comments at Send to:

Edward M. Dumas Vice President
Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island
Road MC-131 Jamaica Station Building
Jamaica NY 11435

 **A Modern LI
Long Island Rail Road
Expansion Project**

Floral Park to Hicksville

A proposal to provide a more robust and reliable rail service, making living and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name Frank Martens

Address 321 Broadway, Carle Place

(OPTIONAL)

Email fmartens@optonline.net

Phone 516-993-0299

Company

Comment. Question. Suggestion.

Something needs to be done to bring more parking around Carle Place train station like a parking lot for commuters.

Other ways to submit your comments



Submit Questions and Comments

You can submit your comments via the project website aModernLI.com or email us at info@aModernLI.com

Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

When you want to speak up about LIRR service, use this card. Tell us what went wrong, suggest ways we can do our jobs better, or pass along comments about jobs well done. Please be as specific as you can, including train times, car numbers and so on, to help us respond better to your inquiry. And please include a daytime phone number if you wish a response.

Today's Date _____ Date of Incident _____

January 30, 2017

Name: Frank Pugliese

Address: 122 Primrose Drive

New Hyde Park, New York

City _____ State _____ Zip 11040

Daytime Phone: (home) 516-352-9691

(office) _____

For Train Incidents:

Scheduled Departure:

Time: _____ Station: _____

Scheduled Arrival:

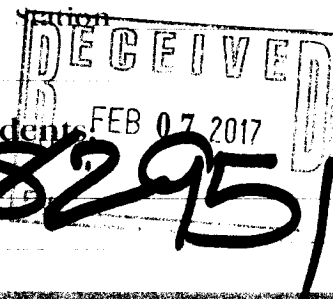
Time: _____

Car Number: _____

For Station Incidents FEB 07 2017

Station: _____

Time of Day: _____



Comments: On January 19, 2017 I attended a public hearing about a proposed Third Track for my hometown. I read one of your Fact Sheets about noise reduction. It mentioned building a sound attenuation wall along the right-of-way. Would it be possible to conduct an experiment at the test track in Pueblo, Colorado to determine if a row of trees could also abate noise? Frank Pugliese

Thanks for taking the time to write.

For train and travel information call: 718-217-LIRR or 516-822-LIRR

Fold Here -> <- Tape Edges

 A Modern LI

Long Island Rail Road Expansion Project

Floral Park to Hicksville

A proposal to provide a more robust
and reliable rail service, making living
and working on Long Island easier

January 23, 2017

Have a comment, question or suggestion? Leave it here. We're listening!

Name Frank Pugliese

Address 122 Primrose Drive, New Hyde Park, N.Y. 11040

(OPTIONAL)

Email _____

Phone 516-352 9691

Company _____

Comment, Question, Suggestion.

I am opposed to the proposed Third Track Project. I want the Railroad to request the Cooperation of the Nassau county and Suffolk county bus companies to assign buses to meet trains at stations at scheduled times. In this manner people will be able to travel from home to the station and from the train station to home without having to rely upon a private motor vehicle to get to and from the train station. This may make it possible to reduce the consumption of gasoline. In my opinion our Armed Forces need gasoline to prosecute the war on terror overseas. It is my hope that you will give incentives to the public to reduce their consumption of gasoline by using electric trains and buses. Frank Pugliese

All comments regarding the scoping document must be received by June 13, 2016 at 5 pm

Other ways to submit your comments



Submit Questions and Comments

Email info@aModernLI.com or call

516-253-5239 to provide us your
questions and comments.

Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road, MC 1131
Jamaica Station Building
Jamaica, NY 11435

GEORGE P. LAWLOR
11 WILLOW STREET
FLORAL PARK, NEW YORK 11001

February 10, 2017

Via First Class Mail and Online Submittal

EDWARD M. DUMAS, VICE PRESIDENT
MARKET DEVELOPMENT & PUBLIC AFFAIRS
LONG ISLAND RAIL ROAD EXPANSION PROJECT
MTA LONG ISLAND RAIL ROAD, MC 1131
JAMAICA STATION BUILDING, JAMAICA, NY 11435

RE: Comment to Draft Environmental Impact Statement
for the Long Island Rail Road Expansion Project

Dear Mr. Dumas:

I have lived in Floral Park since 1959. I witnessed as a child, the devastation that raising the railroad above grade did to the business community here. This is not NIMBY, it is enough in my backyard. If there are funds available for any projects, we first need to have ADA accessibility addressed here at Floral Park and ALL other stations like it around long island [RVC, Baldwin Freeport etc]. When my disabled daughter worked in the city, she could not use the train to go to the city, she had to go to Queens to catch the express bus. This is unacceptable as it is hindering her as well as many other disabled and elderly residents. I do support the elimination of the 7 grade crossings as this is a huge safety issue and affects traffic congestion issues in the other towns. Additionally, as you can see by the LIRR East side Access program to bring trains to grand central station attests, the MTA has a spotty, at best, record to have any projects completed on time and on budget. I believe this project that started in 2006 was supposed to be completed by 2009 at a cost of \$4.3 billion. It now scheduled to be completed in 2023 at a cost of \$10.8 billion [14 years late]. I highly doubt either the cost or completion date will come to fruition. None of the questions from our community leaders has been answered satisfactorily, nor has a needs assessment been completed. The DEIS that the MTA/LIRR has presented is not complete. Please do not let the Governor steamroll this project through as a needed stepping stone to further his political career at the cost of the health of the people [Agent Orange used around the tracks] and to the detriment of our businesses and our community. If there IS \$2 billion available in the budget, I am sure it could be put to much better usage than this boondoggle.

Sincerely,



George Lawlor

cc: Mayor Thomas J. Tweedy

 A Modern LI
**Long Island Rail Road
Expansion Project**

Floral Park to Hicksville

A proposal to provide a more robust
and reliable rail service, making living
and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name GENNARO MASTROIANNI

Address 121 MORNINGSIDE DR. WESTBURY NY 11590

(OPTIONAL)

Email GMASTROIANNI39@AOL.COM

Phone 516-334-3702

Company

Comment. Question. Suggestion.

PLEASE BUILD THE 3RD RAIL IF PEOPLE DO NOT
LIKE TO BE.

Gennaro Mastroianni

Other ways to submit your comments



Submit Questions and Comments

You can submit your comments via
the project website **aModernLI.com**
or email us at **info@aModernLI.com**

Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

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**Long Island Rail Road
Expansion Project**

Floral Park to Hicksville

A proposal to provide a more robust and reliable rail service, making living and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name Hans Castaneda

Address 36 9th Street Carle Place, NY 11514

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

- A new parking lot. Parking is a disaster in Carle Place. Hopefully the LIRR can acquire a property and build a commuter lot
- A Monthly LIRR Ticket Kiosk
- Compensation for Carle Place Commuter, in the form of a parking permit for either Waltham or Mineola
- Overhead heat banks
- Platform Overhang going all the way down the platform
- Multiple crossings in the station to change tracks
- Keep the station open, even if it delays the station rebuild

Other ways to submit your comments



Submit Questions and Comments

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Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

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Long Island Rail Road
Expansion Project

Floral Park to Hicksville

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Have a comment, question or suggestion? Leave it here. We're listening!

Name Karen Hedder

Address 28 Jay St Hicksville NY

(OPTIONAL)

Email karenhedder@yahoo.com

Phone 516-822-8361

Company resident / Hicksville Garden Civic

Comment. Question. Suggestion.

I am in favor of the third rail project. I hope there will be significant parking so that we can free up some of the existing parking lots in Hicksville for more important uses that will enhance the neighborhood. I hope crossing areas will be visibly designated as passengers have to cross many large roads 106/107, Newbridge & Jerusalem Ave. A raised crosswalk would be ideal. Hicksville needs aesthetically appealing structures to enhance the towns appearance. Also we need parking set aside for Hicksville residents

Other ways to submit your comments



Submit Questions and Comments

You can submit your comments via the project website **aModernLI.com** or email us at **info@aModernLI.com**

Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island Rail Road Expansion Project MTA Long Island Rail Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

 A Modern LI
Long Island Rail Road
Expansion Project

Floral Park to Hicksville

A proposal to provide a more robust and reliable rail service, making living and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name Irene Guarasci

Address 31 N. Fordham Rd., Hicksville, NY

(OPTIONAL)

Email eyezee55@aol.com

Phone

Company Hicksville
Downtown Revitalization Committee

Comment. Question. Suggestion.

I am in agreement with adding the 3rd rail and the construction of the two parking garages. There definitely is a safety issue when commuters are crossing the 3 main streets, Newbridge, Jerusalem and Rte 107. I hope this will be given serious consideration.

Other ways to submit your comments



Submit Questions and Comments

You can submit your comments via the project website aModernLI.com or email us at info@aModernLI.com

Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island Rail Road Expansion Project MTA Long Island Rail Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

 **A Modern LI
Long Island Rail Road
Expansion Project**

Floral Park to Hicksville

**A proposal to provide a more robust
and reliable rail service, making living
and working on Long Island easier.**

Have a comment, question or suggestion? Leave it here. We're listening!

Name

Craig Dalton

Address

Woodside, New York 11377

(OPTIONAL)

Email

Phone

Company

Hofstra University

Comment. Question. Suggestion.

Adding capacity ~~at~~ East of Floral Park
is a great idea and will make my
daily commute easier and more reliable
Please do it!

Other ways to submit your comments



Submit Questions and Comments

You can submit your comments via
the project website aModernLI.com
or email us at info@aModernLI.com

Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President

Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

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**Long Island Rail Road
Expansion Project**

Floral Park to Hicksville

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and reliable rail service, making living
and working on Long Island easier.**

Have a comment, question or suggestion? Leave it here. We're listening!

Name Sherry LaMagna

Address 122 Babylon TPK. Merrick NY 11566.

(OPTIONAL)

Email

Phone

Company LOCAL 1298 -

Comment. Question. Suggestion.

This will absolutely be a great project to help ease the flow
of the morning / evening Rush Hours. The commuters will
adapt to the change once they all get into a routine.
This will also create jobs and keep people from leaving
of NYS, And also bring more money into the local business.
Let's keep the traffic moving And love this Long Island!

(11)

Other ways to submit your comments



Submit Questions and Comments

You can submit your comments via
the project website aModernLI.com
or email us at info@aModernLI.com

Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
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Jamaica, NY 11435

 A Modern LI
Long Island Rail Road
Expansion Project

Floral Park to Hicksville

A proposal to provide a more robust and reliable rail service, making living and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name

Shari Liebra

Address

23 Greenridge Ave. Garden City, N.Y. 11530

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

According to Table 18-1 on page 18-6 of the sloping document the Reconfigured Grade Crossings Alternative meets all the criteria for the "proposed project". It would also be cheaper and more efficient. Why spend 2 Billion on a third track when the Reconfigured Grade Crossings Alternative works. We are also concerned about the staging areas for the project. We cannot have any staging in our neighborhood. The roads are narrow and there are many young children. We have already had our home vandalized by union workers who are for the project.

Other ways to submit your comments



Submit Questions and Comments

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Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President

Market Development & Public Affairs Long Island Rail Road Expansion Project MTA Long Island Rail Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

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and reliable rail service, making living
and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name

John Condon

Address

501 5th Ave New Hyde Park

(OPTIONAL)

Email

jacsr1960@gmail.com

Phone

516 987-4961

Company

Comment. Question. Suggestion.

I am concerned about the speed of the traffic
on Covert Ave traveling north of Steward Ave.
I think a traffic light should be placed on
either the intersection of 6th Ave & Covert or
5th Ave & Covert to control speed & enhance
safety

Other ways to submit your comments



Submit Questions and Comments

You can submit your comments via
the project website aModernLI.com
or email us at info@aModernLI.com

Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

 A Modern LI
Long Island Rail Road
Expansion Project

Floral Park to Hicksville

A proposal to provide a more robust and reliable rail service, making living and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name

Arnel HALPERN

Address

363 South WELL WOOD AVE LINDENHURST NY 11757

(OPTIONAL)

Email

JOEL Control @AOL.COM

Phone

516 446 8387

Company

Comment. Question. Suggestion.

THE PARKING AT ALL STATIONS NEED TO
BE EXPANDED. ~~THE~~ IF PUTTING IN A NEW TRAIL
NEW PARKING GARAGES WERE NEEDED.

THE JAMAICA STATION TAKES TOO LONG TO
GET TRAINS INTO AND OUT OF THE STATION.

Other ways to submit your comments



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Have a comment, question or suggestion? Leave it here. We're listening!

Name JOHN BOEHM

Address 215 BERT AVE, WESTBURY, NY 11590

(OPTIONAL)

Email boehmj95@gmail.com

Phone (561, 455 41) 350-9557

Company

Comment. Question. Suggestion.

I AM CONCERNED OF THE NOISE LEVEL @ MY RESIDENCE
WITH INCREASED TRAIN TRAFFIC. CAME TO HEARING
TO SEE IF I COULD GET AN ANSWER AND WAS TOLD
THAT IT IS "TO BE DETERMINED LATER AND WAS
NOT AVAILABLE @ PRESENT". - EXTREMELY CONCERNED
THAT PROPERTY VALUES WILL BE LOWERED ~~IN ORDER~~ AS A
RESULT OF INCREASED TRAIN TRAFFIC.
WOULD APPRECIATE SOMEONE GETTING BACK TO ME ON
THIS MATTER

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Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435



Town Hall • 100 Main Street
Huntington, NY 11743-6991

Phone: (631) 351-3030
Fax: (631) 424-7856
FPetrone@huntingtonny.gov

FRANK P. PETRONE

Supervisor

January 17, 2017

Edward M. Dumas, Vice President
Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road, MC1131
Jamaica Station Building
Jamaica, NY 11435

Dear Mr. Dumas:

I am writing to express my support for the Long Island Rail Road Expansion Project.

Adding a third track to the Main Line between Floral Park and Hicksville should provide benefits for all Long Islanders, including those who regularly ride the Port Jefferson line between Huntington and Penn Station. A completed third track should provide faster, more reliable service for all of the Long Island Rail Road's branches and reduce the system-wide delays that frequently occur based on a single incident on the Main Line. A third track will allow trains to avoid track and signal problems and to bypass disabled equipment.

Reliable service is also important to the revitalization of Huntington Station, as the Town and our Huntington Station master developer are working on potential projects, both residential and commercial, that attempt to capitalize on their proximity to the LIRR's Huntington Station. Enhanced reverse commute opportunities, which a third track could provide, are also desirable to attract the highly-skilled, well-educated workforce that will be central to the continuing growth of the Melville Employment Center and the Town's ability going forward to attract major employers such as Canon USA and Leviton to the Route 110 Corridor.

Longer term, the direct and residual benefits of the project will help make Long Island more attractive to our youth and help stem the "brain drain" to other areas of the country by providing the employment and lifestyle opportunities they prefer.

For those reasons, I offer my support for the project and hope that it receives the necessary approvals and funding to allow for continued progress and swift completion.

Very truly yours,

Frank P. Petrone
Supervisor

cc: Dave Kapell, Right Track for Long Island Coalition



OFFICE of the SUPERVISOR



ANGIE M. CARPENTER
Supervisor

January 17, 2017

Mr. Edward M. Dumas, Vice President
Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road, MC 1131
Jamaica Station Building, Jamaica, NY 11435

Dear Mr. Dumas:

I write in support of the third track from Floral Park to Hicksville. It is my understanding that this project will further a number of regional goals and address issues that impact all Long Islanders. We are all committed to reducing traffic on our congested east/west roadways; improving safety; providing faster commute times for workers and promoting railroad use for visitors to our region. The proposed third rail should help us to achieve those goals. Safety at crossings is crucial. It is my further understanding that the proposed project would eliminate seven existing street-level grade crossings within the project limits to provide grade-separated crossings.

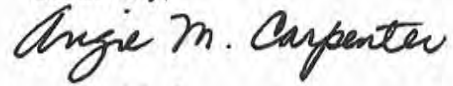
Comfort and convenience of our region's travelers would be improved. A third track will add flexibility for better scheduling to and from Manhattan, thereby easing crowding. Along with the Double Track Project adding a second track between Ronkonkoma and Farmingdale, more frequent service at more evenly spaced intervals will give riders more choices, and a better chance at finding a seat during heavy travel times. Also, the third track will allow the entire Long Island region to take advantage of East Side access.

The overcrowding at New York's two major airports will make Islip's own Long Island MacArthur Airport (LIMA) the better choice for travelers coming to the region from cities served by LIMA. Given the proximity to the Ronkonkoma Station, the proposed triple track project could have a positive impact in terms of convenience and economic impact miles to the east of its actual location.

This proposed project looks to the future of our region and promotes all the right goals. It should be thoroughly studied, and perhaps improved as it goes through the process.

But the project is important to our region's growth and prosperity; and for all of those reasons, it has my full support.

Sincerely,

A handwritten signature in black ink that reads "Angie M. Carpenter". The signature is written in a cursive, flowing style.

Angie M. Carpenter
Islip Town Supervisor

AMC:ng

Town of Babylon

200 E. Sunrise Highway
Lindenhurst, New York 11757
(631) 957-3072



RICH SCHAFFER
SUPERVISOR

January 18, 2017

Edward M. Dumas, Vice President
Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road, MC 1131
Jamaica Station Building, Jamaica, NY 11435

Dear Mr. Dumas:

I write to support the Long Island Railroad Expansion Project. By adding a third track to the Main Line Corridor between Hicksville and Floral Park, the project will address the single largest infrastructure constraint to economic vitality for Long Island in the 21st century. Until the bottleneck in the Corridor is relieved, meaningful expansion of service on the Ronkonkoma Branch cannot occur and the full benefits of LIRR investment in Double Track and East Side Access cannot be exploited.

The Town of Babylon is engaged in a major transit-oriented revitalization of Wyandanch, where LIRR is a partner. The Town is also planning a new transit-oriented development of the area surrounding the shuttered LIRR station at Republic Airport. As these projects unfold, new demands will require increased rail service to flourish.

LIRR is to be commended for its commitment to the communities that will bear the brunt of construction impacts by including in the project six new garages for 2,300 cars, five new state-of-the-art rail stations, elimination of seven dangerous grade crossings and sound walls to reduce noise and vibration. And no residential property taking is required.

I urge LIRR to build the Expansion Project now.

Sincerely,

Richard Schaffer
Supervisor
Town of Babylon



JAY SCHNEIDERMAN
Supervisor

**TOWN OF
SOUTHAMPTON**
116 Hampton Road, Southampton, NY 11968

Telephone: (631) 283-6055
Fax: (631) 287-5708
jschneiderman@southamptontownny.gov

Edward M. Dumas, Vice President
Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road, MC 1131
Jamaica Station Building, Jamaica, NY 11435

Re: Track expansion proposal

January 18, 2017

Dear Mr. Dumas,

The Town of Southampton has reviewed the scoping and DEIS documents available on line as part of the track expansion public hearing process. As Town Supervisor, I support the LIRR effort to add another track along the Floral Park to Hicksville corridor.

I believe that these improvements will provide much needed track congestion relief and operational flexibility in routing of trains at all times; and most especially during emergency situations such as equipment breakdowns or other unanticipated events.

I also strongly support the proposed safety improvements provided by the elimination of seven at grade crossings and improved pedestrian access plans.

Sincerely,

Jay Schneiderman
Supervisor



Town of Brookhaven Long Island

Edward P. Romaine, Supervisor

January 17, 2017

To Whom it May Concern:

I support Governor Cuomo and the Right Track for Long Island Coalition in their efforts to implement the Third Track Project between the Floral Park and Hicksville stations.

The Long Island Rail Road is the busiest commuter railroad in North America which services one of the highest population densities in the country; therefore it is important to avoid delays and cancellations. Employee punctuality is crucial to workforce productivity and is heavily dependent on the timeliness of our transportation systems. For this reason, commuters should be able to rely on the LIRR to provide an efficient system that will guarantee on-time departures and arrivals.

The Third Track Project is a worthwhile investment that will benefit the population of Long Island's workforce that partakes in the daily railroad commute. The addition of a third track will alleviate severe congestion during peak periods, decrease frequency of delays and cancellations and provide a more attractive and punctual service to its customers.

Furthermore, the Third Track addition is projected to stimulate ridership growth upon the development of the 2,490 net new parking spaces at the New Hyde Park, Mineola, Westbury, and Hicksville stations. By providing additional parking spaces in these areas, travelers will be inclined to get off of the road and onto the railroad, resulting in a reduction in automobile traffic congestion and adverse environmental impacts.

The Proposed Project also addresses the concerns of many residents in the surrounding areas of the railroads by installing sound attenuation walls along significant portions of the railroad's right-of-way. Finally, the Project will greatly improve safety by removing areas where vehicles and pedestrians can collide with trains by eliminating all seven grade crossings.

It is time for the LIRR to make the necessary and long overdue infrastructure improvements to deal with the rising population of Long Island commuters. I fully support the efforts to construct the Third Track Project, which will provide a safe and punctual railroad service for many years to come.

Sincerely,

Edward P. Romaine
Brookhaven Town Supervisor

Office of the Supervisor

One Independence Hill • Farmingville • NY 11738 • Phone (631) 451-9100 • Fax (631) 451-6677
www.brookhaven.org

January 17, 2017

To Whom It May Concern:

I have been anticipating the Long Island Railroad Expansion Project for quite some time. It is with great pride that I thank the Right Track For Long Island Coalition, a grass roots nonprofit partnership of 5,000 major organizations, businesses and individuals representing over 1,000,000 Long Islanders to help the LIRR make this project a reality.

This project is so important for Long Islanders, benefiting our economic growth, our younger generation and our families for many years to come.

As a member of the Smithtown Town Council, It is of special interest to me to know that rail service here can be expanded in the future to serve the planned transit oriented development in Kings Park. Without a third track, significant service expansion, such as electrification, cannot occur on the Pt. Jefferson Branch.

I urge LIRR to build the project.

Sincerely,

Lisa M. Inzerillo
Smithtown Town Council
99 W. Main Street
Smithtown, NY 11787

Linzerillo@TosGov.com
[631-360-7621](tel:631-360-7621)

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Have a comment, question or suggestion? Leave it here. We're listening!

Name

Ivan Groger

Address

273 Wright Ave, Carle Place NY 11514

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

Fix the problems between Penn a Jamaica before building a 3rd rail. The LIRR has numerous tracks between those two stations and when there is a delay on one track it messes up the whole system. So what makes the LIRR think a 3rd rail is going to change anything?

If the plan moves forward, I'd like to see more parking and more frequency of trains. I'd also like to see the overpass re-done.

Whether the plan moves forward or not please maintain the Carle Place station better. It's filthy. When it's snowy or icy, very slow to clean and salt.

Thank you!

Other ways to submit your comments



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Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

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Name

Jeanette Murphy

Address

42 Whitney St Westbury

(OPTIONAL)

Former commuter

Email

16 yrs (CP School, Town of WBy)

Phone

Company

All these suggestions refer to Carle Place

Comment. Question. Suggestion.

- ① Do NOT move The Carle Place Station
- ② open up the east end of the track for pedestrian access to Last Westbound cars
- ③ IF you have to relocate businesses in CP replace them with parking spaces
- ④ Add weatherproof shelters to the station
- ⑤ preclude local business employees from parking in LI RR spots. As of now we only have a few and they are used by ppl who work at those businesses
- ⑥ Beautify the new station in keeping with our local taste (Don't make it too cementy like Hicksville) Get local CP Artists to design Carle Place history + CP school logo on my cement

Other ways to submit your comments



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Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island Rail Road Expansion Project MTA Long Island Rail Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

Barriers how many are there

February 2017

Edward M. Dumas
Vice President Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road
MC 1131 Jamaica Station Building
Jamaica NY 11435

Dear Mr. Dumas:

Historically, local communities along the 9.8 mile Main Line have opposed the LIRR Third Track Expansion Project, installation of continuous third track between Floral Park (Nassau) and Hicksville. The second time, one hundred and forty one local organizations and officeholders voiced their opposition and 10,000 people signed a petition against it. The current Draft Environmental Impact Statement for the LIRR Expansion Project (DEIS) does nothing to ameliorate our steadfast opposition against the proposal.

I implore you to not waste any more time and tax revenue on this misguided project. I am against the Third Rail for the following reasons:

1. There is no substantiated justification of the reverse commute logic for this massive construction project – no demand for non-traditional trips, expanded corporate base, high paying positions, ability to pay LIRR fares, preferred alternative to expressways and parkways, supplanting of necessity for auto, etc.; current reverse peak ridership is exceedingly low;
2. Beveridge & Diamond, the attorneys hired by Floral Park, Garden City, and New Hyde Park, advised the MTA/LIRR is proceeding as lead agency under NY's State Environmental Quality Review Act rather than the Federal National Environmental Policy Act which would allow a federal body to act as the lead agency and the affected communities to participate in the review process.
3. MTA/LIRR stated they are foregoing federal funding of this project. The excessive expenditure of over two billion dollars is fraudulent; the financial cost will ultimately be borne by LIRR commuters (fares) and homeowners (taxes) along the main line.
4. The Proposed Project will add eight eastbound AM peak trains and only one westbound AM Peak train, and the opposite equivalent during PM peak. Currently 252 trains operate daily between Floral Park and Mineola and 215 between Mineola and Hicksville; this will increase to 297 and 260 respectively.
5. Suffolk County recently outlawed their garbage landfills and intends to utilize the NY & Atlantic Railway's freight trains to move their refuse through Nassau to Brooklyn and Queens sites; freight trains already transport construction materials and demolition debris, flour, food products, liquefied propane gas, bio-diesel, stone, aggregates, and lumber.
6. The five year construction period from 2017 to 2022, including overnight and weekend hours, would devastate communities. It would impede businesses; traffic flow for police, rescue, fire vehicles, and residents; decrease available parking; diminish quality of life; etc.

7. Agent Orange and herbicides were sprayed along the Main Line during the 1970s; unearthing the nondegrading toxin may cause adverse health effects on people and animals; drilling piles may contaminate our ground water wells;
8. Realization will cause an increase in the round-the-clock number of passing commuter and freight trains; acceleration of energy usage and carbon emissions; transport of hazardous materials and refuse; loud noise and damaging vibrations.
9. When the LIRR transformed the street-level Bellerose (Nassau) and Floral Park (Nassau) tracks to elevated lines in the 1960s, they secured 15 foot easements on bordering property.
10. Future construction of the East Side Access Project is scheduled from 2023 to 2040; the Hempstead line will operate through Jamaica to either Grand Central Station or Penn Station, not Atlantic Terminal; the Bellerose (Nassau) stop will be discontinued. This Project will add eight westbound AM peak trains. This will increase to 317 trains operating daily between Floral Park and Mineola and 279 between Mineola and Hicksville.
11. There are no cited or conceivable commensurate benefits to the effected Main Line Nassau communities from the Third Track Expansion Project and the East Side Access Project.

Please consider the following rational, cost effective, community-friendly alternatives that will actually improve system safety and reliability by rectifying root causes of legitimate issues; some were proposed by Pat Nowakowski, President of MTA LIRR:

1. Eliminate the seven street-level or grade crossing along the Main Line at New Hyde Park Road, Covert Avenue, South 12 Street, Willis Avenue, Main Street, Urban Avenue, and School Street.
2. Upgrade high-speed signaling and switches, passing sidings, and power equipment along the Main Line.
3. Institute positive train control on all Main Line trains;
4. Increase the number of cars on existing peak Main Line trains; e.g., from six to twelve.
5. Replace existing track from Jamaica to Floral Park (Nassau).
6. Institute more westbound morning and eastbound evening peak Main Line trains.
7. Institute express trains by eliminating Queens Village, Hollis, Jamaica, Kew Gardens, Forest Hills, and Woodside stops during peak hours on Main Line.
8. Include the Floral Park (Nassau) stop on the Hicksville, Oyster Bay, Port Jefferson lines that already stop at New Hyde Park.
9. Purchase new trains for the Main Line.
10. Make the Floral Park (Nassau) station handicap accessible or ADA compliant.
11. Suffolk County should barge or truck their refuse.

A concerned citizen and taxpayer,

Signature Joseph Dancy
 Name Joseph Dancy
 Address 91 Tulip Ave Hg 2
 City Floral Park NY 11001

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Name

Address

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

~~My~~ My concern is parking in Carle Place. The Commuter parking impacts the home owners. Perhaps the government should spend the big bucks to move the train station to Glen Cove Rd.

We need as little ^{over} night work as possible. We have a right to a good quality of life

Other ways to submit your comments



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Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

Jack Mc Greevy, 800 Summit Rd.
Mattituck, N.Y. 11952 12/12/16
(631) 298-9316

~~Dear~~ Mr. Edward M. Dumas,

We on the east-end of Long Island, starting in Riverhead, and extending into the South and North Forks, are choking on our expanding tourist industry's growing success. We are choking to death on growing vehicle traffic on our limited, local roads.

Short and simply, we need a modern, people-friendly, mass, public transportation system — with (a) light rail at its core — plain and simple; for the sake of the people and the economic prospect for the future of the entire region; for the overall common good and generations yet to come.

Sincerely,

Jack Mc Greevy

cc: The Suffolk Times, Ex. Editor
Grant Parpan

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Floral Park to Hicksville

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Have a comment, question or suggestion? Leave it here. We're listening!

Name John Murphy
Address 41 Terrace ave Floral Park. 11001
(OPTIONAL)
Email duke 1100 @ opter line .net
Phone 516-223-5787
Company _____

Comment. Question. Suggestion.

- A ~~Four~~ Four Foot sound barrier wall is ~~not~~ not tall enough must go full height -

Other ways to submit your comments

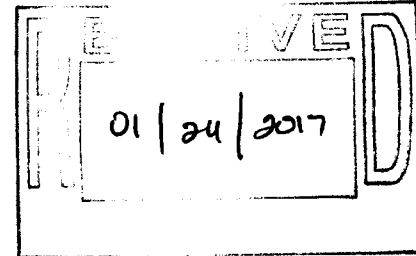


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Please Mail Your Comments to: Send to
Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road Metro-North Jamaica Station Building
Jamaica, NY 11435

January 19, 2017

Edward M. Dumas, Vice President Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road
MC 1131 Jamaica Station Building
Jamaica, NY 11435



Dear Mr. Dumas,

As president of Farmingdale State College, I write in support of the LIRR Expansion Project.

Our college is located in the heart of Long Island with ready access to the Farmingdale station, and will be positively affected by the completion of the project.

A growing number of students, faculty and staff arrive via the LIRR. In fact, more than 10,000 riders used the shuttle in the very first three months. We expect this to grow substantially.

Improved access will better position the College to recruit students and employees, as well as relieve the demands for parking on campus.

Farmingdale State College has a long history of attention to environmental issues as evidenced most recently by our Renewable Energy and Sustainability Center. Since 2014, we have organized kickoff events for Car Free Day LI at which we encourage students, faculty and staff to find alternative methods of getting to campus, such as carpooling.

Recognizing that most of our students commute, we created a Commuter webpage with information about ride sharing. Any way to reduce our students' commutation costs is a priority for me.

Please let me know if you have any questions or need additional information.

Sincerely,

John Nader
President

JN:cl



February 2017

Edward M. Dumas
Vice President Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road
MC 1131 Jamaica Station Building
Jamaica NY 11435

Dear Mr. Dumas:

Historically, local communities along the 9.8 mile Main Line have opposed the LIRR Third Track Expansion Project, installation of continuous third track between Floral Park (Nassau) and Hicksville. The second time, one hundred and forty one local organizations and officeholders voiced their opposition and 10,000 people signed a petition against it. The current Draft Environmental Impact Statement for the LIRR Expansion Project (DEIS) does nothing to ameliorate our steadfast opposition against the proposal.

I implore you to not waste any more time and tax revenue on this misguided project. I am against the Third Rail for the following reasons:

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2. Beveridge & Diamond, the attorneys hired by Floral Park, Garden City, and New Hyde Park, advised the MTA/LIRR is proceeding as lead agency under NY's State Environmental Quality Review Act rather than the Federal National Environmental Policy Act which would allow a federal body to act as the lead agency and the affected communities to participate in the review process.
3. MTA/LIRR stated they are foregoing federal funding of this project. The excessive expenditure of over two billion dollars is fraudulent; the financial cost will ultimately be borne by LIRR commuters (fares) and homeowners (taxes) along the main line.
4. The Proposed Project will add eight eastbound AM peak trains and only one westbound AM Peak train, and the opposite equivalent during PM peak. Currently 252 trains operate daily between Floral Park and Mineola and 215 between Mineola and Hicksville; this will increase to 297 and 260 respectively.
5. Suffolk County recently outlawed their garbage landfills and intends to utilize the NY & Atlantic Railway's freight trains to move their refuse through Nassau to Brooklyn and Queens sites; freight trains already transport construction materials and demolition debris, flour, food products, liquefied propane gas, bio-diesel, stone, aggregates, and lumber.
6. The five year construction period from 2017 to 2022, including overnight and weekend hours, would devastate communities. It would impede businesses; traffic flow for police, rescue, fire vehicles, and residents; decrease available parking; diminish quality of life; etc.

7. Agent Orange and herbicides were sprayed along the Main Line during the 1970s; unearthing the nondegrading toxin may cause adverse health effects on people and animals; drilling piles may contaminate our ground water wells;
8. Realization will cause an increase in the round-the-clock number of passing commuter and freight trains; acceleration of energy usage and carbon emissions; transport of hazardous materials and refuse; loud noise and damaging vibrations.
9. When the LIRR transformed the street-level Bellerose (Nassau) and Floral Park (Nassau) tracks to elevated lines in the 1960s, they secured 15 foot easements on bordering property.
10. Future construction of the East Side Access Project is scheduled from 2023 to 2040; the Hempstead line will operate through Jamaica to either Grand Central Station or Penn Station, not Atlantic Terminal; the Bellerose (Nassau) stop will be discontinued. This Project will add eight westbound AM peak trains. This will increase to 317 trains operating daily between Floral Park and Mineola and 279 between Mineola and Hicksville.
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2. Upgrade high-speed signaling and switches, passing sidings, and power equipment along the Main Line.
3. Institute positive train control on all Main Line trains;
4. Increase the number of cars on existing peak Main Line trains; e.g., from six to twelve.
5. Replace existing track from Jamaica to Floral Park (Nassau).
6. Institute more westbound morning and eastbound evening peak Main Line trains.
7. Institute express trains by eliminating Queens Village, Hollis, Jamaica, Kew Gardens, Forest Hills, and Woodside stops during peak hours on Mail Line.
8. Include the Floral Park (Nassau) stop on the Hicksville, Oyster Bay, Port Jefferson lines that already stop at New Hyde Park.
9. Purchase new trains for the Main Line.
10. Make the Floral Park (Nassau) station handicap accessible or ADA compliant.
11. Suffolk County should barge or truck their refuse.

A concerned citizen and taxpayer,

Signature

Janet Russo

Name

JANET RUSSO

Address

91 TULIP AVE, KCI

City

FLORAL PARK, NY 11001

Feb 13, 2011

Village of New Hyde Park LIAR TRACK PROJECT

CONCERN TRAFFIC FLOW DURING
CONSTRUCTION AND AFTER AND TRAFFIC
ON COVER RD. AND NEW HYDE PARK
ROAD, AND ALSO FOR PEDESTRIANS

AIR POLLUTION AND DUST FROM CONSTRUCTION PROJECT. WE ARE CONCERNED

ABOUT
OUR
HEALTH

HOW MUCH BETTER OR MORE

THIS PROJECT WILL DO FOR NEW HYDE
PARK. ALSO CONCERN TAXES ON

~~OUR~~ HOMES WILL GO UP DURING

AND AFTER THIS PROJECT, OUR TAXES

NOW ARE TOO HIGH IN NEW HYDE PARK

AND IT IS HARD FOR PEOPLE ON RETIREMENT
TO LIVE AND STAY IN THESE HOMES.

JOE SILVESTRI

VILLAGE OF N.H.P.

Long Island Rail Road
Edward M. Dumas, Vice President
Market Development & Public Affairs
MTA Long Island Rail Road, MC 1131
Jamaica Station Building
Jamaica, NY 11435

February 15, 2017

Dear Mr. Dumas:

I am writing regarding the Long Island Rail Road Expansion Project between Floral Park and Hicksville. Please consider the following items concerning pedestrian crossings and additional stations while finalizing the Environmental Impact Statement.

Pedestrian Crossings: Pedestrian movements, connections, and routes are critical to maintaining or improving community cohesion. This is particularly as the Baby Boomer Generation ages and retires, and stop driving and start walking. As well as the Millennial Generation, which has already demonstrated their interest in non-motorized transportation; making pedestrians and bicyclists even more prominent in the transportation mix.

The project should not introduce new barriers to divide the community. Please consider the following:

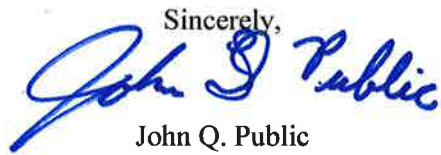
- Maintaining the various existing pedestrian paths where they exist at the underpass locations, with sidewalks of at least ten feet in width. This may result in the overall portal to portal length of the underpass being extended to allow for a sidewalk to cross over the depressed roadway. It is assumed that the sidewalk would be built adjacent to the LIRR right-of-way. And several stairways and ramps to facilitate access to and from the underpass.
- If there is currently a sidewalk on both sides of the grade crossing, these sidewalks should be replaced on the inside of the underpass.
- The underpass should allow for bicyclist to ride through the underpass in both directions.
- Pedestrian underpasses would be preferable to pedestrian bridges. Underpasses have a smaller net grade change than pedestrian bridges, and are therefore more pedestrian friendly.
- Outdoor elevators and escalators are very difficult to maintain, and often need to be taken out of service for repair. Stairwells and ramps associated with a pedestrian underpass are reliable.
- Any pedestrian parallel ramp, stairwell, or underpass crossing should be shielded from falling snow and ice associated with snow removal operations on the LIRR track.
- Look for areas where the existing LIRR right-of-way severs a community or prevents a safe walking route to school, playgrounds, other public facilities, and CBDs. Propose to the local community a pedestrian underpass to improve walkability within their communities.

New Stations: The addition of the 3rd track will provide track assignment flexibility for LIRR trains, both in the project limits and immediately outside of them. With this flexibility, there is an opportunity to create two additional stations. The first would be at the Cross Island Parkway crossing, and the second at the Glen Cove Road crossing.



I believe that both of these stations have independent utility from the Long Island Rail Road Expansion Project and can be advanced independently or concurrently.

Please consider these points as the Environmental Impact Statement is finalized. Good luck with the project.

Sincerely,

John Q. Public
Citizen

February 2017

Edward M. Dumas
Vice President Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road
MC 1131 Jamaica Station Building
Jamaica NY 11435

Dear Mr. Dumas:

Historically, local communities along the 9.8 mile Main Line have opposed the LIRR Third Track Expansion Project, installation of continuous third track between Floral Park (Nassau) and Hicksville. The second time, one hundred and forty one local organizations and officeholders voiced their opposition and 10,000 people signed a petition against it. The current Draft Environmental Impact Statement for the LIRR Expansion Project (DEIS) does nothing to ameliorate our steadfast opposition against the proposal.

I implore you to not waste any more time and tax revenue on this misguided project. I am against the Third Rail for the following reasons:

1. There is no substantiated justification of the reverse commute logic for this massive construction project – no demand for non-traditional trips, expanded corporate base, high paying positions, ability to pay LIRR fares, preferred alternative to expressways and parkways, supplanting of necessity for auto, etc.; current reverse peak ridership is exceedingly low;
2. Beveridge & Diamond, the attorneys hired by Floral Park, Garden City, and New Hyde Park, advised the MTA/LIRR is proceeding as lead agency under NY's State Environmental Quality Review Act rather than the Federal National Environmental Policy Act which would allow a federal body to act as the lead agency and the affected communities to participate in the review process.
3. MTA/LIRR stated they are foregoing federal funding of this project. The excessive expenditure of over two billion dollars is fraudulent; the financial cost will ultimately be borne by LIRR commuters (fares) and homeowners (taxes) along the main line.
4. The Proposed Project will add eight eastbound AM peak trains and only one westbound AM Peak train, and the opposite equivalent during PM peak. Currently 252 trains operate daily between Floral Park and Mineola and 215 between Mineola and Hicksville; this will increase to 297 and 260 respectively.
5. Suffolk County recently outlawed their garbage landfills and intends to utilize the NY & Atlantic Railway's freight trains to move their refuse through Nassau to Brooklyn and Queens sites; freight trains already transport construction materials and demolition debris, flour, food products, liquefied propane gas, bio-diesel, stone, aggregates, and lumber.
6. The five year construction period from 2017 to 2022, including overnight and weekend hours, would devastate communities. It would impede businesses; traffic flow for police, rescue, fire vehicles, and residents; decrease available parking; diminish quality of life; etc.

7. Agent Orange and herbicides were sprayed along the Main Line during the 1970s; unearthing the nondegrading toxin may cause adverse health effects on people and animals; drilling piles may contaminate our ground water wells;
8. Realization will cause an increase in the round-the-clock number of passing commuter and freight trains; acceleration of energy usage and carbon emissions; transport of hazardous materials and refuse; loud noise and damaging vibrations.
9. When the LIRR transformed the street-level Bellerose (Nassau) and Floral Park (Nassau) tracks to elevated lines in the 1960s, they secured 15 foot easements on bordering property.
10. Future construction of the East Side Access Project is scheduled from 2023 to 2040; the Hempstead line will operate through Jamaica to either Grand Central Station or Penn Station, not Atlantic Terminal; the Bellerose (Nassau) stop will be discontinued. This Project will add eight westbound AM peak trains. This will increase to 317 trains operating daily between Floral Park and Mineola and 279 between Mineola and Hicksville.
11. There are no cited or conceivable commensurate benefits to the effected Main Line Nassau communities from the Third Track Expansion Project and the East Side Access Project.

Please consider the following rational, cost effective, community-friendly alternatives that will actually improve system safety and reliability by rectifying root causes of legitimate issues; some were proposed by Pat Nowakowski, President of MTA LIRR:

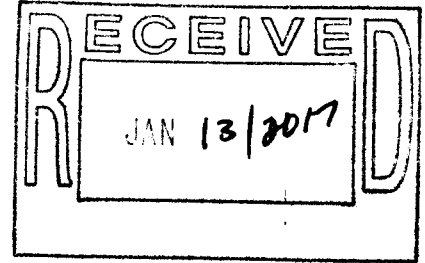
1. Eliminate the seven street-level or grade crossing along the Main Line at New Hyde Park Road, Covert Avenue, South 12 Street, Willis Avenue, Main Street, Urban Avenue, and School Street.
2. Upgrade high-speed signaling and switches, passing sidings, and power equipment along the Main Line.
3. Institute positive train control on all Main Line trains;
4. Increase the number of cars on existing peak Main Line trains; e.g., from six to twelve.
5. Replace existing track from Jamaica to Floral Park (Nassau).
6. Institute more westbound morning and eastbound evening peak Main Line trains.
7. Institute express trains by eliminating Queens Village, Hollis, Jamaica, Kew Gardens, Forest Hills, and Woodside stops during peak hours on Mail Line.
8. Include the Floral Park (Nassau) stop on the Hicksville, Oyster Bay, Port Jefferson lines that already stop at New Hyde Park.
9. Purchase new trains for the Main Line.
10. Make the Floral Park (Nassau) station handicap accessible or ADA compliant.
11. Suffolk County should barge or truck their refuse.

A concerned citizen and taxpayer,

Signature Krystyna Debczak
 Name KRISTYNA DEBCZAK
 Address 91 Tulip Ave.
 City Floral Park, N.Y. 11001

January 9, 2017

Edward M. Dumas
Vice President Market Development and Public Affairs
LIRR Expansion Project
MTA Long Island Railroad MC1131
Jamaica Station Building
Jamaica, NY 11435



Dear Sir:

I am writing to express my opposition to the proposed third rail from Floral Park to Hicksville. I have a number of reasons for my opposition first is that my property borders on the track area near the Merillon Avenue Station, so my family's quality of life will be further disrupted by the construction. Second as a commuter I believe you need to spend the money to improve the current infrastructure and provide better service. I know you are saying that this project will improve service, but the bottleneck in Jamaica and the problems related to the East River tunnels, aging equipment and issues with Penn Station still will not be addressed. Another issue not addressed is where is the funding coming from? This has not been spelled in your document related to the project. Another point of my opposition is the fact that this project is being handled by the MTA Capital Division which is a separate division from the LIRR, and I believe that they are not concerned with the service to commuters. The delays and cost overruns with the East side access, the 2nd Avenue Subway and the 7 Train extension speak volumes about how Capital works. Finally, the question of increased Freight traffic on the new third rail, this has been passed over with a very vague explanation in your proposal. I believe this project is designed for just that to increase the use of freight on the LIRR. I have already written my concerns to the Governor's office and will continue to reach out to all regarding my opposition. Thank you for your time and attention on this matter.

Kevin G. Collins
78 Atlantic Avenue
New Hyde Park, NY 11040
Collins66_17@hotmail.com

A Modern LI
Long Island Rail Road
Expansion Project

Floral Park to Hicksville

A proposal to provide a more robust
and reliable rail service, making living
and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name LEONARD RIVERA

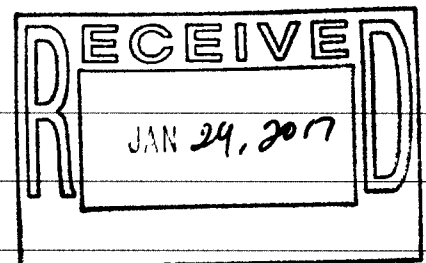
Address 28 MAGNOLIA ST WESTBURY NY 11590
(CARLE PLACE SCHOOL DISTRICT)

(OPTIONAL)

Email fdvolley@optonline.net

Phone 516 204-2603

Company _____



Comment. Question. Suggestion.

I attended a recent Carle Place Civic Association meeting and a lengthy discussion ensued about the project. One issue that was mentioned was potentially moving the Carle Place Station further west near Glen Cove Rd. There are clearly pluses + minuses to that decision. However, there is one important suggestion that I would make to increase support for the move west. Since the station would move nearly 1 mile west and closer to mineola, the LIRR should CHANGE The ZONE from 7 to Zone 4. This would lower ticket prices and increase support for the move. It would also help compensate those who now have to drive instead of walking to the station.
THANK YOU FOR YOUR TIME + LISTENING.



You can submit your comments via
the project website aModernLI.com
or email us at info@aModernLI.com

Edward M. Dumas, Vice President

Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

February 2017

Edward M. Dumas
Vice President Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road
MC 1131 Jamaica Station Building
Jamaica NY 11435

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5. Suffolk County recently outlawed their garbage landfills and intends to utilize the NY & Atlantic Railway's freight trains to move their refuse through Nassau to Brooklyn and Queens sites; freight trains already transport construction materials and demolition debris, flour, food products, liquefied propane gas, bio-diesel, stone, aggregates, and lumber.
6. The five year construction period from 2017 to 2022, including overnight and weekend hours, would devastate communities. It would impede businesses; traffic flow for police, rescue, fire vehicles, and residents; decrease available parking; diminish quality of life; etc.

7. Agent Orange and herbicides were sprayed along the Main Line during the 1970s; unearthing the nondegrading toxin may cause adverse health effects on people and animals; drilling piles may contaminate our ground water wells;
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Please consider the following rational, cost effective, community-friendly alternatives that will actually improve system safety and reliability by rectifying root causes of legitimate issues; some were proposed by Pat Nowakowski, President of MTA LIRR:

1. Eliminate the seven street-level or grade crossing along the Main Line at New Hyde Park Road, Covert Avenue, South 12 Street, Willis Avenue, Main Street, Urban Avenue, and School Street.
2. Upgrade high-speed signaling and switches, passing sidings, and power equipment along the Main Line.
3. Institute positive train control on all Main Line trains;
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5. Replace existing track from Jamaica to Floral Park (Nassau).
6. Institute more westbound morning and eastbound evening peak Main Line trains.
7. Institute express trains by eliminating Queens Village, Hollis, Jamaica, Kew Gardens, Forest Hills, and Woodside stops during peak hours on Main Line.
8. Include the Floral Park (Nassau) stop on the Hicksville, Oyster Bay, Port Jefferson lines that already stop at New Hyde Park.
9. Purchase new trains for the Main Line.
10. Make the Floral Park (Nassau) station handicap accessible or ADA compliant.
11. Suffolk County should barge or truck their refuse.

A concerned citizen and taxpayer,

Signature

Name

Address

City

Linda Safina
LINDA SAFINA
91 TULIP AVE RCL
FLORAL PARK, NY 11001



Nassau County Legislator
Laura M. Schaefer
1550 Franklin Avenue
Mineola, New York 11501

(516) 571-6214 □ Facsimile: (516) 571-6134
lschaefer@nassaucountyny.gov

Committees

- Chairwoman - Planning, Development & The Environment
- Vice Chairwoman - Towns, Villages & Cities
- Government Services & Operations
- Health & Social Services

February 13, 2017

Mr. Edward M. Dumas
Vice President – Market Development & Public Affairs
Long Island Railroad Expansion Project
MTA Long Island Railroad, MC 1131
Jamaica Station Building
Jamaica, New York 11435

Re; **Nassau County Legislator Laura Schaefer Comment Letter to the Draft Environmental Impact Statement (“DEIS”) issued by the Metropolitan Transit Authority and the Long Island Railroad (collectively “LIRR”), dated November 28, 2016 regarding LIRR Third Track Expansion Project (Floral Park to Hicksville)**

Dear Mr. Dumas:

I am writing to you as Legislator of the 14th L.D. in Nassau County, which includes the hamlet of Carle Place.

As a representative and a resident, I have attended many of the meetings regarding the LIRR Third Track Expansion Project ("Project") over the last year or so and have spoken to Lisa Black and Hector Garcia, among others, regarding the project and some of the concerns that both myself and my constituents have had.

I have also submitted letters in conjunction with Legislators Walker, Nicoletto and Muscarella regarding various aspects and concerns with both the process and the project. In that regard, I would like to thank you and your team for the transparency you have shown and the availability of your staff in answering any and all questions that I and the residents of Nassau County have had regarding same.

One of the issues that you may already be aware of in Carle Place is a lack of commuter parking and the potential changes to traffic patterns that would occur should the MTA go forward with the installation of a third set of railroad tracks. If the Project should go forward, the approximately twelve (12) parking spots that are currently available at the Carle Place train station will be reduced to five (5), causing and adding to the significant problem of commuters parking along residential streets. As such, I am seeking to work with the Metropolitan Transit Authority/LIRR to identify any potential solutions to this problem. In addition, should this project move forward, I am looking for improvement of the infrastructure around the train station including in and around various areas that may be identified as potential parking lots for commuters. In fact, there are several buildings in the area that I believe could be purchased and utilized as parking lots if the MTA and the Town of North Hempstead were in agreement with such a purchase. In conjunction with those suggestions, there are several possible opportunities for infrastructure improvements to our roads and sidewalks to assist the commuters in parking in those locations.

One such opportunity involves a very important project that I have been trying to move forward on in Carle Place called the Westbury Avenue Improvement Project. As you may know, Westbury Avenue is one block over from the Carle Place train station and is a main thoroughfare between the communities of Carle Place and Westbury. The Westbury Avenue Improvement Project involves beautification of the downtown, improved sidewalks, road repaving and additional parking, among other things, all of which would enhance the economic vitality of the area. Consequently, additional parking on Westbury Avenue could alleviate some, if not all of the parking issues that so many Carle Place commuters are already experiencing; a problem that will only get worse with the addition of the 3rd track, as previously stated. Like many other downtowns in Nassau County, enhancing the downtown of Carle Place will not only benefit the community and businesses operating there but will also greatly benefit the MTA with increased ridership as many more people opt to take the train into Manhattan or out to Suffolk from the Carle Place train station. More people helps the businesses to flourish, which benefits the community overall. My firm belief is that an upgraded, more walkable downtown in the Hamlet of Carle Place would give it the economic boost it needs to enhance the hometown feeling that this close-knit community tries so hard to maintain.

As such, I am asking that if the 3rd Track Expansion project should move forward, you include Carle Place and an improvement of Westbury Avenue and commuter parking in your plans.

Some additional ancillary concerns I have that I would like to establish a record for include addressing the following:

- the noise, debris and traffic issues that will exist during the construction process;
- the noise and vibration issues that will accompany the addition of a third track;
- how the MTA/LIRR will pay for this project and whether or not this expense will be passed on to the consumer;
- the increase in cost to maintain the 3rd track and/or improved stations which are included in this Project;
- any potential negative impact to property values in the affected communities; and
- Restricting freight train volumes to 2016 levels to ensure that there's no increase in freight train transportation with the addition of the third track.

Please contact me if you have any questions regarding the above. I look forward to speaking with you and/or your staff on these topics and any potential solutions you can offer.

Sincerely,



Laura M. Schaefer
County Legislator, 14th L.D.

LMS; jeh

Consultation: 16PR03614**Project: LIRR Main Line Expansion Project: Floral Park to Hicksville
Submission 4**

Thank you for requesting the comments of the New York State Office of Parks, Recreation and Historic Preservation (OPRHP), Division for Historic Preservation. The following are requests for clarification or additional information, and comments on the Draft Environmental Impact Statement for the LIRR Main Line Expansion Project (16PR03614).

1. The survey information was sent as an attachment to the project, but was not uploaded to our online database, CRIS, using the link to the survey “wizard” request sent on 7-26-16. It is important that the buildings assessed for potential impacts as part of this project are documented individually in CRIS. In a separate request, we will either ask that you use the original request token (K3NNO9E647NQ) to submit a new survey, or we will try to create a survey that can be updated. For either approach, we will need the Unique Site Numbers (USNs) listed in the survey to reflect the sites evaluated as part of the DEIS. The information should include:
 - a. A survey report, which may be excerpts from the (D)EIS.
 - b. New built resource entries for buildings that are not represented by the current USN list but that may be NRE, including the Hicksville Volunteer Fire Department and 164 Post Avenue in Westbury. Also, please create individual entries for the individual buildings or building blocks on Tyson Avenue, South Tyson Avenue, and Tulip Avenue in Floral Park. Start by using the two existing USNs for each of the areas, edit these for individual addresses, and add other entries for the other resources.
 - c. Current photographs for all USNs on the list that were photographed for the DEIS. These will need to be uploaded to each individual USN.
2. Comments on DEIS
 - a. Chapter 5: Visual Resources, p. 5-1. The definition and analysis of “visual impacts” must be expanded to include the two National-Register Eligible properties located on a prominent corner because their demolition results in significant adverse visual and historic impacts. These are the LIRR Electrical Substation (05954.000046), Main Street & Station Rd, and the Nassau Tower/LIRR (05954.000047) Main St & Station Rd, in Mineola.
 - b. Similarly, the same significant adverse impacts should be discussed under Section F, Potential Impacts of the Proposed Project, in both the “Impact Analysis” and the “Village of Mineola” sections pages 5-18 and 5-25.
 - c. Please add the individual addresses of the commercial buildings mentioned on Tulip Avenue and Tyson and South Tyson Avenues on p. 5-19.
 - d. The US Post Office at 1001 Second Avenue was submitted as part of the survey but appears to be missing from the buildings identified in the New Hyde Park section beginning on p. 5-20.
 - e. As other buildings have been identified with their National Register determinations, please add the information on their NRE status to the Denton Building, LIRR Electrical Substation, and Nassau Tower entries on page 5-26.
 - f. The entry regarding the Citibank (Former European-American Bank Company) building notes that a project requiring demolition is “previously approved.” While the local review process may have approved the demolition, SHPO Environmental Consultation determined that the building is eligible for listing on the State and National Registers of Historic Places and has not approved demolition. The project is still under consultation. Please add this clarification.

Please contact Lorraine Weiss at 518-268-2129 with any questions. Thank you.

 **A Modern LI
Long Island Rail Road
Expansion Project**

Floral Park to Hicksville

**A proposal to provide a more robust
and reliable rail service, making living
and working on Long Island easier.**

Have a comment, question or suggestion? Leave it here. We're listening!

Name Clark Adoma, Jr.

Address 3 Elizabeth St. Floral Park NY 11001

(OPTIONAL)

Email clarkadoma@gmail.com

Phone

Company

Comment. Question. Suggestion.

This kind Rail only make 1 new line? 1 line from
FP → Hicksville for a whole new track? NO.

More than one line. we need a local train that will go
from Floral Park to NHP & Mineola & Hicksville

The fact that FP & NHP don't connect is ridiculous.

Other ways to submit your comments



Submit Questions and Comments

You can submit your comments via
the project website aModernLI.com
or email us at info@aModernLI.com

Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

NEW YORK
NY 100
22 DEC 16
PM 10 L

RETURN ADDRESS

Clark A

3 Elizabeth St

Floral Park NY 1101



Edward M. Dumas, Vice President
Market Development & Public Affair
Long Island Rail Road Expansion Project
MTA Long Island Rail Road
MC 1131 Jamaica Station Building
Jamaica, NY 11435

PLACE STAPLE OR TAPE HERE

LIRR Expansion Project - DEIS
At-Grade Crossing Elimination in New Hyde Park

Close the South 12th Street Public Highway-Rail At-Grade Crossing Completely to Vehicle Traffic (Figure 1-23 attached)

I/We Lynn Walba Yannis Grigoraskos

as resident(s) of 111 South 12th Street, New Hyde Park, New York 11040 request the following actions related to the LIRR Expansion Project At-Grade Crossing Eliminations:

As part of the LIRR Expansion Project, the New Hyde Park Group of Public Highway-Rail At-Grade Crossings of New Hyde Park Road, Covert Avenue and South 12th Street are to be eliminated. The LIRR currently proposes that New Hyde Park Road and Covert Avenue be depressed under the railway. The LIRR currently indicates that the South 12th Street Public Highway-Rail At-Grade Crossing may be eliminated similarly to New Hyde Park Road and Covert Avenue or it may be closed completely to vehicle traffic.

The South 12th Street Public Highway-Rail At-Grade Crossing should be closed completely to vehicular traffic (Option 1). This course of action has several advantages, including a savings of \$100 million of taxpayer dollars and an overall reduction in the project construction timeframe. The LIRR currently proposes that the New Hyde Park Railroad Station platforms be extended westward, with the platforms crossing over South 12th Street to accommodate M-3, M-7 and M-9 trains that are twelve (12) railroad cars long. The 2nd and 3rd Avenue vehicle and pedestrian infrastructure design will be enhanced by eliminating the South 12th Street At-Grade Crossing bottleneck in the middle of the New Hyde Park railroad station hub. The Pedestrian Bridge (Figure 1-15) above the railroad will be located near the western end of a reconstructed New Hyde Park Railroad Station.

The One-Way Southbound Only Vehicle Underpass with One Sidewalk Only (Option #2) would require property takings in front of residential homes on South 12th Street. Governor Cuomo expressly stated that there should be no residential property takings – partial or full. We agree with the Governor Cuomo.

Therefore we the residents of South 12th Street request that as part of the LIRR Expansion Project the South 12th Street At-Grade Crossing Elimination be accomplished by Utilizing

OPTION #1: PERMANENT CROSSING CLOSURE
WITH PEDESTRIAN BRIDGE (Figure 1-25 attached)



Source: GF-AECOM



11.22.16

Source: NYSDOT



**LIRR Expansion Project
Floral Park to Hicksville**

Rendering: South 12th Street Grade Crossing
Option 1: Permanent Crossing Closure with Pedestrian Bridge
Figure 1-25

 A Modern LI
Long Island Rail Road
Expansion Project

Floral Park to Hicksville

A project that provides a more direct
and reliable rail service, making living
and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name Maureen Newman

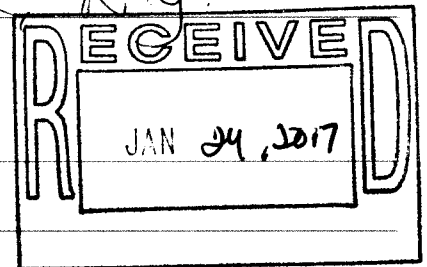
Address 75 Mayfair Ave. Floral Park N.Y.

(OPTIONAL)

Email _____

Phone _____

Company _____



Comment, Question, Suggestion.

Finance — ~~The~~ How will this be paid
for? The proposed budget has a
3.5 Billion deficit. We know what
happened when the Second Ave Subway
lost funding — We should learn from
history.



You can submit your comments via
the project website aModernLI.com
or email us at info@aModernLI.com

For more info:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

 A Modern LI
Long Island Rail Road
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and reliable rail service, making living
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Have a comment, question or suggestion? Leave it here. We're listening!

Name Maurken Newman

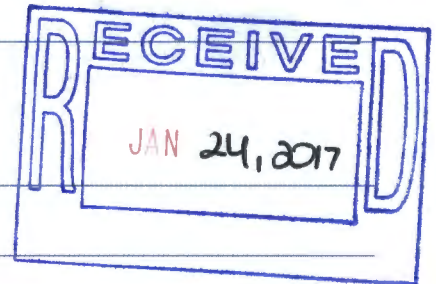
Address 75 Mayfair Floral Park, NY.

(OPTIONAL)

Email

Phone

Company



Comment. Question. Suggestion.

The incidents noted and the delays in train service (as recently as this past month) are attributable to infrastructure problems ~~with out~~ that are not addressed by this project. The question then is - since the present infrastructure cannot handle the two rail system - how can we expect it to ~~to~~ support the THIRD RAIL?

Other ways to submit your comments



Submit Questions and Comments

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or email us at info@aModernLI.com

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Edward M. Dumas, Vice President
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Have a comment, question or suggestion? Leave it here. We're listening!

Name MARY RAZZANO

Address 155 ATLANTIC AV, CARLE PLACE

(OPTIONAL)

Email

Phone (516) - 334-8429

Company RETIRED

Comment. Question. Suggestion.

- ① CONSTRUCTION - STARTING - HOURS/DAYS - WEEKENDS
- ② WALL - VEGITATION IN FRONT -
- ③ STREET - RETURN STREET - "DEAD END" AS ORIGINAL IN 1960's
- ④ ENVIRONMENT - NOISE/DIRT/DUST Created - PARKING OF EQUIPMENT
- ⑤ FREIGHT TRAINS - ENCLOSED CAR/TARPS - AS Debris Comes off TRAIN ON TO STREET & PROPERTY
- ⑥ DRAINAGE TO BE REPLACED - STREET Floods -
- ⑦ SAFETY - HAVE SMALL CHILDREN & SENIORS CITIZENS ON STREET
Contractors Hiring Personnel
- ⑧ Contact - When Constructors Starts - NEED A Contact Number
- ⑨ PAVING & Landscape of roadway & embankment

Other ways to submit your comments



Submit Questions and Comments

You can submit your comments via the project website aModernLI.com or email us at info@aModernLI.com

Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island Rail Road Expansion Project MTA Long Island Rail Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

REQUIRED INFORMATION:

Name: MARY BRUSH

Email: marybrush@yahoo.com

Mailing Address: 431 CARNATION AVE
FLORAL PARK, NY 11001

Comments:

- 1) Dioxin (DIOXIN) in dirt in LIRR right of way. How are you going to protect the public?
- 2) Rail cars must be covered to prevent debris to fly into communities
- 3) Redo Floral Park station and make it ADA compliant.
- 4) Redo switches at Jamaica, first. That's what causes most of the delays.

WPOA

WESTERN GARDEN CITY PROPERTY OWNERS ASSOCIATION INC.

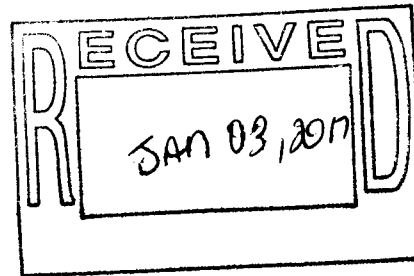
P.O. Box 7976

www.gcwpoa.com

Garden City, NY 11530

December 30, 2016

Mr. Edward M. Dumas,
VP, Market Development and Public Affairs
MTA/LIRR MC 1131
Jamaica Station
Jamaica, New York 1143



Re: LIRR Expansion Project – Third Track

Dear Mr. Dumas:

On behalf of the Western Property Owners Association (WPOA), I implore the Metropolitan Transportation Authority to reconsider the deadline for the Third Track DEIS comment period, which is currently January 31, 2017. In order to give affected residents and villages enough time to digest such a voluminous document and to properly formulate comments and queries, I sincerely request that you extend the comment period for consideration of the 1,000-page DEIS, by providing three additional months, closing comments on April 30.

While I understand that you and the MTA wish to move full-throttle ahead with the third track project, you may be leaving behind at the station those good, taxpaying residents who will be directly affected by the project.

The residents on the WPOA's northern border (adjacent to the New Hyde Park Road station), as well as residents that abut the right-of-way going east, and those who manage or visit the Garden City Bird Sanctuary south of the existing tracks at the Denton Avenue overpass, are highly impacted by this proposed project, especially in terms of noise, freight train traffic, possible release of pollutants, and loss of natural buffer.

In addition, all residents of the Western Section of Garden City would be impacted by the alternate traffic flow on our northern-most streets following the completion of such project and by the possible increase of commercial traffic (large truck traffic) north/south on New Hyde Park Road, which is already burdened with heavy truck traffic and accidents, especially at the intersection of New Hyde Park Road and Stewart Avenue.

The Western Garden City section has also experienced challenges from declared Superfund site remediation to our north, which the Village has been monitoring for years, including extensive years of aeration of our water supply.

Please seriously consider giving resident taxpayers the opportunity to fully review and comprehend the many aspects of the DEIS. I urge you to give us some additional time and move the close of the comment period to April 30, 2017.

Sincerely,

Maureen Traxler Dellacona
WPOA President

WPOA

WESTERN GARDEN CITY PROPERTY OWNERS ASSOCIATION INC.

P.O. Box 7976

www.gcwpoa.com

Garden City, NY 11530

February 15, 2017

Mr. Edward Dumas, Vice President
Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road, MC 1131
Jamaica Station Building
Jamaica, New York 11435

Re: LIRR Expansion Project – Draft Environmental Impact Statement

Dear Mr. Dumas:

Enclosed is a copy of comments, questions and suggestions from the Board of Directors of the Western Garden City Property Owners Association in regard to the DEIS.

I emailed these comments to John McCarthy this morning, February 15, so that we are in compliance with the DEIS comment deadline.

Thank you for your review,

Sincerely,



Maureen Traxler Dellacona
WPOA President

Enc.

**Comments from the Western Garden City Property Owners Association, Garden City, New York
In response to the MTA/LIRR Expansion Project DEIS**

The Western Garden City Property Owners Association's (WPOA) north border lies adjacent to the Long Island Rail Road property; therefore, it is imperative that we express our concerns and comment on issues presented in the Draft Environmental Assessment Statement (DEIS).

Concern: Contaminants

The Western Section of Garden City has experienced challenges from declared Superfund site remediation north of the railroad tracks. The Village has been monitoring this situation for years, including an extensive effort to aerate the Garden City water supply.

Additionally, in the DEIS for the Long Island Rail Road Expansion Project, ten "B" category sites were found in our area, seven in the immediate vicinity of our residents who border the tracks. It should be further noted that prior to 1980, the LIRR sprayed Agent Orange as a defoliant in this area.

There are 14 houses adjacent to the tracks on Greenridge Avenue, the northern most street in the Western Section of Garden City. An analysis by a current resident shows that from 1982 to 2006, eight Greenridge Avenue residents in their 40s and 60s died from cancer. One 49-year-old current resident is battling cancer; another was diagnosed with melanoma last year at age 37, and another is a cancer survivor.

The above facts cause great concern to members of the WPOA, since there is reasonable potential for these residents to have been impacted by the presence of contaminated materials. This is a very serious health concern and should be vetted completely by the EPA, State of New York, Nassau County and Garden City Village leaders. Below we quote in part from the DEIS:

"Soil, soil gas and groundwater beneath a site can become contaminated as a result of past or present uses within the Study Area or on nearby properties. Portions of the Study Area are and/or were used historically for railroad operations and other industrial activities. Common contaminants found in the subsurface at railroad properties include creosote, petroleum products, solvents, volatile and semi-volatile organic compounds, heavy metals, polychlorinated byphenols (PCBs), pesticides, and herbicides.

"Based on the methodology described in the following section, 153 Category B sites were identified within the Study Area. As further discussed below, a Category B site is defined as sites that had some reasonable potential to have been impacted by the presence of contaminated materials and thus additional analysis is prudent..."

Request: For these reasons, the WPOA believes all the noted sites deserve full analysis prior to any construction because of the immediate health and safety dangers to our residents. The risk of any further undertaking of railroad expansion should not proceed until these issues are examined thoroughly by an independent, separately funded environmental expert. Data should be fully disclosed as to the findings of contaminants along the expansion project stretch adjacent to and through the Village of Garden City. Included in the analysis should be the soil in right-of-ways on both sides of the tracks, the tracks wooden ties, the backyards of all residents adjacent to the tracks, water testing along tracks and in all homes along tracks, and air testing along railroad and in communities adjacent to railroad.

The health and welfare of our residents is paramount, and we believe the shortcuts taken in this "rush to construction" have only exposed our residents and properties to contaminants and health issues. Through an expedited bidding process, the LIRR awarded the \$6.95 million contract to a joint venture by Gannett

Fleming, headquartered in Harrisburg, Pennsylvania, and AECOM, headquartered in Los Angeles—both environmental firms located out of state and not invested in the lives of Garden City residents.

It is also imperative then, that if contaminants are identified, a detailed plan for immediate strict remediation be presented to Village officials and Western Garden City residents before any work proceeds.

In addition, the MTA/LIRR must also acknowledge that any increase in freight brings with it a heightened risk of spills and accidents with exposure to dangerous chemicals and pollutants. Is there an evacuation plan? What is the procedure for our neighbors adjoining the track to follow in the event of a hazardous condition?

Concern: Sound/Attenuation Walls

Since the MTA will be expanding the third track over its right-of-way and leaving no buffer between the railroad tracks and the private properties adjacent to it, it is imperative that home and business owners be properly safeguarded during and after any such expansion. In addition, along the stretch of railroad that goes through Garden City, several unique properties exist, namely, the Tanners Pond Road Environmental Center (Bird Sanctuary) and the Garden City High School and fields, which are adjacent to the tracks and need to be safeguarded.

Request: The sound attenuation walls must be offered to all areas adjacent to the railroad property from New Hyde Park Road to Garden City High School. The height of those walls is to be determined in consultation with those parties living and working in those areas. Additionally, the WPOA requests that none of these walls or their foundations should impinge on residents' properties.

Concern: Potential cracks in foundations due to construction or new expanded track usage

Request: While it is the contractors' acknowledged responsibility to reach out to homeowners to do the inspections pre-construction, homeowners must receive written agreement that any damaging situation resulting from pre-construction or the use of the new tracks will be rectified by the Railroad at the Railroad's expense.

Concern: Increased truck traffic on New Hyde Park Road through Garden City.

New Hyde Park Road is a through truck route, and many vehicles, from 18-wheelers to tour buses to fuel and utility repair trucks to local deliveries, pass down this street every day, from early morning to evening rush hour. New Hyde Park Road is a narrow road, with 2 lanes each way. We have several dangerous intersections: (a) New Hyde Park Road and Stewart Avenue, and (b) New Hyde Park Road at Chester Avenue/Fairmount Boulevard. New Hyde Park Road also crosses over the railroad tracks at the Stewart Manor station. Going south of the intersection at New Hyde Park Road at Chester Avenue, through a business district and by an elementary school, the road becomes increasingly dangerous because it narrows to one lane each way and goes into a blind curve.

Request: The WPOA requests that the MTA/LIRR conduct a "crash" or accident incident report for the two dangerous intersections to determine, with the Village and the Western Garden City community, if some action can be taken to mitigate the expected increase in the traffic volume and the size of the vehicles.

Concern: Clinch Avenue is a major thoroughfare for residents who live on the northern border of the Western Section, called The Haven. There are only two additional streets that bring community members out to the larger community – Fenimore and Greenridge avenues.

Request: On behalf of our residents living in The Haven, the WPOA requests that Clinch Avenue at New Hyde Park Road remain open for resident vehicle passage.

Concern: The placement of the proposed Kiss-and-Ride

The DEIS proposes two scenarios for the placement of the parking area:

(A) on the north side of the New Hyde Park RR Station (where the self-storage building is now)

(B) on the south side (in Garden City).

If the MTA takes by eminent domain the greenspace on the west side of New Hyde Park Road for the Kiss-and-Ride, the entrance and egress to the lot are designed to be on New Hyde Park Road.

Request: The WPOA requests that the MTA place the Kiss-and-Ride lot on the north side of the tracks, because of the dangerous situation that will be created if the lot is placed on the south side (Garden City).

In the south side scenario, there is a traffic signal at the entrance to Clinch, which will allow cars to cross New Hyde Park Road to enter the lot. This scenario poses a distracting and dangerous situation for drivers. If the lot is located on the north side, vehicles can enter and egress from the lot via Plaza and Second avenues.

In addition, the WPOA demands that New Hyde Park Road maintain two lanes going south, due to the expected heavy flow of traffic through this all-too-frequently congested area.

Concern: ADA compliance

Request: The MTA must make every effort to make the New Hyde Park Road station fully handicapped-accessible, in both the eastbound and westbound directions, in the easiest way possible for residents and travelers with handicapping conditions.

Concern: Tanners Pond Road underpass

Request: The WPOA requests that the height and width of the vehicle opening at the Tanners Pond Road underpass remain a one-lane passage, and in the same slanted configuration. This configuration serves the community as a traffic-calmer and also inhibits trucks from entering the Village from Jericho Turnpike and Denton Road.

Concern: Unsightly construction vehicles and equipment left for long periods of time on Garden City sites and streets.

Request: At no time will such vehicles and equipment block Garden City streets. Village officials and WPOA representatives must be given contact information for MTA/LIRR staff that will be responsible for the removal of such vehicles, if they are preventing emergency vehicles from their routes, causing traffic congestion or other nuisances.

Concern: Freight

Freight is expected to increase each year because of population demands. The New York and Atlantic Railway will add cars to existing runs up to a certain point, and then they will begin to start up new runs. The MTA/LIRR points out that by federal law, the railroad must provide track availability.

Request: Western Garden City residents are already subjected to freight train passage, and the railroad cars are frequently a severe eyesore. We demand that the MTA/LIRR put restrictions on freight carriers that will eliminate idle standing or storage of open cars and mandate that graffiti-filled cars be cleaned of graffiti.

Concern: If the improvements to the New Hyde Park Road station and the other 2 Village of New Hyde Park crossings cause residents to look for alternate service, many commuters will use the Stewart Manor station.

Request: While we understand that the Stewart Manor station is currently undergoing improvements, it would behoove the MTA/LIRR to support the Village of Garden City by providing repaving of the large parking lot to the north of the station and planting of tall shrubbery encircling the lot to add a buffer for the nearby homeowners' property lines and the adjacent roadways.

Submitted by the Western Garden City Property Owners Association, Maureen Traxler Dellacona, President



Michael G. Murphy
15th Floor
477 Madison Avenue
New York, NY 10022-5802
Direct: (212) 702-5436
Fax: (212) 702-5450

February 14, 2017

Via FedEx and Email (info@amodernli.com)

Edward M. Dumas, Vice President
Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road, MC 1131
Jamaica Station Building
Jamaica, NY 11435

**Re: Long Island Rail Road Expansion Project: Floral Park to Hicksville -
Comments of the Villages of Floral Park, Garden City and New Hyde Park
on the Draft Environmental Impact Statement**

Dear Mr. Dumas:

This firm represents the Incorporated Villages of Floral Park, Garden City and New Hyde Park (collectively, the "Villages") in relation to the proposed Long Island Rail Road Expansion Project – Floral Park to Hicksville ("Project" or "Third Track Project"). The Metropolitan Transit Authority ("MTA")/Long Island Rail Road ("LIRR") issued a Draft Environmental Impact Statement ("DEIS") on November 28, 2016, and initially, despite the Project's size and complexity and the extensive holiday period, allowed only until January 31, 2017 for public review and comment. The comment period was later extended by just two weeks, until February 15, 2017. These comments, including the accompanying Report prepared by The Vertex Companies, Inc., are being submitted on behalf of the Villages, but they are not intended to supersede or displace other comments separately made or submitted by Village officials and representatives.

The scope of the Project is vast, with Village residents and local businesses in the direct firing line of its impacts. The Villages are gravely concerned over the inadequacy of the DEIS. The deficiencies are so significant that it is impossible to assess whether the Project's claimed benefits outweigh its impacts. As has been previously indicated in the June 13, 2016 letter commenting on the Draft Scoping Document and a follow-up letter dated August 4, 2016, to LIRR President, Patrick Nowakowski, **the Villages have not taken a firm position in opposition to the Project but have been and remain very troubled over the manner in which the Project's environmental review under the State Environmental Quality Review**

February 14, 2017

Page 2

Act (“SEQRA”) has proceeded. The June 13th and August 4th letters explained that MTA/LIRR should not have even commenced the SEQRA process until the Project was better defined, and that MTA/LIRR was not providing the most “impacted communities the ability to meaningfully participate in the environmental review process, as is their right under SEQRA.” See August 4th Letter at 2. (The June 13th and August 4 letters shall be deemed part of this response and incorporated herein.) Ultimately, the Villages must protect the interests of their residents and local businesses.

Unfortunately, the concerns that were raised earlier have been borne out. The DEIS – while a lengthy document – is largely superficial. It provides some additional detail on the Project. But it does not properly and concretely analyze impacts that will likely result from the Project. The DEIS is neither data driven nor analytical. It should be both. In other instances, the required analysis is either flawed or completely missing. These deficiencies are readily apparent in a number of the DEIS Chapters, while identifying other deficiencies required the expertise of Vertex, at great expense to the Villages. (The Villages recognize the support of Supervisor Santino and the Town of Hempstead regarding the Villages’ concerns with respect to this Project.)

The DEIS exposes a hasty rush to complete the environmental review process at all costs. What the public is left with remains vague and largely conceptual in nature. When environmental impacts are not actually identified and quantified, they cannot be adequately analyzed, nor can specific mitigation measures be explored let alone pinpointed. The DEIS instead merely promises that impacts will be figured out later as part of the “design build” process, and “plans” that have yet to be prepared will be used to mitigate those as yet unidentified impacts. The DEIS therefore reads more like an expanded scoping document than an environmental impact statement. While SEQRA permits the preparation of a generic DEIS where the analyses are more “conceptual in nature” (see SEQRA Handbook at 146), this DEIS was not presented as a generic DEIS, nor would a generic DEIS be appropriate for this specific Project.

The New York State Court of Appeals has explained: “[T]he primary purpose of SEQRA ‘is to inject environmental considerations directly into governmental decision making.’ . . . To achieve these purposes and goals, SEQRA imposes procedural and substantive requirements upon the agency charged with decision making in respect to proposed ‘actions.’” *Weak Broadcasting Corporation v. Planning Board of Town of Lloyd*, 79 N.Y.2d 373, 380-81 (1992) (citations omitted).

SEQRA imposes substantive requirements which include listing the various types of information that must be included in the EIS, a description of the proposed action **with an assessment of its environmental impact and any unavoidable adverse environmental effects** (ECL 8-0109[2][a]–[c]) **and mitigation measures proposed to minimize the environmental impact** (ECL 8-0109[2][f]). Put differently, the agency must take a sufficiently

February 14, 2017

Page 3

“hard look” at the proposal before making its final determination and must set forth a reasoned elaboration for its determination.

Id. at 381 (case citations omitted) (emphasis added). A conceptual overview does not constitute a “hard look” at environmental impacts.

In addition to an inadequate analytical approach to assessing impacts and specifying mitigation measures, the DEIS rests on foundational assumptions regarding the Project, including its construction schedule: “this DEIS **conservatively** assumes that the Proposed Project construction would take approximately four years, commencing in 2017 and completed in 2021.” DEIS at 1-36 (emphasis added). The DEIS further assumes only six to nine months to work on each grade crossing separation project.

However, neither a *Schedule Basis Document* nor *Cost Estimate Basis* was included in the DEIS; therefore, no basis for these scheduling assumptions was presented or disclosed. Far from being conservative, as discussed below, the Vertex Report shows these schedule assumptions are grossly optimistic if not unrealistic. The DEIS therefore provides inaccurate information to the public – particularly to those communities that will be most impacted by the Project, and unnecessarily increases the prospect that a supplemental EIS will be required. See *Develop Don’t Destroy (Brooklyn), Inc., v. Empire State Development Corporation*, 30 Misc. 3d 616 (Sup. Ct., New York County 2010) (agency failed to take requisite hard look at impacts of delays in project construction under SEQRA; **agency “had the responsibility to determine whether the proposed schedule was reasonable for purposes of conducting the requisite assessment of environmental impacts.”**).

It should be noted that we requested a copy of the *Schedule Basis Document* and the *Cost Estimate Basis* which are normally prepared for projects of this nature. Neither has been provided. Instead a form letter, dated January 30, 2017 (attached to this submission), was received directing this office to the “comprehensive Draft Environment Impact Statement.” This indicates that neither document has been prepared.

The Vertex Report identifies numerous errors, deficiencies and omissions in the DEIS, and explains:

LIRR has not provided the public with an appropriate level of detail to understand the timing, magnitude, and duration of potential adverse impacts resulting from the Proposed Project and the effectiveness of proposed mitigation measures

...

In several instances, which are addressed further in VERTEX’s review of the DEIS, the DEIS fails to provide “sufficient descriptions” of the proposed actions and mitigation measures. Although the regulations clearly do not require an overly technical or encyclopedic document, the details VERTEX has identified as deficient in the DEIS would not rise to that level. Instead, the missing information is considered basic and fundamental to understanding

February 14, 2017

Page 4

the “analyses of the impacts, alternatives, and mitigation” of the Proposed Project.

Ultimately, the DEIS does not provide the public with all the information needed to perform an informed evaluation of the potential impacts of the Proposed Project.

Vertex Report at 3.

The Villages urge MTA/LIRR to use these comments (and those from other members of the public) to prepare a corrected DEIS, and re-initiate a new public review and comment period. With this in mind, the Villages offer the following specific comments:

Increasing Project Costs, Unknown Funding Sources and Avoidance of Independent Environmental Review under NEPA

In May 2016, the reported cost of the Project was \$1 billion.¹ The DEIS, released in November 2016, states that the estimated cost of the Project now is \$2 billion. DEIS at 1-36. In only six months, the estimated cost of the Project has doubled. As noted above, we have requested a copy of the *Cost Estimate Basis* which typically is prepared for projects of this nature, but it has not been provided. Therefore, there is no means by which to check how the Project’s (growing) estimated cost has been determined, or whether it is credible.

The MTA does not have a good record on cost projections. In March 2013, the State Comptroller’s Office issued a report on the MTA’s cost overruns on the East Side Access (“ESA”) project. In 1999, MTA estimated the ESA project would cost \$4.3 billion and be completed in 2009. By the time the report was issued, the estimated cost had grown to \$8.25 billion, with a completion date of 2019.² Alarmingly, the report noted the following:

More than half of the \$4.4 billion in cost overruns occurred after the MTA entered into a full-funding agreement with the federal government in 2006, **when engineering and design work was largely completed.** (emphasis added)

Since then, the ESA project’s cost has catapulted to \$10.2 billion with a completion date of 2022.³

¹ Newsday, *Gov. Andrew Cuomo: LIRR third track meetings to be held*, May 9, 2016 (“The project, estimated by Cuomo’s office to cost \$1 billion . . .”).

² New York State Comptroller’s Office, Report 12-2103: *Metropolitan Transportation Authority: East Side Access Cost Overruns*, March 2013 (available at <https://www.osc.state.ny.us/osdc/rpt12-2013.pdf>).

³ Newsday, *\$10B East Side Access project falling further behind schedule*, July 2, 2016.

February 14, 2017

Page 5

Because MTA/LIRR has chosen to pursue a “design-build” approach, engineering and design work clearly is not “largely completed” for this Project; further calling into question the credibility of the \$2 billion estimated cost.

In the June 13, 2016 letter submitted on behalf of the Villages concerning the draft Scoping Document, the specific issue of funding was raised. The means by which the Project will be funded is not identified in the DEIS. The DEIS merely states that the Project will be funded “from the MTA and other State sources.” DEIS at S-13. Thus, a basic question regarding the Project remains unanswered.

The prudent and rational means by which these types of projects are vetted is being skirted for the Third Track Project. The MTA already has an approved 5-year Capital Plan in place for years 2015-2019. In October 2015, the MTA approved the 2015-2019 Capital Plan setting forth capital projects for the MTA system for the five-year period, costing \$29 billion. By law, the plan then must be reviewed by the State Capital Program Review Board. The CPRB approved the MTA 2015-2019 Capital Plan on May 23, 2016, after the Third Track Project had been announced.⁴ Yet, there is not even a passing reference to the Third Track Project in the Capital Plan. The DEIS even acknowledges, without justification or explanation, that the Third Track Project is proceeding outside of the Capital Plan process.⁵ DEIS at 1-14 to 1-15.

The New York Metropolitan Transportation Council (“NYMTC”), in which MTA is an active participant, undertakes transportation planning for the New York metropolitan area (consistent with federal requirements). The NYMTC is the Metropolitan Planning Organization (“MPO”), as designated by the Governor, responsible for the development of the Regional Transportation Plan for this region. The NYMTC plays a key role in securing federal funding support for capital projects like the Third Track Project. NYMTC issued *Plan 2040: A Shared*

⁴ Available at http://web.mta.info/capital/pdf/MTA_15-19_Capital_Plan_Board_WEB_Approved_v2.pdf.

⁵ The DEIS’s reference to the MTA’s *Twenty Year Capital Needs Plan Assessment 2015-2034* (“MTA 2015-2034 Plan Assessment”) is misleading. See DEIS at 1-16. In that assessment, the MTA lists the LIRR improvements that were being contemplated (p. 24-25):

Long Island Rail Road’s Strategic Improvements represent core program investments to increase railroad capacity. For instance, as the LIRR modernizes the aging signal system in Jamaica, it is reconfiguring the existing track layout, which has not changed significantly since the complex opened in 1913, to allow for increased throughput. Other strategic corridor investments in LIRR’s program include: expanding Main Line track capacity, including **a complete double track between Farmingdale and Ronkonkoma, constructing the Republic Hub Intermodal Station, enhancing/establishing “Scoot” Services on diesel branches (Oyster Bay and East of Ronkonkoma), and building additional electric train storage capacity on multiple branches in Suffolk County.** (emphasis added)

(available at <http://web.mta.info/mta/capital/pdf/TYN2015-2034.pdf>). The proposed third track is not mentioned at all, only vague references to additional track capacity without any specification. See also MTA 2015-2034 Plan Assessment at 59 (same).

February 14, 2017

Page 6

Vision for Sustainable Growth in September 2013, which lays out a “25-year, long-term plan for investing and building sustainable growth in our region and transportation network.” The Third Track Project is not included in *Plan 2040*.⁶ Thus, the appropriate vehicle through which federal funding might be sought, has been spurned, with no stated reason.

It is clear that if federal funding was sought, a rigorous environmental review under the National Environmental Policy Act (“NEPA”) would be required. We previously explained in the June 13, 2016 letter commenting on the draft Scoping Document that the 2005 third track proposal was subject to environmental review under NEPA, with the Federal Transit Authority (“FTA”) acting as the Lead Agency. The DEIS’s vague promise that funding would come from “the MTA and other State sources” leads one to an inescapable conclusion that MTA/LIRR is, at all costs, seeking to avoid a NEPA review overseen by an independent federal agency.

Federal funding is there to be sought. The FTA is currently overseeing a number of grant/funding opportunities that could be pursued to help offset the cost of this Project.⁷ And the new Administration has specifically recognized the need to “rebuild our roads, schools, bridges and **public infrastructure**” and stated that federal revenues from energy production would be available to meet that need.⁸ By foreclosing these federal funding opportunities, MTA/LIRR is unnecessarily placing the entire burden of the growing cost of this Project on New York taxpayers and LIRR commuters.

⁶ Available at <https://www.nymtc.org/Required-Planning-Products/Regional-Transportation-Plan-RTP/RTP-2040>.

⁷ See e.g., <https://www.transit.dot.gov/grants>.

⁸ See <https://www.whitehouse.gov/america-first-energy>. The opportunity to secure federal funding support is tangible:

President-elect Donald Trump's New York roots, role as a builder and promise to spend big money on transportation projects could bode well for the region's commuters, including LIRR riders, experts said.

...

On Tuesday, Trump named Elaine Chao, a former labor secretary, to the post. Chao, in turn, will fill key posts in the Federal Transportation Administration and Federal Railroad Administration - agencies that regulate transportation providers, including the Metropolitan Transportation Authority, LIRR and public bus systems in Nassau and Suffolk.

They also provide low-interest federal loans and grant funding for a range of projects, from the MTA's \$1 billion positive train control effort on the LIRR and Metro-North, to massive construction efforts such as the East Side Access to bring the LIRR to Grand Central Terminal, emergency repairs after natural disasters, and routine station rehabilitation and train car purchases.

Newsday, Experts: Trump's roots, background may be boon for MTA, LIRR 182-year-old railroad likened to 'Third World' system in campaign President-elect understands value of mass transit, some say, December 4, 2016.

February 14, 2017

Page 7

If the opportunity to secure federal funding has been snubbed at the expense of taxpayers and commuters simply because MTA/LIRR wants to avoid a rigorous, independent environmental review of this Project under NEPA, then the integrity of the entire process is suspect.

Many Important Project Details Either Are Still Unknown or Reveal Suboptimal Design Features That Could Result in Permanent Adverse Impacts

Vertex has undertaken an extensive review of Project design features within the three Villages, as reflected in its Report. A number of worrying aspects are revealed that call into question certain Project component feasibility, implement-ability and schedule assumptions:

- At the Covert Avenue, South 12th Street and New Hyde Park Road grade crossing separation locations the following problems are identified:
 - Each location presents constraints or severe constraints that are ignored in the DEIS.
 - Proposed travel lanes are too narrow, compounded by the fact that shoulders will not be provided — i.e., retaining walls will be directly adjacent to these narrow traffic lanes.
 - Side-walks will be as narrow as 5 feet in many locations, which is not optimal.
 - Guardrails and handrails are required for safety but none are provided for in the Project design plans, and it is not even clear how they can be incorporated without further constraining traffic lanes and/or sidewalks.
 - Major utility relocation will be required but no details are provided as to how that will be, or feasibly can be, accomplished.
 - Major new stormwater drainage and recharge systems will have to be installed, but the DEIS does not explain how these systems can be installed in these constrained areas while also relocating numerous utility lines.
- New bridge installations will be required at Tyson Avenue, Plainfield Avenue, Denton Avenue and Nassau Boulevard.
 - While the Project design relies on prefabricated components, many design elements relevant to the site work are still unknown.
- Foundations for retaining walls and noise attenuation walls are likely to need to encroach onto adjacent property, which is not acknowledged in the DEIS.
- Staging areas outside the Project work area will cause impacts in the three Villages that are not assessed.

As more is known about the Project (and much is still unknown), concerns over the impacts of the Project become greater. The brunt of the Project's impacts will be

February 14, 2017

Page 8

felt by the residents and businesses in the three Villages. Yet, basic questions remain regarding the Project's details and feasibility.

MTA/LIRR's Project Schedule Assumptions are Wildly Optimistic and Therefore Grossly Underestimate Impacts to Local Communities

MTA/LIRR asserts that the Project "conservatively" will take about four years to complete, will be completed in phases and will take six to nine months to complete each grade crossing separation project. The Vertex Report shows that, if anything, the scheduling assumptions have no basis in fact and could be wildly optimistic. This means that residents and business owners within the Villages of Floral Park, Garden City and New Hyde Park are likely to experience the hardship of the Project's construction impacts for far longer than presented in the DEIS. The failure to develop and consider important Project details described in the prior section further undermines MTA/LIRR's claim that its construction schedule is "conservative."

Vertex undertook to see if the Project schedule presented in the DEIS had a credible basis:

VERTEX evaluated the reasonableness of the proposed construction schedule and overall estimated project duration based on the information provided in the DEIS. VERTEX's review involved assessing whether a schedule basis memorandum, preliminary cost estimate, and a complete listing of the estimated physical work quantities (i.e., preliminary quantity takeoffs) were provided in the DEIS.

VERTEX conducted a preliminary schedule constructability analysis of the Proposed Project to evaluate the reasonableness of the project plan from a construction management perspective. VERTEX performed this analysis based on the information available and based on a review of reasonably comparable benchmark projects. This review involved an assessment of the proposed construction schedule and overall estimated project duration, and an evaluation of the duration estimates for different stages of work. VERTEX then identified the areas of concern and shortcomings of the proposed construction schedule from a planning and scheduling perspective.

Vertex Report at 25.

As the Vertex Report shows, use of a Schedule Basis Document/Memorandum and Cost Estimate Basis follows recognized engineering protocols and standards. They are typically prepared for projects of this nature to develop and test underlying assumptions on schedule, cost, *etc.* As noted earlier, it is very likely neither document has been prepared. As Vertex explains, in the absence of this type of information, the Project schedule presented in the DEIS has no basis and cannot be verified.

Vertex explains that:

February 14, 2017

Page 9

- No basis for the stated schedules is provided in the DEIS.
- No schedule information is provided for certain components of the Project.
- Important contingencies are not factored into the Project schedule.

On the issue of the importance of factoring in credible contingency estimates, the Vertex Report walks through implementation and scheduling complications that could happen for several Project components within the three Villages (*e.g.*, Covert Avenue grade crossing and Denton Avenue Bridge). In each instance, MTA/LIRR offers a range of timeframes for the work but instead of using longer “conservative” timeframes for the overall schedule – as would be typical – MTA/LIRR insists on using shorter timeframes, even though there is no basis to conclude they are reasonable.⁹

This approach casts aside sound engineering principles of building contingency into a Project’s design and schedule and using reasonable, conservative time periods, instead of optimistic and unrealistic periods. These sound engineering principles are ignored in order to convince the public that impacts will not be significant. This is a grave deficiency, and yet does not even account for the fact that no schedule information is provided or disclosed for some Project components.

The end result is a presentation of construction impacts and duration that is inaccurate and deceptive. More importantly, it is unfair to people living and working in the impacted communities. Residents and local business owners and employees expecting disruptive impacts for six to nine months could end up experiencing years of impacts.

Vertex concludes the following:

The reasonableness of the proposed construction schedule and overall estimated project duration cannot properly be evaluated until these shortcomings are remedied.

...

Because the Villages will experience a wide array of impacts such as noise and traffic impacts during the construction of the Proposed Project, understanding the duration of these impacts is critical to determining incremental impacts on the affected communities. **Because the DEIS does not demonstrate that the schedule was developed using standard scheduling techniques and practices appropriate for a project that is at the preliminary design stage, the schedule presented in the DEIS cannot be viewed as reliable.** For this reason, the DEIS does not adequately identify

⁹ To the contrary, because many details concerning the Project’s implementability and constructability are unknown, it is patently unreasonable to use these shorter timeframes and then claim that the DEIS presents a “conservative” schedule.

February 14, 2017

Page 10

the duration of the construction impacts to be experienced by the Villages.
(emphasis added)

Vertex Report at 26, 30.

The Discussion of Project Need Is Misleading, and Shows Less Intrusive Alternatives Are Available

MTA/LIRR's articulation of the purpose and need for the Project has evolved since the issuance of the draft Scoping Document. Now, much greater emphasis is placed on the need for a third track to deal with "congestion" due to equipment failure and accidents. The analysis is flawed. Contrary to providing support for the need for a third track on the Main Line, the data reveals a failure on the part of the LIRR to adequately inspect and maintain its equipment and existing infrastructure, and to properly explore less intrusive alternatives to relieve congestion due to such events.

LIRR Should First Explore Improvements in Its Inspection and Maintenance Program

Subchapter 1(C) of the DEIS describes the delayed or cancelled trains that resulted from 3,538 "Main Line Events" that occurred over a 44-month period. The DEIS suggests that there would have been fewer delayed or cancelled trains if there were a third track along the 9.8-mile stretch from Floral Park to Hicksville. However, the DEIS lacks any data to explain how many of the delays and cancellations would have been prevented if a third track existed as envisioned in the Project. Further, the DEIS fails to explain the improvement in reliability the LIRR system overall will realize by completing this Project relative to other capital projects, or compared to other alternatives.

In reviewing the data provided in the DEIS, it is apparent that many of the Main Line events would have caused system wide problems even if there was a third track.¹⁰ This is not acknowledged in the DEIS, as it should be. The following are examples of events that would have impacted the LIRR Main Line regardless of the number of tracks.

- Bridge Strike
- High Water
- Gate Failures
- Pedestrian struck by train
- Plane down on the tracks
- Freight Derailment
- Multiple Track Circuit Failure

¹⁰ The train derailment incident at Jamaica Station on February 8, 2017 is illustrative. Despite the fact that there are a multitude of tracks at this LIRR hub, the derailment caused widespread train cancellations and delays. See Newsday, *LIRR: Service close to schedule after derailment, delays*, February 8, 2017.

February 14, 2017

Page 11

- Motor Vehicle on tracks

In addition, most of the “Main Line Events” that resulted in train delays and cancellations are the result of LIRR equipment and rail infrastructure failures. There were multiple occurrences of these preventable events that contributed to LIRR’s poor reliability. They include the following:

- Cracked bar at interlocking
- Track circuit failure
- Broken rail
- Track defect
- Train equipment failure
- Defective insulation
- Gate out of service

Based on LIRR’s data, these incidents caused 61 (55%) of the events and resulted in 1,932 (55%) delayed trains.

The focus of the LIRR to improve congestion on the Main Line should be on addressing the root cause of these preventable events by improving inspection, maintenance, and, where appropriate, replacement of equipment and infrastructure. The DEIS does not assess whether these events could be avoided or greatly reduced through a more robust and effective inspection, maintenance and replacement program, or whether such a program could be implemented at less cost.

Further, to sufficiently describe the Project’s Purpose and Need, MTA/LIRR must explain the degree to which the Project will actually improve the LIRR system. A thorough analysis also should explain how other planned projects will improve LIRR system reliability and provide the estimated costs of those projects. Only then, can the marginal and incremental reliability gains of this Project be understood and properly compared its cost and impact.

The “need” for the Project is glaringly absent in other MTA plans:

2015-2019 Program Priorities and Major Objectives

Through the 2015-2019 Capital Program, the MTA will provide safe and reliable service by continuously improving our capital assets, funding projects based on the following priorities:

Renew: Our first priority is to protect the safety, reliability, and quality of our existing service. That means replacing trains, buses, and subway cars, and renewing track, signals, yards, depots, bridges, and stations.

Enhance: Service improvements like Help Points, ADA accessibility, and next train arrival information help make your trip better every day.

Expand: Expanding the MTA’s reach, through projects like the Second Avenue Subway and access to Penn Station for Metro-North, allows us to ease crowding, accommodate and create growth, and deliver more extensive and resilient service.

February 14, 2017

Page 12

According to the MTA itself, it is “**through the 2015 – 2019 Capital Plan**” that MTA establishes its priorities to address the “safety, reliability, and quality” of existing service.¹¹ It includes specific measures and projects to address these issues on the LIRR system at a cost of \$2.8 billion. But it does not include this Third Track Project.

This begs the question: If this Project was so vital to improving LIRR system reliability, why was it not included in the current Capital Plan? The DEIS cites train delays from 2013 – 2016, yet LIRR decided not to include the Project in its list of priorities for capital project planning purposes. Its omission supports the fact that the Third Track Project is not the transportation reliability imperative that MTA/LIRR tries to convey.

MTA/LIRR Should Complete Other Planned Projects Before Assuming the Need For the Third Track

Similar to the Scoping Document, the DEIS lists other transportation projects and plans that MTA/LIRR is pursuing separate from the proposed Project:

- East Side Access
- Double Track Project from Farmingdale to Ronkonkoma
- Jamaica Capacity Improvements Project, which streamlines the Jamaica track layout, while upgrading and modernizing the switch and signal system, (including installation of higher-speed switches)
- Expansion of Ronkonkoma storage yard
- The addition of pocket tracks along the Port Washington and Babylon Branches
- Huntington/Port Jefferson Branch yard site selection, preliminary design and environmental review
- Hicksville Station and North Track Siding Improvements

As noted in the comments to the draft Scoping Document, serious questions are raised as to whether some of these projects should be segmented from the proposed Project in terms of conducting an adequate environmental review under SEQRA. MTA/LIRR claims that these are discrete projects but it is clear the projects are interrelated and rely on each other. The asserted “need” for the Project has been contradicted by prior statements by LIRR President Pat Nowakowski, who touted projects listed above, as well as the grade crossings elimination, to achieve safety and reliability goals. Given this, the need for a third track along the Main Line would be obviated, yet, MTA/LIRR has never squarely addressed this issue. The Villages have raised this issue numerous times, yet the DEIS fails to assess these projects as meaningful alternatives to the proposed Project.

¹¹ MTA 2015-2019 Capital Plan at 5 (available at http://web.mta.info/capital/pdf/MTA_15-19_Capital_Plan_Board_WEB_Approved_v2.pdf).

February 14, 2017

Page 13

The Population Growth Assumptions in the DEIS Are Demonstrably Incorrect

A key ingredient of the stated “need” for the Project is the claimed growth in population (and resulting growth in ridership) in Nassau and Suffolk Counties. The DEIS states (at p. 1-10 to 1-12):

According to the New York Metropolitan Transportation Council (NYMTC), the population on Long Island (Nassau County and Suffolk County) is expected to grow from approximately 2,856,200 people in 2015 to 2,868,500 by 2020 and 3,195,800 by 2040, an ultimate population increase of nearly 12 percent. NYMTC’s data supports LIRR’s general projections of increased ridership.

A projected growth in population of 12% is not credible. The New York State Department of Labor (“NYSDOL”) provides population data and analysis sourced to Cornell University. The data shows that Nassau County’s population growth is flat, and has been for some time, and Suffolk County’s population rate of growth has slowed significantly.

NYSDOL/Cornell University’s projections show that between now and 2040 Nassau County’s population will decline, while there may be some modest increase in Suffolk County’s population. On Long Island as a whole, the projections show no growth in population at all between 2015-2040 (**2015: 2,842,632 vs. 2040: 2,800,465**).¹² Thus, Long Island’s population change over that 25 year period is projected to be flat, not a 12% increase. The NYMTC data overestimates Long Island’s 2040 population by over ½ **million people** (3,313,200 vs. 2,800,654).¹³ Thus, a foundational basis for the need for the Project based on growth in ridership is nonexistent.

The Socioeconomic Impact Analysis Is Deficient and Flawed

Impacts to Homeowners in Floral Park, New Hyde Park and Garden City And Related Socioeconomic Impacts Due to Diminution in Property Values Are Ignored

Despite a request from the Villages, the DEIS fails to address socioeconomic impacts associated with diminution in residential property values. In their June 13, 2016 comment letter on the draft Scoping Document, the Villages requested that the final Scoping Document include a requirement to prepare a residential property value impact analysis since such homes could be adversely impacted by the proximity and encroachment of Project infrastructure. MTA/LIRR refused, stating: “It should be noted that evaluation of purely economic impacts, including

¹² See <https://www.labor.ny.gov/stats/nys/statewide-population-data.shtm>, and <https://pad.human.cornell.edu/counties/projections.cfm>

¹³ See <https://www.nymtc.org/Portals/0/Pdf/RTP/Plan%202040%20Main%20Document.pdf> (at p. 2-10).

February 14, 2017

Page 14

changes in property values allegedly caused by the Proposed Project, are beyond the scope of SEQRA.” Final Scoping Document at B-18.

MTA/LIRR took an inappropriately narrow view of such a study. Such a study fits well within the scope of socioeconomic impacts required to be addressed under SEQRA. For example, LIRR went to great lengths to tout the potential **economic** benefits of the Third Track Project, and looked to assess the real estate tax impacts of the loss of several commercial enterprises along the Main Line. This included impacts to the local tax base due to the loss of commercial properties. A diminution in property values assessment for residences is no different and should have been included. If property values of residences along the Main Line, a particular concern in the Villages, decline, then not only will the owners be personally impacted but Villages’ tax bases, municipal services and school taxes also would be adversely impacted. Such a study is clearly relevant and should have been included in the DEIS, as was requested.

Contrary to the DEIS, the Impact of the Loss of Commercial Properties to the New Hyde Park Tax Base is Not Insignificant

Chapter 3 of the DEIS addresses certain socioeconomic impacts, including tax base impacts associated with the permanent “taking” of commercial properties. The DEIS claims:

Acquisition of these properties is not expected to result in any significant adverse impacts to the community character of the study areas.

...

In total, the project would result in a total estimated tax loss of approximately \$412,390. Approximately \$387,064 in property tax revenues would be lost by the County, towns and villages, and affected school districts. Approximately \$25,326 in property tax revenues would be lost by various special districts serving the Study Area.

DEIS at 3-17, 3-19. All taxing jurisdictions would be adversely impacted; however, New Hyde Park would experience the worst impacts, suffering a decline in projected tax revenue of nearly ½ percent. Contrary to being “insignificant,” this represents 25% of the maximum 2% property tax cap imposed by New York State.¹⁴

The DEIS repeats a statement that MTA/LIRR made in the Scoping Document that relocation assistance would be provided to impacted commercial businesses, “with priority given to relocation within the same hamlet or village where the displaced business.” DEIS at 3-1. However, MTA/LIRR ignored a specific request by the Villages that would have provided meaningful reassurance to impacted communities that this *commitment* was achievable. In their June 13th letter, the Villages requested:

¹⁴ We understand that, over the last several years the actual cap has been less than 2%; thus, the impact could be even greater than 25%.

February 14, 2017

Page 15

[T]he draft scope should be amended to require a real estate analysis to assess **the availability of commercial properties within each impacted community**. The analysis should assess the suitability of these available properties for relocation of the affected businesses, including factors such as square footage and utility needs, and real estate tax burden. The importance of this analysis is self-evident. It will determine whether relocation within the same community is feasible, and therefore whether there will be an impact to local employment and the local tax base. (emphasis added)

This reasonable request was ignored. Thus, MTA/LIRR's commitment is meaningless.

As a result, the assessment of socioeconomic impacts is deficient as it fails to assess issues of core importance to the communities most impacted by this Project.

Impacts to Local Business Districts are Ignored

The DEIS pays little attention to impacts to local business districts within the three Villages during construction. Impacts are described as temporary and insignificant, premised in part on MTA/LIRR's unrealistic construction schedule. A local small business may be able to survive several months of nearby disruptive construction, but prolonged construction could drive it out of business. Owners of that business are impacted directly, but secondary adverse impacts are experienced by the community as a whole.

Impacts to New Hyde Park businesses will be particularly severe. 2nd Avenue in New Hyde Park runs directly adjacent to the north side of the Main Line and intersects with no less than three grade crossings that are slated for construction: New Hyde Park Road, South 12th Street and Covert Avenue. In addition, unlike some other locations, no existing third track infrastructure exists along this stretch of the LIRR ROW. Thus, this area will experience extensive and prolonged construction that will directly impact local businesses on 2nd Avenue and other businesses and residents nearby.



February 14, 2017

Page 16



Aerial views [©2017 Google] looking east along the 2nd Avenue in New Hyde Park between Covert Avenue and New Hyde Park Road

The area is already severely constrained, with narrow road infrastructure and minimal parking. The Vertex Report explains how the preliminary Project design confirms the extreme constraints the construction effort faces (Covert Avenue, South 12th Street and New Hyde Park Road), and how complex utility relocation and drainage infrastructure installation have been either superficially addressed or not addressed in the DEIS. The DEIS's lack of specifics on how construction in this area will (or can) actually proceed means impacts experienced in this area are not adequately assessed, and that local businesses are likely to face far worse disruptions than acknowledged in the DEIS. The 2nd Avenue business community will be hit particularly hard by this Project, but other businesses in the three Villages that are proximate to the Project will suffer too.

Impacts to 2nd Avenue businesses will not end when construction is complete. Vertex reports that the New Hyde Park Road grade separation (regardless of which operation is selected) “will permanently cut off direct access from 2nd Avenue to New Hyde Park Road.” Traffic flow along 2nd Avenue is already difficult enough. Permanently cutting off access to New Hyde Park Road will greatly exacerbate the problems. MTA/LIRR's insistence on pursuing this Project with reckless abandon and insufficient forethought will permanently impact this area.

Visual Impacts Are Not Assessed in Compliance with SEQRA: The DEIS Fails to Address Adverse Impacts That Will be Experienced By Residents Proximate to the LIRR ROW

Chapter 5 of the DEIS is a notable example of the approach taken by MTA/LIRR to present the impression of an adequate impact analysis but in fact falls well short of SEQRA's requirements. There is one very important general deficiency in the DEIS, and there are also several specific deficiencies of concern to the Villages.

The final Scoping Document and DEIS stated that the Project's visual impacts would be analyzed in accordance with NYSDEC's Program Policy, *Assessing and Mitigating Visual Impacts*, (DEP-00-2). The policy, which primarily is geared towards visual impact assessments conducted by NYSDEC personnel, explains:

February 14, 2017

Page 17

In the review of an application for a permit, Department staff **must evaluate the potential for adverse visual and aesthetic impacts on receptors outside of the facility or property**. When a facility is potentially within the viewshed of a designated aesthetic resource, the Department will require a visual assessment, and in the case where significant impacts are identified, require the applicant to employ reasonable and necessary measures to **either eliminate, mitigate or compensate** for adverse aesthetic effects. (emphases added)¹⁵

With one notable exception, the 33-page Chapter (with additional pages devoted to photographs) presents an adequate overview of the existing visual context of the Project study area. However, once baseline conditions are presented, the assessment of future visual impacts is so superficial as to be non-existent. Not a single photo-simulation is included in the DEIS showing future conditions from identified sensitive receptor locations proximate to the Project. The DEIS asserts that impacts will not be significant, but **does not offer any analysis or evidence to support this claim**.

The NYSDEC Policy explains that: “The goal of visual assessment is to reveal impacts and effective mitigation strategies. Small scale, low budget projects should not be burdened with the costs of sophisticated visual analyses.” This Project, costing at least \$2 billion, is not a “low budget” undertaking that could justify the total lack of sophistication in the visual impacts analysis in the DEIS.

On a specific issue, the DEIS fails to address impacts to residents living along the Main Line. Residents living adjacent to the Main Line are the most vulnerable receptors in terms of visual impacts within the entire Project study area, yet their concerns are completely ignored in the DEIS. MTA/LIRR cannot hide behind the NYSDEC Policy to excuse this omission, as it cautions: **“There is nothing in this program policy that eliminates or reduces the responsibility of an applicant to local agencies to address local visual or aesthetic concerns.”**

Vertex confirms several design features associated with the Project that are glossed over in the DEIS. Vertex identified locations within the three Villages (1) where increased elevations in track infrastructure, and (2) where retaining walls are proposed.

Elevation

- The proposed track from Tyson Ave to Sycamore Ave will be 2.5 feet above the current track elevation.
- The proposed track from 4th Street to 10th Street will be 5 feet above the current track elevation. It appears that this elevation increase is part of the grade separation proposed at Covert Avenue.

¹⁵ http://www.dec.ny.gov/docs/permits_ej_operations_pdf/visual2000.pdf.

February 14, 2017

Page 18

Retaining Walls

- There are retaining/attenuation walls proposed nearly continuously on the southern right-of-way line from Plainfield Avenue to Denton Avenue.
- There is conflicting information as to whether MTA/LIRR will install retaining/noise attenuation walls in the northern side of the ROW.¹⁶

Vertex Report at Attachment E.



** Aerial view [©2017 Google] looking east along the Main Line in Floral Park, shows homes adjacent to tracks. The DEIS includes no photographs of existing conditions or photo-simulations of future conditions from any of the backyards of these homes.

The DEIS acknowledges that thick vegetation existing along the Main Line ROW will be removed to accommodate the third track and retaining walls. Yet, despite the multitude of photographs in Chapter 5, the DEIS fails to include a single photograph from any homeowner's back yard.

¹⁶ Floral Park residences are extremely proximate to the track on the north side of the ROW, and now they face the prospect of elevated track infrastructure at the edge of their in their back yards.

February 14, 2017

Page 19



** Aerial views [©2017 Google] looking east along the Main Line in Garden City, shows homes proximate and adjacent to tracks. The DEIS includes no photographs of existing conditions or photo-simulations of future conditions from any of the yards of these homes.

The DEIS also fails to address what future visual conditions will be at these locations. Nor are there any photo-simulations of future conditions at these residences. Homeowners in all three Villages are impacted. The vegetation that currently exists along the Main Line presents a completely different visual profile for residents than large nearly continuous walls that MTA/LIRR proposes to install. This is true even for residents separated from the Project by a local street.¹⁷

None of these changes, let alone their impacts to residents, are assessed in the DEIS. To the contrary, the DEIS cynically relies on residential homes next to the tracks to claim that the Project will be screened from other more distant visual receptor sites. DEIS at 5-4 (Floral Park – John Lewis Child School views: “Residences along Charles Street, abutting the northerly side of the Project Corridor, screen views of the railroad infrastructure.”).

The DEIS fails to address in any respect, whether by presentation of visual material or any narrative, the visual impact of any changes to the Merillon Train Station within Garden City, including the incorporation into a new station of any overpass structures. Further, the DEIS fails to include any detailed information regarding whether the plan includes the planting or replacement of trees and other vegetation to lessen the impact of any new Merillon station and

¹⁷ The 2 ½-foot increase in elevation also will extend along most of the boundary with the Floral Park Recreational Park, and the retaining walls will extend along its entire length.

February 14, 2017

Page 20

the removal of trees and vegetation which currently exists along Main Avenue in Garden City. Although there is no information in the DEIS regarding any new station at Merillon Avenue in Garden City, any such consideration of a new station should include an analysis of a station with as little impact as possible, including utilizing an underground passage instead of an over pass for foot traffic. Appropriate alternatives to improving foot traffic to each side of the tracks, including changes to accommodate those with disabilities, should be based on the least obtrusive visual impact. None of these issues are addressed in the DEIS.

The DEIS's assessment of visual impacts is wholly deficient, and must be redone.

The DEIS Fails to Adequately Address Drainage Impacts to Residences and Other Properties Adjacent to the Main Line Where the LIRR ROW Will be Elevated and Retaining Walls Will be Installed

Chapter 9 in the DEIS (at p.9-11) vaguely states that in areas where the track improvements would cause additional runoff to flow **onto** adjacent properties MTA/LIRR would construct a system of drainage ditches and drains to capture these flows before they leave the LIRR ROW. No details or layout for these improvements are included in the DEIS. Thus, there is no confirmation whether the design features required for this drainage can readily be accommodated.

No discussion or information is provided relating to how MTA/LIRR intends to deal with historic drainage **from** adjacent properties such as residences next to the ROW where retaining walls are proposed to be installed. MTA/LIRR doesn't even acknowledge the possibility that the installation of these walls and placement of their foundations could make adjacent properties more prone to flooding.

Also, at locations where retaining and noise attention walls are installed, in some instances on both sides along the same stretch of track, the DEIS is silent on how snow will be safely and effectively removed without disruption in service when conditions are too cold for the ROW drainage system to function.

The DEIS Does Not Explain How Retaining Walls Can be Installed on the Edge of the LIRR ROW Without Encroaching Onto Adjacent Properties

From the outset, the MTA/LIRR has gone to great lengths to claim that no residential property is required to be taken to accommodate the proposed Project. However, most of the retaining walls proposed within the three Villages will be installed right at the LIRR ROW boundary. The DEIS does not explain how such structures can be safely constructed without intruding onto private residential property with physical foundational support. (Vertex has confirmed that it was unable to locate such details in the DEIS.) Therefore, it appears highly likely that construction of the walls necessarily will dictate at least short term taking/use of private property. Yet, this is not acknowledged in the DEIS.

February 14, 2017

Page 21

The Analysis of Freight Impacts is Misleading and Deficient

In their June 13, 2016 letter on the Draft Scoping Document, the Villages raised specific concerns about the freight operations on the Main Line, including concerns that the Project (*i.e.*, the removal of grade crossings, operational flexibility, *etc.*) could positively enhance the economic profile of freight service on Long Island and induce an increase of freight traffic along the Main Line. Two sections of the DEIS address freight traffic.

First, Section 8(D) addresses transportation of hazardous materials by freight trains, and asserts that such operations are “subject to strict federal, state, and local safety regulations that cover both operating conditions and the methods of handling of cargo; this holds particularly true for the transportation of hazardous materials by rail. Like all rail carriers in the United States, NY&A is subject to the regulatory requirements imposed by the Federal Railway Administration (FRA), including rules specifically relating to the handling of hazardous materials.” DEIS at 8-7. Not discussed is the extent to which the Federal Surface Transportation Board’s exclusive jurisdiction over rail operations under the Interstate Commerce Commission Termination Act of 1995 (“ICCTA”) may preempt or limit the application of such state and local laws. The ICCTA preempts state and local regulation, *i.e.*, “those state laws that may reasonably be said to have the effect of ‘managing’ or ‘governing’ rail transportation.”¹⁸

Second, Section 10(C) offers a summary of rail/freight operations, including the status of an agreement with the New York & Atlantic Railway (“NY&A”) to conduct freight operations on the LIRR system. The DEIS claims that freight operations along the Main Line have dropped from five to three daily freight round trips since 2009. The DEIS then asserts that increased freight impacts are not expected under the ‘no-build’ or ‘build’ conditions. DEIS at 10-12.

Even though MTA/LIRR wishes to downplay the issue of freight operations along the Main Line, the DEIS confirms that the new improvements will be constructed to meet freight design standards. Vertex confirms that, according to Appendix 1-A of the DEIS, E80 Loading Standard is being used for the design of the rail infrastructure for the Project. **This standard will accommodate all forms of freight rail.** Moreover, the Project’s design criteria confirm (DEIS, Appendix 1-A):

- 20 feet, 9 inches is the absolute minimum that will be allowed vertical clearances.
- 22 feet is the stated desirable vertical clearance.

Vertex further confirms that 18.5 to 20 feet is the height range for **three different configurations of double-stack rail cars** specified by CSX Corporation which is one of the

¹⁸ *Norfolk Southern Railway Company v. City of Alexandria*, 608 F.3d 150, 157158 (4th Cir. 2010) (city ordinance regulating the transportation of bulk materials preempted by ICCTA).

February 14, 2017

Page 22

primary freight rail companies serving the New York City metro area.¹⁹ The Project will provide clearance comfortably meeting requirements for double-stacked rail cars, which is economically desirable for freight operators and customers. Based on Vertex's review of the design plans provided in Appendix 1-A of the DEIS, the current bridge clearance for the LIRR line that is the subject of the proposed Project presently meets the criteria allowing shipment of double-stack rail cars. See Vertex Report at Attachment E. None of this information is analyzed or discussed in the DEIS in relation to projected freight operations along the Main Line.

A significant amount of relevant information is omitted that calls the DEIS's conclusions on freight into question. The DEIS fails to disclose that the LIRR, only a few months ago renewed its freight agreement with the NY&A, despite serious concerns over its safety record. This included "three derailments on the LIRR's tracks within about 16 months and a 2015 train crash in which an uncertified locomotive engineer fled the scene."²⁰ MTA President Thomas Prendergast claimed that the renewal occurred "before the Federal Railroad Administration 'issued a report highlighting a number of serious safety concerns.'" However, all of these incidents would have been known to MTA/LIRR without the benefit of the federal agency's report. There also have been reports of complaints of freight trains carrying solid waste and construction and demolition debris on the LIRR system.²¹

The DEIS does not discuss the pending application to develop a transfer station in Holbrook that would transfer solid waste from trucks to rail cars for transportation to Virginia. Up to 900 tons of solid waste per day would be handled.²² The route of those rail operations would be along the Main Line. The application for the transfer station was deemed complete before the DEIS for this Project was issued, which calls into question the level of diligence actually undertaken by the MTA/LIRR and the credibility of the freight discussion in the DEIS.

Neither does the DEIS disclose or assess a number of pertinent reports prepared by or on behalf of state agencies. In 2011, the New York State Department of Transportation ("DOT") issued a report prepared by the CUNY Institute for Urban Systems: University Transportation Research Center in response to the Governor's directive to conduct an extensive analysis of the feasibility of a truck/rail facility on Long Island. The report included the following conclusions:

¹⁹ Note that DEIS Appendix A-1 states that the NYS Department of Transportation approved a clearance for the Ellison Avenue Bridge replacement of 20 feet 8 inches and also states a clearance of 22 feet, can be "acquired by future lowering of roadway."

²⁰ NEWSDAY: LIRR renews freight deal with firm chided in safety review, October 24, 2016 (available at <http://www.newsday.com/long-island/lirr-renews-deal-with-freight-firm-rebuked-in-safety-review-1.12500968>)

²¹ QNS.com: Loud & smelly freight trains are making life unbearable for some Middle Village residents, June 14, 2016 (available at <http://qns.com/story/2016/06/14/loud-smelly-freight-trains-are-making-life-unbearable-for-some-middle-village-residents/>).

²² NEWSDAY: Hundreds pack hearing on solid waste transfer station in Holbrook, February 1, 2017 (available at <http://www.newsday.com/long-island/suffolk/hundreds-pack-hearing-on-solid-waste-transfer-station-in-holbrook-1.13051995>)

February 14, 2017

Page 23

- **“The research showed that there is a demand for increased freight delivery on Long Island ... and such increased delivery could reduce the number of trucks currently required to deliver freight to area businesses and industrial parks. Increased rail-freight deliveries would, in all likelihood, reduce the costs of these local freight deliveries. Industry experts consulted for this study agree that there is a likely market for delivery of freight by rail to Nassau and Suffolk Counties, but that the demand for bulk freight yards may be more immediate than is the demand for container yards and that the demand for containerized rail freight would be significantly increased if a cross-harbor tunnel were built.”** (emphasis added.)
- **“Overcoming the historical impediments to rail freight east of the Hudson River is essential to the economic growth and quality of life of Long Island.”** (emphasis added).²³

In 2014, the NYMTC, as an Appendix to its *Plan 2040: A Shared Vision for Sustainable Growth*, issued a *Regional Freight Plan Update 2015-2040 Interim Plan*. In that plan, the NYMTC discusses the Brookhaven Rail Terminal, and notes the following:

- **“The Brookhaven Rail Terminal (BRT) is located along the LIRR Main Line in Yaphank, Suffolk County. Opened in August 2011, BRT functions as a transloading facility for construction aggregates and building materials traveling between quarries in the Capital District of New York and central and eastern Long Island, in addition to soybean diesel, flour, semolina, and fencing materials. Brookhaven Rail LLC, a stand-alone Class III railroad, provides service over 3.4 miles of track on the property. Plans for expansion of Brookhaven Rail Terminal include the development of a 200,000 square-foot warehouse to serve as a distribution center for The Home Depot, which will receive 1,820 railcars annually.”** (Report, p. 2-12) (emphases added).
- **“Volumes on this route are expected to increase as the Brookhaven Rail Terminal is built out with warehousing to accommodate a more diverse array of commodities. NYA is repairing the western end of its siding and adding new track at Pine Aire, which serves as the hub for its operations in central Long Island.”** (Report, p. 3-8) (emphasis added).²⁴

As recently as June 2015, DOT issued a report entitled, *New York State Freight Transportation Plan Background Analysis* in which the agency reviewed multiple studies and reports and concluded:

- **“The reports provide clear evidence that transportation agencies understand that efficient freight movement underlies a healthy economy. In order for New York firms to be competitive in a regional, national, or global marketplace, they must be**

²³ NYSDOT Consideration of Potential Intermodal Sites for Long Island, June 9, 2011 (<http://ntl.bts.gov/lib/42000/42500/42526/LI-Report-Final1.pdf>).

²⁴ Available at <https://www.nymtc.org/Portals/0/Pdf/RTP/Appendix8.pdf>.

February 14, 2017

Page 24

able to ship and receive goods at competitive costs.” (Report, p. 3) (emphasis added).²⁵

The same report lists the “Long Island Rail Road Main Line” as a bottleneck to freight transportation. (Report, Table 7).

It is disingenuous to conclude that the removal of grade crossings and the addition of the third track will not induce increased freight operations along the Main Line. MTA/LIRR needs to revisit the conclusory statements in the DEIS regarding freight operations and present a complete and transparent analysis of future freight operations on the LIRR system and the Main Line in particular.

Impacts Due to Contaminated Materials Are Not Assessed, Constituting a Violation of SEQRA and Foreshadowing Unrealistic Construction Schedule Timelines

The Vertex Report documents astonishing deficiencies in the DEIS Chapter regarding contaminated materials. The DEIS (p. 8-1) claims:

An analysis was conducted to evaluate whether construction or operation of the Proposed Project could potentially increase exposure of people or the environment to contaminated materials, and whether the Proposed Project may result in potential significant adverse impacts to public health and/or the environment.

To be clear, no such analysis was conducted.

The DEIS does document the fact that creosote, pesticide, herbicide, and rodenticide, volatile organic compounds (such as benzene, toluene, ethylbenzene, xylene and tetrachloroethene), semivolatile organic compounds, polychlorinated biphenyls (PCB), metals (including lead, arsenic, cadmium, chromium, and mercury), and asbestos contamination (among others) may or is likely to exist within the footprint of the Project due in many instances to prior rail related activities. In addition, the DEIS acknowledges that 153 sites within the Project study area are classified as “Category B” sites, and these sites have “some reasonable potential to have been impacted by the presence of contaminated materials and thus additional analysis is prudent.” Little is known about many of these sites, and a number will be within those areas where extensive excavation will occur due to the Project. After admitting that “additional analysis” would be “prudent” for these sites, MTA/LIRR failed to undertake that analysis.

No data was gathered to determine what the potential threat is. No effort to investigate these conditions was undertaken. The DEIS merely describes, in the abstract, what type of conditions might be encountered, and that certain plans that have not been prepared will be used

²⁵ Available at <https://www.dot.ny.gov/content/delivery/Main-Projects/projects/P11618881-Home/P11618881-repository/Background%20Analysis%20Report.pdf>.

February 14, 2017

Page 25

to address conditions that are encountered. The entire Chapter is a conceptual discussion that offers no specificity on actual likely impacts, let alone mitigation assessment. Chapter 8 is little more than a slightly expanded Scoping Document.

Agent Orange, a chemical that can cause cancer, tumors, liver ailments, birth defects and genetic defects, was in widespread use as a defoliant by LIRR until approximately 1976.²⁶ While the threat of Agent Orange residue that remained at the ground surface may have long since passed, this is not necessarily the case for accumulations of the chemical below the surface. Yet, the term “Agent Orange” is nowhere to be found in Chapter 8, let alone any data or discussion of Agent Orange.

Based on Vertex’s review of the DEIS, it is clear:

- The DEIS is devoid of any Project-specific data and the existing data is insufficient to determine the scope of potential impacts associated with contaminated materials.
- Without any subsurface investigation, the DEIS fails to identify what the actual adverse impacts could be to the surrounding communities.
- If subsurface investigation data had been gathered prior to the issuance of the DEIS, appropriate mitigation measures could have been identified and discussed in the DEIS.
- The DEIS relies on the implementation of Remedial Action Plans and a Construction Health and Safety Plan to address as yet unknown impacts, but those plans do not exist and therefore cannot be judged for adequacy.
- The lack of Project-specific data raises serious concerns over the assumptions underlying the already optimistic Project schedule.

As illustrations, Vertex also raises specific concerns regarding the lack of data and information at several locations within the Villages that will require excavation, including at the New Hyde Park Road Grade Crossing Elimination site, the Garden City Denton Avenue/Tanners Pond Road Bridge site and the Floral Park Plainfield Avenue Bridge site. Despite known former uses with the potential for these sites to be compromised by contamination, no data was gathered at these locations.

An MTA/LIRR representative is understood to have recently met with residents adjacent to the Main Line. Among the concerns raised was the condition of soil along and adjacent to the tracks. The representative was informed that LIRR spraying activities not only killed vegetation on the LIRR ROW but also on adjacent residential property and that no vegetation has returned in over five years. When asked why the soil conditions weren’t known, the LIRR representative admitted that samples had been collected along the tracks but results would not be available until March. This begs the question why MTA/LIRR did not collect and process soil samples in time to include the data in the DEIS.

²⁶ NEW YORK TIMES, *Inspectors ‘Shopping’ for Agent Orange*, April 1, 1979 (available at <http://www.nytimes.com/1979/04/01/archives/long-island-weekly-inspectors-shopping-for-agent-orange.html>).

February 14, 2017

Page 26

The lack of basic data and information in the DEIS undermines a major purpose of SEQRA, which is to subject agency actions that have environmental impacts to public scrutiny. *See Bronx Committee for Toxic Free Schools v. New York City School Const. Authority*, 86 A.D.3d 401 (1st Dep’t, 2011) (Agency required to prepare a supplemental EIS because “under SEQRA it was impermissible for [agency] to omit a known remediation issue from the EIS with the idea of taking up that issue at a later date.”). That decision was affirmed by the Court of Appeals. *See Bronx Committee for Toxic Free Schools v. New York City School Const. Authority*, 20 N.Y.3d 148 (2012) (“SEQRA is designed to assure that the main environmental concerns, and the measures taken to mitigate them, are described in a publicly filed document identified as an EIS, **as to which the public has a statutorily-required period for review and comment.**”)(emphasis added). What MTA/LIRR has done is no different than the approach that was rejected by the Courts in the *Bronx Committee for Toxic Free Schools* case.

The lack of basic information not only undermines MTA/LIRR’s Project schedule assumptions, and renders the DEIS deficient, it unnecessarily places the residents of Floral Park, Garden City, and New Hyde Park at risk.

The Traffic Analysis, Both for Construction and Operation, is Fundamentally Flawed

The DEIS’s assessment of traffic impacts is riddled with conflicting statements, flawed assumptions, missing data, omitted analyses, and ineffective/impractical mitigation. Deficiencies are present in relation to both construction and operation.²⁷ MTA/LIRR is referred to the detailed analysis in the Vertex Report. The following list merely summarizes some of the glaring problems with the traffic assessment:

- The traffic analysis was based on an incomplete parking plan; therefore, the stated traffic impacts cannot be accurate.
- The traffic analysis states that the Project is necessary to support increased ridership and that increased ridership will occur without the Project. These conflicting statements are used to justify baseline assumptions in different parts of the analysis.

²⁷ During the scoping phase, the Floral Park Police Commissioner made a request that specific intersection be included in the construction traffic impact analysis:

- Tulip Ave. & Plainfield Ave.
- Magnolia Ave. & Plainfield Ave.
- Charles St. & Plainfield Ave
- Tulip Ave & Jericho Turnpike
- Covert Ave. & Tulip Ave.
- Carnation Ave. & Plainfield Ave.
- Stewart St. & Plainfield Ave.
- Terrace Ave. & Plainfield Ave.
- South Tyson Ave. & Atlantic Ave./Woodbine Court.

Based on the DEIS, none of these intersections was studied.

February 14, 2017

Page 27

- The traffic study states that bus operations will increase due to the Project but does not include increased bus operations in the analysis. Stop and go bus operations are of particular concern within congested areas of the three Villages during peak periods.
- The analysis states (where convenient) that the Project will facilitate increased train ridership but the traffic analysis assumes no increases in taxi trips.
- The crash frequency analysis takes credit to project crash frequency reductions due to grade crossing separation/elimination but omits any consideration of crash frequency increases due to significant traffic pattern changes caused by the Project.
- The parking analysis contains a number of basic inaccuracies and flawed assumptions. Once again, an assumption is made that no additional parking is needed, while other parts of the analysis states there will be increased ridership and train use. Vertex explains: “This is counterintuitive. A parking analysis was not provided to justify this statement, and should be provided to explain how adding trains and patrons can result in decreased parking demand.”
 - All three Villages are impacted to some degree. Vertex states that the data in the DEIS indicates that all studied stations show parking shortfalls but only partial mitigation or no mitigation is proposed.
 - Deficiencies are of particular concern relevant to Floral Park where parking availability is very limited. In fact, it appears Floral Park will lose 16 parking spots and no provision to mitigate for the loss of these parking spots is addressed in the DEIS. The issue is simply ignored.
- No backup details are provide to assess the credibility or accuracy of the traffic counts reported in the DEIS.
- Intersections along 6th Avenue between Covert Avenue and New Hyde Park Avenue are ignored even though the DEIS acknowledges that significant Project-related traffic will be directed onto these segments of 6th Avenue.
- The traffic volume calculations contain basic errors and discrepancies, i.e., traffic volumes disappear without being accounted for.
- There is no information in the DEIS to confirm whether pedestrian usage movements (either existing or projected) are accounted for in the traffic analysis.
- In terms of mitigation proposals, the analysis of key intersections within the three Villages is either flawed, inadequate, missing information, or impractical. Vertex identifies specific problems and flawed assumptions in the analysis.
- The DEIS omits technical backup for the analysis of impacts associated with Project construction, and no analysis of impacts is provided in relation to certain construction activities such as lane closures, detours, and other traffic control measures.
 - The Vertex Report identifies specific flaws in the analysis in relation to traffic impacts associated with Project construction as grade crossings in New Hyde Park and Garden City.

The traffic analysis, a key area of inquiry, is fundamentally flawed.

February 14, 2017

Page 28

Noise and Vibration Impacts Are Not Adequately Addressed

The Vertex Report concludes that the DEIS fails to include a “site specific noise analysis,” which is a major deficiency under SEQRA. As a result, in the short time available, Vertex conducted a rudimentary evaluation of noise impacts during construction and found the following:

- Floral Park – 57 properties will potentially experience greater than acceptable decibel levels during daytime work and 172 properties will potentially experience greater than acceptable decibel levels during nighttime work;
- New Hyde Park – 82 properties will potentially experience greater than acceptable decibel levels during daytime work and 228 properties will potentially experience greater than acceptable decibel levels during nighttime work; and
- Garden City – 63 properties will potentially experience greater than acceptable decibel levels during daytime work and 178 properties will potentially experience greater than acceptable decibel levels during nighttime work.

Vertex Report at 20. This is ignored in the DEIS. The detail regarding implementation of specific mitigation measures also is deficient, and in some instances implementation of mitigation may not be possible (but this is not discussed or acknowledged in the DEIS). More importantly, since the Project construction schedule is likely to be longer than represented in the DEIS, these impacts will be suffered by these communities for a longer time.

Noise and vibration impacts are also particularly important at proximate recreational areas within the Villages such as the Floral Park Recreational Center, Nassau Haven Park and Garden City Bird Sanctuary. These and other proximate facilities host a multitude of sporting and recreational activities that these communities enjoy, and that can make them particularly sensitive to noise impacts. Yet, this issue is all but ignored in the DEIS.

February 14, 2017

Page 29



View of Floral Park Recreational Center, with Main Line in background. (source: <https://www.shotcrete.com/what-we-do/pools-and-water-features/floral-park-rec-center/>)



Aerial view [©2017 Google] of Garden City Bird Sanctuary and New Haven Park.

Floral Park is particularly concerned about vibration impacts in the vicinity of its Recreation Center. The Center includes a pool complex that is directly adjacent to the Main Line and was fully re-constructed in 2015 at great expense to the community. Before undertaking that project, the Village checked the MTA Capital Plan and other materials to confirm that no significant work was being proposed in that area. Now, this Project is proceeding outside the MTA Capital Plan process. The Project will involve a significant increase in track elevation and installation of retaining walls next to the Center. This issue was raised in the Village of Floral Park's comments to the Scoping Document, yet, the DEIS all but ignores it.

February 14, 2017

Page 30

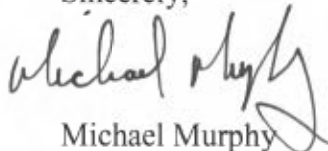
The DEIS also includes no specific post construction noise and vibration impacts related to the addition of a third track and increased trains on houses along the Main Line, especially along Greenridge Avenue and between Nassau Boulevard and the high school in Garden City, and on either side of the tracks in Floral Park. The DEIS mentions the use of sound attenuation walls, but no details concerning the materials, height and length of these walls are provided in the DEIS. The DEIS should provide specific information on the placement, dimensions and materials used for these walls so that they are incorporated as contract requirements, and so that the sufficiency of the walls can be reviewed by the public.

Reasonable Alternatives Are Not Addressed

The nine-page Alternatives Chapter touches on some issues relating to Project alternatives. Less than half a page is devoted to the "no action" alternative, which merely acknowledges that other projects such as the East Side Access, the double track project from Farmingdale to Ronkonkoma, *etc.* will proceed even in the absence of this Project. Neither the Alternatives Chapter nor the Purpose and Need Chapter actually explains why these projects should not be completed first before making definitive conclusions regarding the need for this Project or regarding whether those other projects would substantially accomplish the stated goals in the DEIS. This is important since a number of key foundational assumptions in the DEIS that underlay the claimed need for the Project appear to be contradicted by publicly available data and facts such as current and projected population on Long Island.

Governor Cuomo promised an open and informative process. This DEIS falls well short of that promise. A new DEIS should be prepared and reissued for public review and comment to ensure that the Project's environmental review complies with SEQRA's basic requirements. Once impacts are properly identified, and concrete mitigation measures are developed to address those impacts in a revised DEIS, and the public is given a meaningful opportunity to review and comment on that document, the final EIS should confirm that all such mitigation measures are part of the basis of design in the Project bid documents.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Murphy", written over a printed name.

Michael Murphy

Enclosures

February 14, 2017

Page 31

cc: Hon. Thomas J. Tweedy, Mayor, Village of Floral Park
Hon. Nicholas P. Episcopia, Mayor, Village of Garden City
Hon. Robert A. Lofaro, Mayor, Village of New Hyde Park
Village Board of the Village of Floral Park
Village Board of the Village of Garden City
Village Board of the Village of New Hyde Park

February 14, 2017

Page 32

ATTACHMENT A

Jamaica Station
Jamaica, NY 11435-4380
718 558-7400

Patrick Nowakowski
President

Edward Dumas
Vice President Public Affairs & Market
Development



Long Island Rail Road

January 30, 2017

Mr. Michael Murphy
477 Madison Avenue
15th Floor
New York, NY 10022-5835

Dear Mr. Murphy,

Thank you for your continued interest in the LIRR Main Line Expansion Project. A member of the project team recently passed on to me your request for project documents. I would direct you to the comprehensive Draft Environmental Impact Statement (DEIS). The DEIS can be accessed on line <http://www.amodernli.com/>. Thank you again for your interest in this project. I also suggest that you sign up to receive project updates via email which you will also, be able to do on the website.

Sincerely,

A handwritten signature in dark ink, appearing to read "Edward Dumas".

Edward Dumas
Vice President Public Affairs & Market Development

TECHNICAL REVIEW OF DRAFT ENVIRONMENTAL IMPACT STATEMENT



Long Island Rail Road Expansion Project Villages of Floral Park, New Hyde Park and Garden City, New York

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VERTEX Project No: 43124
February 14, 2017

Table of Contents

1.0	Introduction.....	1
2.0	DEIS Conformance.....	2
2.1	Documents Reviewed	2
2.2	Reviews Conducted/Evaluations Performed.....	2
2.3	Discussion of Findings.....	3
2.3.1	Overall DEIS Document Conformance	3
2.3.2	Comparison to Other EIS Documents.....	3
2.3.3	Examples of Deficiencies.....	4
2.4	Conclusions.....	6
3.0	Contaminated Materials	7
3.1	Documents Reviewed	7
3.2	Reviews Conducted/Evaluations Performed.....	7
3.3	Discussion of Findings.....	7
3.3.1	Subsurface Investigation Data	7
3.3.2	Mitigation Measures	8
3.3.3	Schedule Impacts	8
3.3.4	Examples of Deficiencies.....	9
3.4	Additional Documentation Needed.....	13
3.5	Conclusions.....	13
4.0	Civil/Rail Design	14
4.1	Documents Reviewed	14
4.2	Reviews Conducted/Evaluations Performed.....	14
4.3	Discussion of Findings.....	14
4.3.1	Construction Constraints/Utility Relocation	15
4.3.2	Construction Staging.....	20
4.3.3	Noise and Vibration	20
4.3.4	General Plan Errors.....	21
4.4	Additional Documentation Needed.....	21
4.5	Conclusions.....	22
5.0	Construction Schedule	25
5.1	Documents Reviewed	25
5.2	Reviews Conducted/Evaluations Performed.....	25
5.3	Discussion of Findings.....	25
5.4	Additional Documentation Needed.....	29
5.5	Conclusions.....	29
6.0	Traffic	31
6.1	Documents Reviewed	31
6.2	Reviews Conducted/Evaluations Performed.....	31
6.3	Discussion of Findings.....	32
6.3.1	Overall Traffic Analysis.....	32
6.3.2	Anticipated Growth in Peak Hour Ridership	32
6.3.3	Bus Operations.....	33
6.3.4	Vehicle Crash Frequency	34

6.3.5	Overall Parking Analysis	34
6.3.6	At Grade Crossing Elimination Review.....	36
6.3.7	Construction Level of Service Analysis.....	38
6.4	Additional Documentation Needed.....	40
6.5	Conclusions.....	40
7.0	References.....	43

List of Attachments

Attachment A: Study Area

Attachment B: Noise Impact Depiction

Attachment C: Major Construction Locations

Attachment D: Renderings of Grade Crossing Separation Projects

Attachment E: Supplemental Information Summary

1.0 Introduction

The Vertex Companies, Inc. (VERTEX) is pleased to submit this technical review of portions of the Draft Environmental Impact Statement (DEIS) for the Long Island Rail Road (LIRR) Expansion project (Proposed Project). This technical review addresses certain aspects of the Proposed Project with respect to potential impacts to the Incorporated Villages of Floral Park, New Hyde Park and Garden City, New York (Villages).

The primary document reviewed by VERTEX is the Long Island Rail Road Expansion Project from Floral Park to Hicksville – Draft Environmental Impact Statement, Long Island Rail Road, November 28, 2016, (DEIS). VERTEX's review of the DEIS was focused on the Villages (the Study Area), shown in Attachment A as well as the following topic areas:

- DEIS Conformance;
- Contaminated Materials;
- Civil/Rail Design;
- Construction Schedule; and
- Traffic.

Each of these topic areas are addressed in Sections 2 through 6, respectfully, which each contain the following subsections:

- Documents Reviewed;
- Reviews Conducted/Evaluations Performed;
- Summary of Findings;
- Additional Documentation Needed; and
- Conclusions.

VERTEX reviewed the documents identified including overall regulatory conformance, extent of subsurface investigation data, mitigation measures for contamination, construction constraints, feasibility of utility relocation, impacts of construction staging, noise impacts, reasonableness of the proposed project schedule, accuracy of the traffic analysis, potential additional traffic impacts, potential additional schedule impacts, and other relevant topics.

VERTEX recommends that the Villages request revisions to the DEIS to address discrepancies and missing information identified in this review. VERTEX also recommends that the DEIS be included in the contract documents for the Proposed Project to ensure that mitigation measures are upheld by the contractors completing the construction work associated with the Proposed Project.

Supplemental information requested by the Villages is provided in Attachment E.

This report has been compiled solely based on the documents identified in this review.

2.0 DEIS Conformance

2.1 Documents Reviewed

VERTEX reviewed the following documents:

- Final State Environmental Quality Review Act (SEQRA) Scoping Document - Long Island Rail Road (LIRR) Expansion Project (Floral Park to Hicksville) dated August 26, 2016;
- New York Code of Rules and Regulations (NYCRR) Title 6, Part 617 - State Environmental Quality Review;
- The SEQR Handbook, 3rd Edition - 2010, published by the New York State Department of Environmental Conservation, Division of Environmental Permits (The SEQR Handbook);
- Federal National Environmental Policy Act (NEPA) documents and guidelines;
- Draft Environmental Impact Statement - Greater East Midtown Rezoning Proposal, New York City Planning Commission (NYCPC), dated December 30, 2016; and
- Final Environmental Impact Statement (FEIS) - The Western Railyard, Metropolitan Transportation Authority (MTA) and NYCPC, dated October 9, 2009.

VERTEX focused its review of the DEIS on the following sections:

- Executive Summary
- Chapter 1 – Project Description
- Chapter 8 – Contaminated Materials
- Chapter 9 – Utilities and Related Infrastructure
- Chapter 10 – Transportation
- Chapter 12 – Noise
- Chapter 13 – Construction
- Chapter 18 – Alternatives
- Appendix 1-A – Technical Memorandum

2.2 Reviews Conducted/Evaluations Performed

- Overall DEIS Document Conformance – this consists of a review of the DEIS document in terms of its relative content when compared to the guidance and standards typical of these documents. The following two areas are specifically addressed:
 - Overall Regulatory Conformance; and
 - Comparison to Other EIS Documents.
- Specific DEIS Topic Areas – this consists of a review of the following topic areas addressed in the DEIS:
 - Contaminated Materials;
 - Civil/Rail Design;
 - Construction Schedule; and
 - Traffic.

2.3 Discussion of Findings

2.3.1 Overall DEIS Document Conformance

VERTEX evaluated the overall completeness of the DEIS with respect to the requirements of the New York Codes, Rules and Regulations (NYCRR) Part 617 regulations as well as the guidance document The SEQR Handbook. Based on this review, VERTEX identified several areas that do not conform to the requirements of a DEIS. Specifically, LIRR has not provided the public with an appropriate level of detail to understand the timing, magnitude, and duration of potential adverse impacts resulting from the Proposed Project and the effectiveness of proposed mitigation measures.

The SEQR Handbook (Page 118) states the following with respect to the required content of an EIS:

“The EIS therefore needs to contain sufficient descriptions of the proposed action and its setting to provide appropriate context for a reader to understand the analyses of impacts, alternatives, and mitigation, but should not be an “encyclopedic” or overly technical document.”

In several instances, which are addressed further in VERTEX’s review of the DEIS, the DEIS fails to provide “sufficient descriptions” of the proposed actions and mitigation measures. Although the regulations clearly do not require an overly technical or encyclopedic document, the details VERTEX has identified as deficient in the DEIS would not rise to that level. Instead, the missing information is considered basic and fundamental to understanding the “analyses of the impacts, alternatives, and mitigation” of the Proposed Project.

Ultimately, the DEIS does not provide the public with all the information needed to perform an informed evaluation of the potential impacts of the Proposed Project. The SEQR Handbook (Page 133) states the following when discussing the required adequacy of a DEIS:

“...one of the major purposes of a draft EIS is to give the public an opportunity to comment on the environmental issues raised, as well as the possible alternatives and mitigation offered to address those issues.”

Sections 3 through 6 describe specific areas where the DEIS fails to provide appropriate information as required by the SEQR Handbook.

2.3.2 Comparison to Other EIS Documents

VERTEX also conducted a comparison of the DEIS to similar studies to evaluate its overall conformance to the standard content typical of projects of this type and magnitude. VERTEX conducted this review by benchmarking the DEIS against other EIS documents for projects in New York State, including projects undertaken by the MTA and New York City Planning Commission (NYCPC). Based on this review, VERTEX identified an area lacking detail that is important in defining potential impacts and mitigation to limit the impacts.

It is expected that the content of a DEIS will vary from project to project based on the specific proposed actions and potential environmental impacts. However, given the magnitude of the Proposed Project, which extends 9.8 miles through densely settled residential and commercial areas, and the significance of the

potential impacts to the communities, which include almost 100,000 residents within 0.5-miles of the corridor¹, we would expect that the DEIS would be structured to be more detailed.

Specific examples of where the DEIS does not conform to the level of effort for comparable EIS documents are provided in the following sections.

2.3.3 Examples of Deficiencies

2.3.3.1 Hazardous and Contaminated Materials

Section 3 of this report provides our Hazardous and Contaminated Materials review, which identifies that, due to the lack of subsurface investigation data for the Proposed Project, the DEIS fails to identify the adverse impacts to the surrounding communities.

The SEQR Handbook (Page 123) states that:

“Specifically, the discussion of impacts may include quantitative or qualitative information as long as it is sufficient to determine:

- How likely it is that an impact will occur;*
- How large the impact will be;*
- How important the impact will be; and*
- the time frame during which the impact is likely to occur.”*

Because the DEIS provides a generalized discussion of the potential impacts across the Proposed Project without identifying specific conditions and mitigation measures, the DEIS does not provide sufficient information to evaluate any of the above conditions described on Page 123 of The SEQR Handbook.

In comparison, the FEIS for The Western Railyard (Chapter 12, Page 12-4) provides a significant amount of subsurface data for a project that is only approximately 0.15 miles by 0.15 miles in size. Specifically, the FEIS for that project references the installation of 80 soil borings, 6 test pits, and the collection of at least 215 soil samples and 32 groundwater samples for laboratory analysis. The results of these analyses were provided in Section C “Existing Conditions” of that FEIS and a high-level summary of actual soil and groundwater conditions within the study area was provided in the Hazardous Materials chapter. The DEIS for the Proposed Project does not provide information of this type.

2.3.3.2 Civil/Rail Design

Section 4 of this report provides our Civil/Rail design review which identifies that the proposed improvements will likely require more space than is indicated on the plans provided due to the smaller than standard space allotted to traffic lanes and the structural elements in the conceptual layout, missing design elements or reserved space for missing design elements on the plans, and the high probability that utility relocation will require more space than provided in the project limits. Due to these factors, VERTEX has concluded that either more land will likely need to be acquired to accommodate the proposed improvements, or a redesign will need to be performed to find a solution that can fit within the indicated limits.

¹ <https://populationexplorer.com/>

With respect to the required design plans for the Proposed Project, The SEQR Handbook (Page 121) states that:

“While final plans are not necessary, the EIS should contain enough detail on size, location and elements of the proposal to allow a reader to understand the proposed action, the associated impacts, and to determine the effectiveness of any proposed alternatives or mitigation. As a general rule, the amount of detail regarding a specific impact in an EIS should depend on the magnitude and importance of the impact.”

In this instance, the DEIS does not provide important information such as layouts for the proposed utility relocations in the DEIS, and it is therefore not possible to identify whether the proposed utility relocations are feasible. Without this information, the public cannot evaluate whether something as fundamental as the Proposed Project size and location will be constructed as presented. As such, the detail for the design plans is not sufficient to meet the requirements of The SEQR Handbook.

2.3.3.3 Construction Schedule

Section 5 of this report provides our Construction Schedule review. The SEQR Handbook (Page 122) indicates that the following information is necessary regarding the timing and scheduling of a proposed action:

“For proposed physical development activities, the description should recognize four major project stages: (1) planning and design, (2) construction, (3) operation and maintenance, and, where appropriate, (4) termination.”

Section 5 provides an evaluation of the Proposed Project schedule and identifies that the first major project stage, planning and design, is not addressed at all in the proposed construction schedule provided in Chapter 13 of the DEIS. The schedule for the Proposed Project does not include engineering and procurement activities nor does it provide milestones to identify the expected start or completion date of key stages of work such as stages of design development, detailed design, and long-lead items. As such, the estimated duration of these activities or planned dates of milestones are unknown and, therefore, deficient with respect to the SEQR Handbook.

2.3.3.4 Traffic

Section 6 of this report provides our Traffic review. One requirement of the EIS process is to evaluate the proposed alternatives against a “no action” alternative. This requirement is detailed on Page 126 of The SEQR handbook as follows:

“The “no action” alternative must always be discussed to provide a baseline for evaluation of impacts and comparisons of other impacts. The substance of the “no action” discussion should be a description of the likely circumstances at the project site if the project does not proceed.”

Section 6 identifies that the DEIS inappropriately defines the “no action” alternative with respect to peak direction ridership. In Chapter 10 (Transportation) of the DEIS, there is an assumption made that increases in peak direction ridership will occur without the Proposed Project, even though it also states that the Proposed Project is required to realize these increases. The DEIS therefore fails to provide a true baseline for comparison and understates the impacts of the Proposed Project by not providing mitigation for impacts based on these ridership increases.

2.4 Conclusions

As described in the following sections of this report, the DEIS is deficient with respect to the level of detail required by the SEQRA regulations and with respect to the information we identified which has been presented in comparable EIS documents.

3.0 Contaminated Materials

3.1 Documents Reviewed

The following documents were reviewed to assess technical issues related to the assessment and mitigation of contaminated materials:

- DEIS Chapters:
 - Executive Summary
 - Chapter 8 – Contaminated Materials
 - Chapter 9 – Utilities and Related Infrastructure
 - Chapter 13 – Construction
 - Appendix 1-A – Preliminary Engineering Technical Memorandum
 - Appendix 8 – Contaminated Materials
- Nassau County Land Records Viewer
 - 115 New Hyde Park Road, New Hyde Park, New York

3.2 Reviews Conducted/Evaluations Performed

- Subsurface Investigation Data
- Mitigation Measures
- Schedule Impacts
- Examples of Deficiencies
 - New Hyde Park Road Grade Crossing Elimination
 - Denton Avenue/Tanners Pond Road Bridge
 - Plainfield Avenue Bridge

3.3 Discussion of Findings

3.3.1 Subsurface Investigation Data

According to Chapter 8 of the DEIS, “The potential for significant adverse impacts depends on the types of materials present and their location relative to or within the Study Area, their levels, and whether exposure to the contaminated materials would be associated with the Proposed Project, either during construction or during subsequent operations.” However, no information related to the location of such materials or their location relative to the Study Area is provided in Chapter 8 of the DEIS or its appendices. Although Chapter 8 of the DEIS identifies 153 properties that have “some reasonable potential to have been impacted by the presence of contaminated materials and thus additional analysis is prudent” (denoted as “Category B” sites) including 7 such sites within the Study Area (the footprint of properties to contain physical elements of the Proposed Project), no such analysis in the form of subsurface investigation data was provided for review. In addition, Chapter 8 of the DEIS acknowledges that there are potential contaminated materials impacts along nearly the entirety of the Study Area related to railroad operations and associated infrastructure. Again, no specific information regarding soil or groundwater conditions in these areas was provided for review.

Instead, the DEIS describes how impacts will be determined at some future point. The DEIS states that “once the limits of subsurface disturbance associated with the Proposed Project have been determined, subsurface (Phase II) investigations would be conducted at all of the acquisition Category B sites and all other Category B sites where significant subsurface disturbance (based on proximity, depth of disturbance, type/mobility of contaminants, etc.) is proposed.” From an impact review perspective, this statement in the DEIS is not reasonable because the areas of major construction (grade crossing eliminations, retaining wall construction, etc. as shown in Attachment C of this report), and the properties considered for acquisition are all reasonably well known according to the preliminary design plans provided in Appendix 1-A of the DEIS. As noted in Section 2, subsurface investigations should have been performed at the acquisition parcels and the areas of major construction along the Project corridor prior to the issuance of the DEIS to provide the level of detail regarding the likelihood, magnitude, importance, and timing of potential impacts required by The SEQR Handbook. The DEIS does not contain any Project-specific data.

Without any subsurface investigation data for the Proposed Project, the DEIS fails to identify what the actual adverse impacts could be to the surrounding communities.

3.3.2 Mitigation Measures

The above-noted absence of subsurface investigation data also does not allow the Villages to determine the effectiveness and evaluate the potential impact of the proposed mitigation measures outlined in the DEIS. Although general measures to address hazardous and contaminated materials are described in Chapter 8 of the DEIS, which include such items as the implementation of Remedial Action Plans (RAPs), and Construction Health and Safety Plan (CHASPs), tank removals, on- and off-site contaminated soil management, dust suppression, and air monitoring, the details and specific areas of implementation are not identified in the DEIS. As no written plans are included in the DEIS, the specific mitigation measures that LIRR is relying on to address potential adverse impacts cannot be reviewed for adequacy, and the Villages are unable evaluate the impact that their implementation may have on their residents and businesses.

Chapter 8 of the DEIS states that “with the implementation of these protocols, no significant adverse impacts related to contaminated materials would result from demolition and/or construction activities related to the Proposed Project. Following construction, there would be no further potential for significant adverse impacts.” However, the validity of this statement is not possible to assess without knowing the specific adverse impacts and mitigation measures.

If subsurface investigation data had been gathered prior to the issuance of the DEIS, there could be a reasonable understanding of which homes could be affected by contaminated dust, which businesses could be impacted by significant off-site soil disposal trucking traffic, and what other of the multitude of practical concerns could affect these communities. Without this information, these impacts cannot be understood and the effectiveness of the mitigation measures cannot be critically evaluated.

3.3.3 Schedule Impacts

Due to the lack of subsurface investigation data and specific mitigation measures, there is not sufficient information in the DEIS to evaluate whether there is reasonable time and contingency incorporated into the schedule for the Proposed Project to accommodate the investigation and remediation needed to address hazardous and contaminated materials. Although the text of Chapter 13 of the DEIS discusses the general need to perform subsurface investigations, potential remediation, and contaminated materials management,

there is no information provided regarding the timing of those activities in relation to the construction schedule. In addition, without an understanding of where significant subsurface contamination may be present, it is not known whether the preliminary design plans will need to be modified to address such impacts and what the resulting changes will be to the project limits and schedule. As such, there is no basis to assess whether the schedule for the Proposed Project provided in the DEIS is credible due to the lack of any specific information relating to contaminated materials conditions.

There is also limited information provided in Chapter 13 of the DEIS to suggest that there would be contingency built in to the construction schedule for the Proposed Project to address unexpected subsurface conditions potentially encountered during construction. The preliminary subsurface investigations described in the DEIS will not fully assess all potential areas of contamination and there will always be the risk that unanticipated underground storage tanks and/or soil and groundwater impacts will be identified during the construction. The Proposed Project may be further delayed if, during the excavation work, a release is identified which has not previously reported to the New York State Department of Environmental Conservation (NYSDEC). The identification of such a release would require specific submittals and compliance with the requirements of the particular NYSDEC program applicable to the type of release identified. Had subsurface investigations been conducted in the areas of significant disturbance, such potential releases would have been identified and could have been communicated to the Villages, and accounted for in the DEIS and the preliminary design and schedule for the Proposed Project. However, because subsurface investigation data is not provided in the DEIS, it is not possible to evaluate potential data gaps and understand where unplanned environmental actions may be likely to occur. It is common practice in the industry to expect and plan to accommodate some amount of time to address unknown subsurface conditions. Such a schedule contingency should be included in the Project schedule for subsurface disturbances in historically commercial and industrial areas associated with the Proposed Project.

Despite the lack of data identifying subsurface conditions, the schedule for the Proposed Project appears to be sequential in many instances, so that a delay in one area could potentially cause cascading changes and delay throughout the Project's implementation. Significant hazardous and/or contaminated materials impacts associated with the Proposed Project could require specialized health and safety precautions, additional remediation and/or soil excavation activities, or even redesign to avoid certain areas. Given that no pertinent soil and groundwater data is provided in the DEIS, it is not possible to identify whether such instances are likely and that there is sufficient available time in the schedule to allow for the impacts to be fully defined and effectively managed during construction. The uncertainties surrounding these concerns could have been avoided or at least reduced had adequate subsurface investigations been undertaken.

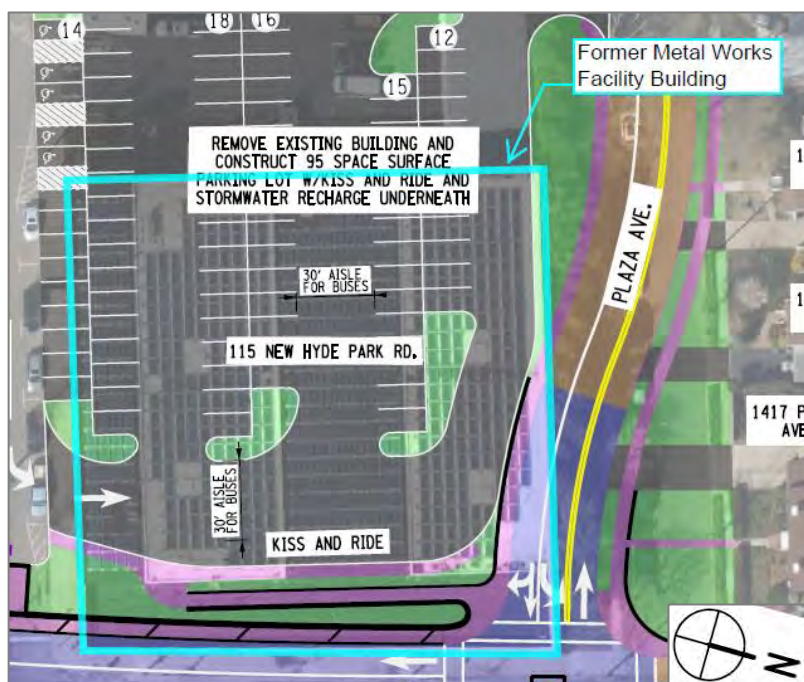
3.3.4 Examples of Deficiencies

Although the above concerns relate to the entirety of the handling of hazardous and contaminated materials in the DEIS, the following describes a few specific examples of these deficiencies in the DEIS and/or the preliminary design plans.

- **New Hyde Park Road Grade Crossing Elimination (New Hyde Park)** – One of the design options for the grade crossing elimination at New Hyde Park Road (Option 1) includes the acquisition and full demolition of the self-storage building at 115 New Hyde Park Road beginning in November 2017 according to Chapter 13 of the DEIS. Once the structure is demolished, an excavation to a depth of up to 31 feet will be completed at the parcel, planned to begin in spring

2018. According to Chapter 8 of the DEIS, 115 New Hyde Park Road is a Category B site (#156) due to the historic presence of a metal works facility at the parcel, as depicted in the 1950 through 1969 Sanborn Fire Insurance Maps. According to the Nassau County Land Records Viewer, the current self-storage structure at the parcel was constructed in 1946 and, therefore, present at the time of metal works operations. Given the absence of reported releases identified for the parcel address in the DEIS regulatory records search and the presence of the historic structure on the majority of the parcel footprint, it is likely that no significant subsurface investigation and/or excavation has been performed since the cessation of industrial activities at the parcel. However, despite the historical use of the site, no soil or groundwater data for the parcel or surrounding properties was included in the DEIS. An annotated detail from DWG GCC04 (Page 169 of DEIS Appendix 1-A) showing the location of the current building (former metals works facility) in relation to the proposed Project construction plan is provided as Figure 3.1.

Figure 3.1 – 115 New Hyde Park Road



According to the DEIS, a subsurface investigation will be conducted at all of the acquisition Category B sites. Even though 115 New Hyde Park Road is stated to be a known acquisition Category B site, there is no information provided to suggest that due diligence activities, including a subsurface investigation, are identified to have been initiated at this parcel. As such, the schedule for the Proposed Project will need to accommodate the due diligence subsurface investigation, regulated building materials (asbestos, lead-based paint, etc.) surveys, the potential incorporation of specific site conditions into a RAP, and the preparation of a CHASP, all before November 2017. These technical and regulatory tasks will need to be complete as will also real estate negotiations and the relocation of the current self-storage customers, etc. Since the current building covers nearly the entire parcel footprint, any pre-demolition subsurface investigation would likely be limited in nature and would need to be supplemented with post-demolition assessment between the completion of building demolition at the end of 2017 and the start of earthwork in early spring 2018. Even if all of these activities were able to be conducted in time to meet the stated schedule,

there would likely be limited time allowed for the surrounding community to be able to review and comment on a RAP and CHASP prior to implementation (As noted earlier, this type of information should have been included in the DEIS). Such review would be needed to allow the neighboring residents and business owners to assess whether concerns they might have including the migration of metals-impacted dusts and the spread of metals-impacted soils by truck tires are properly anticipated and addressed in the construction plans.

As shown on Page 169 of Appendix 1-A of the DEIS, a stormwater recharge system would be constructed within the footprint of the former metal works facility at 115 New Hyde Park Road under Option 1. The preliminary drainage design includes installing an underground recharge chamber system to either a depth of 14 or 31 feet below ground surface, depending on the specific design chosen. The Appendix 1-A Technical Memorandum states that this design is based on preliminary borings at the site but no results or boring logs are included in the DEIS. The DEIS notes that if such a recharge system could not be constructed, another alternative drainage design would connect underpass drainage into an existing Nassau County recharge basin utilizing existing Nassau County drainage systems. The existing drainage systems may require upgrades or replacement to accommodate this alternative approach to the construction of the underground recharge chamber.

If subsurface investigations performed at 115 New Hyde Park Road were to identify soil and/or groundwater impacts related to the historic metal works operations, the ability to recharge stormwater on this parcel might be limited, or not possible, depending on the type and depth of the impacts. The infiltration of stormwater to soil above the groundwater table has the potential to mobilize soil contamination to groundwater and/or exacerbate and mobilize existing groundwater contamination. In addition, the cost for the excavation and off-site disposal of potentially metals-impacted soils (including possible characteristic hazardous wastes) to accommodate the recharge infrastructure may be higher than budgeted. If these impacts could not be addressed prior to the planned installation of the drainage system, it is likely that the alternative drainage design option of improving and connecting to existing drainage systems would be needed (Section 4 of VERTEX's report addresses concerns with this alternative drainage design). Since significant subsurface investigation of the parcel is unlikely to be implemented prior to the completion of building demolition in December 2017, it is not clear that the schedule would allow for the comprehensive evaluation of subsurface data, development of appropriate remedial plans, and the implementation of potential contingency design changes prior to the start of utility relocation activities in December 2017 and northern drainage excavation in April 2018. As noted previously, any schedule delays or design changes at this grade elimination would likely affect the start of construction on other parts of the Proposed Project, thereby extending the overall schedule of the work and increasing the period of time that residents and commercial businesses in the Village would be subject to impacts such as traffic and noise.

- **Denton Avenue/Tanners Pond Road Bridge (Garden City)** – According to Appendix 1-A of the DEIS, a portion of the existing masonry abutment and foundation of the existing bridge over Denton Avenue/Tanners Pond Road in Garden City will be removed and replaced to accommodate the planned third track. As shown in the Appendix for Chapter 8 of the DEIS, this bridge is located immediately adjacent to sites #145 and #146, both of which are classified as Category B. Site #145 is a former auto salvage facility that has reportedly operated since at least the 1930s and is listed as an active Solid Waste Facility/Landfill due to vehicle dismantling operations. Site #146 is a former

Conservative Gas Corporation facility from the 1950s through the 1980s that was listed on the NY Spills database due to reported asbestos and drums on the property. The locations of the identified sites in relation to the Denton Avenue/Tanners Pond Road bridge are shown on Figure 3.2.

Figure 3.2 – Denton Avenue/Tanners Pond Road Bridge



Petroleum, volatile organic chemicals, and/or heavy metal contamination in soil and groundwater, which is common for these types of facilities, could be encountered during the bridge foundation work in this location. Without subsurface investigation data from the proposed excavation areas, it is not possible to know what the potential impacts of these adjacent sites would be to the surrounding community and the schedule for the Proposed Project.

- **Plainfield Avenue Bridge (Floral Park)** – According to Appendix 1-A of the DEIS, an additional bridge over Plainfield Avenue will be retrofitted to accommodate the planned third track. As shown in the Appendix for Chapter 8 of the DEIS, this bridge is located immediately adjacent to site #196, which is the existing Floral Park LIRR G13 substation that is not to be altered during the construction of the Proposed Project. According to the DEIS, site #196 is the subject of subsurface releases being actively addressed by LIRR as part of the Voluntary Cleanup Program. In this case, it is likely that subsurface investigation data in the vicinity of this location associated with the Proposed Project is available for review, and the specific risks to the Village can be determined and mitigated in some manner; however, the DEIS does not include any of this data and this evaluation is therefore not provided in the DEIS. The location of the substation site in relation to the Plainfield Avenue bridge is shown on Figure 3.3.

Figure 3.3 – Plainfield Avenue Bridge



3.4 Additional Documentation Needed

The DEIS is deficient because it does not provide the following information that is needed to understand the risks of hazardous and contaminated materials and evaluate whether the proposed mitigation measures and schedule are appropriate:

- Subsurface investigation data for acquisition properties, areas of proposed excavation, and locations of proposed stormwater infiltration basins;
- RAPs and CHASPs for areas of concern requiring mitigation measures; and,
- Detailed schedule information indicating the timing and duration of the actions related to assessing and managing hazardous and contaminated materials and describing any contingency plans.

3.5 Conclusions

The DEIS does not provide sufficient information to allow the Villages to understand the potential adverse impacts and evaluate the resulting mitigation measures. VERTEX concludes that subsurface investigation data should have been collected for each of the proposed areas of significant disturbance and included in the DEIS so that specific mitigation measures could be designed and presented in the DEIS, thereby allowing impacted communities the opportunity to review and comment as part of the environmental review of the Proposed Project.

4.0 Civil/Rail Design

4.1 Documents Reviewed

The following documents were reviewed to assess technical aspects of civil/rail design:

- DEIS Chapters:
 - o Chapter 1 – Project Description
 - o Chapter 9 – Utilities and Infrastructure
 - o Chapter 12 – Noise
 - o Chapter 13 – Construction
 - o Appendix 1-A – Technical Memorandum
- Long Island Rail Road Expansion Project Floral Park to Hicksville Final SEQRA Scoping Document, Long Island Rail Road, August 26, 2016.

4.2 Reviews Conducted/Evaluations Performed

VERTEX conducted reviews in several areas with respect to impacts within the Villages of Floral Park, New Hyde Park, and Garden City:

- Construction Constraints – review of the preliminary design plans included in the Appendix 1-A Technical Memorandum to assess the feasibility of constructing the proposed infrastructure and the associated constraints.
- Utility Relocation – review of the Utility Relocation tables in the Appendix 1-A Technical Memorandum to evaluate the amount of utility work expected at various locations and the feasibility of relocating these utilities within the limits and constraints of the project.
- Construction Staging – review of the proposed project staging areas listed in the DEIS to assess which areas, if any, would result in impacts to the Villages of Floral Park, New Hyde Park, and Garden City.
- Noise and Vibration – review of the Noise Analysis presented in the DEIS and comparison of the expected maximum noise and vibration levels to the applicable restrictions enforced by the Federal Transit Administration (FTA) and the Villages of Floral Park, New Hyde Park, and Garden City to identify the number of properties that will potentially be adversely impacted by noise during the construction phase of the Proposed Project. Attachment B provides a graphical depiction of properties impacted by greater than allowable construction noise.

4.3 Discussion of Findings

DEIS Chapter 13 – Construction identifies a number of temporary quality of life impacts during construction in the area surrounding the tracks including the following:

- Change of land use in areas used for staging;
- Possible diversion of pedestrian access across the tracks to nearby crossings;

- Suspension of rail service on weekends;
- Additional construction worker and truck traffic;
- Roadway restrictions and closures including prevention of access across tracks in some locations;
- Nuisance noise and vibration levels at residences and other sensitive receptors; and
- Night work with associated noise, vibrations, and lighting impacts in areas where bridge replacement is required.

4.3.1 Construction Constraints/Utility Relocation

Construction constraints and utility relocation are discussed below by geographic location. These geographical locations are shown in Attachment C and the renderings are provided in Attachment D.

New Bridge at Tyson Avenue

The Proposed Project will add a single track bridge to the south of the existing bridge over Tyson Avenue. The abutments on either side of Tyson Avenue will be extended to support the bridge. The new bridge will be a prefabricated steel span that will be hoisted onto the abutments. Concrete pilings are also indicated in cross-section but are not indicated in the plan view.

New Bridge at Plainfield Avenue

The Proposed Project will demolish the existing bridge over Plainfield Avenue and replace it with a new bridge that will accommodate the three-track layout. The abutments on either side of Plainfield Avenue will be extended to support the new bridge. The new bridge will be a prefabricated steel span that will be hoisted onto the abutments.

Covert Avenue Grade Separation

The Proposed Project includes a grade separation between the LIRR tracks and Covert Avenue. The proposed configuration is for Covert Avenue to pass under the LIRR tracks, 2nd Avenue and 3rd Avenue. A ramp will connect northbound Covert Avenue to 3rd Avenue, and another ramp will connect southbound Covert Avenue to 2nd Avenue. Chapter 13 of the DEIS indicates that closure of the crossing for southbound traffic will be required for nine months. VERTEX's review of Chapter 13 of the DEIS finds that the estimated schedule may not be adequately conservative as further discussed in Section 5 of this report.

The preliminary design plans included in the Appendix 1-A Technical Memorandum show a conceptual layout of the structures that will be required to complete the grade separation at Covert Avenue. Figures 1-20 and 1-21 from the DEIS, which are included in Attachment D of this report, show renderings of the proposed configuration. Sheet DWG GCC01 of the Appendix 1-A Technical Memorandum indicates that the space in which these structures are to be installed is very compact. The travel lanes through the under pass appear to be 11 feet, the narrowest allowed by NYDOT for Collectors with high truck traffic (narrower than the 12-foot "desirable" traffic lanes as identified by NYSDOT). In areas where there is a high frequency of truck traffic, the AASHTO Policy on Geometric Design of Highways and Streets (2011) recommends either a 12-foot travel lane or that travel lanes less than 12 feet have a shoulder adjacent to the travel lane, the design for this grade separation provides neither a shoulder nor an 11-foot travel lane. The width of the retaining walls is shown to be 1 foot from the face of the toe of wall to the back of the top of wall. While technically feasible in some cases, this is an ambitiously narrow footprint for a retaining wall design. The sidewalk under the LIRR track is 8 feet wide, but in all other areas sidewalks are 5 feet wide.

If an 8-foot wide sidewalk is required under the track crossing, providing only 5-foot wide sidewalks to the approaches to the crossing would be inadequate in this context. The Federal Highway Administration (FHWA) recommends that at least a five-foot width should be maintained as a “bare minimum” to allow two people to walk together. FHWA also indicates that near schools, shopping districts, and other heavily travelled areas, a minimum width of eight feet may be more appropriate. There are neither guardrails nor handrails indicated where retaining walls are adjacent to roadways and sidewalks, and there is no space provided on Sheet DWG GCCO1 in the Technical Memorandum for these features to be added in future more detailed designs. This drawing did not show an overall scale nor did it show specific dimensions for most of the structure which made evaluation of the overall project footprint nearly impossible.

There are no underground utilities shown on the grade separation plans, but anticipated utility relocations are listed in tabular form in the Appendix 1-A Technical Memorandum. The tables indicate that four, 8-inch sanitary sewer mains and four, 8-inch water mains will be affected by the proposed work and will require relocation. Descriptions of the relocations are provided in the text of Chapter 9 of the DEIS, but no layouts have been provided, making it difficult to verify if proper clearances for these utilities can be maintained through the proposed improvements.

A new storm drainage system is proposed to serve Covert Avenue in the proposed configuration. This storm drainage system will consist of inlets attached to a 42-inch storm sewer which will discharge into a groundwater recharge chamber. The recharge chamber is anticipated to be 330-feet long by 20-feet wide constructed using three rows of 72-inch corrugated metal pipe (CMP). As proposed, the recharge chamber will be installed under 3rd Avenue at a depth of 22-feet below street level. The Appendix 1-A Technical Memorandum also provides an alternative option for the recharge chamber.

The alternative configuration is an 86-foot by 140-foot chamber built from 17-feet high precast arches to be installed at the northeast corner of Covert Avenue and 2nd Avenue. This alternative would require taking the property at that location. The Appendix 1-A Technical Memorandum states that this design is based on preliminary borings at the site, but no results or boring logs are included in the DEIS.

South 12th Street Grade Separation

The Proposed Project proposes to close the South 12th Street crossing as a first alternative. Figure 1-25 in the DEIS, which is included in Attachment D of this review, shows a rendering of the proposed configuration, which is designated “Option 1.” This alternative would expand the New Hyde Park Station across South 12th Street, closing the road to traffic crossing the LIRR right-of-way (ROW) and cutting off direct access from South 12th Street to 2nd Avenue from the south and 3rd Avenue from the north. Additional parking would be installed along 2nd Avenue where the former South 12th Street ROW crossed the LIRR tracks. Chapter 13 of the DEIS indicates that full or partial street closure will be required for six months. The review of Chapter 13 of the DEIS indicates that the estimated schedule may not be adequately conservative. It is also not indicated what selection of an alternative option will have on schedule. The schedule also does not show when the pedestrian bridge, which is part of both options for this location, will be constructed in relation to street closure.

The Proposed Project proposes an alternative consisting of grade separation between the LIRR tracks and South 12th Street (i.e., does not include closure of South 12th Street). Figure 1-26 in the DEIS shows a rendering of the proposed configuration which is designated “Option 2.” The proposed configuration is for a single lane of southbound traffic on South 12th Street to pass under the LIRR tracks, 2nd Avenue and 3rd Avenue. Northbound traffic on 12th Street will still be diverted. A ramp will connect northbound South 12th

Street to 3rd Avenue, and another ramp will connect southbound South 12th Street to 2nd Avenue. Direct access from South 12th Street to 2nd Avenue from the south and 3rd Avenue from the north will still be blocked in Option 2.

The plans included in the Appendix 1-A Technical Memorandum show a conceptual layout for the structures that will be required to complete the grade separation at South 12th Street. The space indicated on Sheets DWG GCC02 and DWG GCC03 of the Technical Memorandum for these structures to be installed is very compact. The travel lanes through the under pass appear to be 11 feet, the narrowest allowed by NYDOT for Collectors with high truck traffic (narrower than the 12-foot “desirable” traffic lanes as identified by NYSDOT. In areas where there is a high frequency of truck traffic, the AASHTO Policy on Geometric Design of Highways and Streets (2011) recommends either a 12-foot travel lane or that travel lanes less than 12 feet have a shoulder adjacent to the travel lane. The design for this grade separation provides no shoulder and an 11-foot travel lane. The width of the retaining walls is shown to be one foot from the face of the toe of wall to the back of the top of wall. While technically feasible in some cases, this is an ambitiously narrow footprint for a retaining wall design. The sidewalk under the LIRR track is 8 feet wide, but in all other areas sidewalks are 5 feet wide. If an 8-foot wide sidewalk is required under the track crossing at this location, providing only 5-foot wide sidewalks to the approaches to the crossing would be inadequate in this context. As indicated previously, the FHWA considers this a bare minimum. There are no guardrails nor handrails indicated where retaining walls are adjacent to roadways and sidewalks, and there is no space provided on the plans for these features to be added in future more detailed designs in the detailed layout for this grade separation as depicted in the Technical Memorandum, Sheets DWG GCC02 and DWG GCC03. This drawing did not show an overall scale nor did it show specific dimensions for most of the structure which made evaluation of the overall project footprint nearly impossible.

There are no underground utilities shown on the grade separation plans, but anticipated utility relocations are listed in tabular form in the Appendix 1-A Technical Memorandum. The tables indicate that an 8-inch sanitary sewer main and a 24-inch sanitary sewer main will need to be relocated. In addition, three, 8-inch water mains and a 6-inch water main will be affected by the proposed work and will require relocation. The Appendix 1-A Technical Memorandum also identifies a 36-inch sanitary sewer main running through the proposed improvements but states that this main will not be affected by construction. Descriptions of the relocations are provided in the text of Chapter 9 of the DEIS, but no layouts have been provided making it difficult to verify if proper clearances for these utilities can be maintained through the proposed improvements. The 24-inch sanitary sewer main is of particular concern since it serves a large number of households, and rerouting a gravity system of this size is typically expensive and may have considerable schedule impacts, which may render a grade separation infeasible at this location.

A new storm drainage system is proposed to serve South 12th Street in the proposed configuration. This storm drainage system will consist of inlets attached to a 42-inch storm sewer, which will discharge into a groundwater recharge chamber. The recharge chamber is anticipated to be 540-feet long by 30-feet wide and will be constructed using two rows of 144-inch CMP. As proposed, the recharge chamber will be installed under 3rd Avenue at a depth of 28 feet below street level. The Appendix 1-A Technical Memorandum states that this design is based on preliminary borings at the site, but no results or boring logs are included in the DEIS. Neither the location nor the layout of these facilities are indicated in the plans included in the Appendix 1-A Technical Memorandum.

New Hyde Park Road Grade Separation

The Proposed Project proposes two alternative configurations, designated Options 1 and 2, to create a grade separation between the LIRR tracks and New Hyde Park Road at the New Hyde Park Road crossing. Figures 1-30 and 1-31 in the DEIS, which are included in Attachment D of this review, show renderings of the two options. The proposed configurations are for New Hyde Park Road to pass under the LIRR tracks, 2nd Avenue and 3rd Avenue. A ramp will connect northbound New Hyde Park Road to 3rd Avenue, and another ramp will connect southbound New Hyde Park Road to 2nd Avenue. The primary difference between the options is that Option 1 calls for complete demolition of the building located at 115 New Hyde Park Road to allow construction of a parking lot and Kiss and Ride for the New Hyde Park Station. Option 2 does call for demolition of a small part of the building along New Hyde Park Road and provides a new Kiss and Ride on the south side of the tracks. Chapter 13 of the DEIS indicates that full closure of the crossing will be required for six months. The review of that chapter indicates that the estimated schedule may not be adequately conservative. It is also not indicated what selection of the alternative option will have on schedule.

Both options will permanently cut off direct access from 2nd Avenue to New Hyde Park Road. During construction, alternative rail crossings will be required from residential areas on both sides of the tracks. The closest crossing is about ¼ mile away. As indicated in the review of Chapter 10 – Transportation, analysis of traffic during construction in the DEIS is not adequate to determine traffic impacts to local residential areas.

The preliminary design plans provided in the Appendix 1-A Technical Memorandum show a conceptual layout for the structures that will be required to complete the grade separation at New Hyde Park Road. The space indicated on Sheets DWG GCC04 and DWG GCC05 of the Technical Memorandum for these structures to be installed is very compact. The travel lanes through the under pass appear to be 11 feet, the narrowest allowed by NYDOT for Collectors with high truck traffic (narrower than the 12-foot “desirable” traffic lanes as identified by NYSDOT). In areas where there is a high frequency of truck traffic, the AASHTO Policy on Geometric Design of Highways and Streets (2011) recommends either a 12-foot travel lane or that travel lanes less than 12 feet have a shoulder adjacent to the travel lane, the design for this grade separation provides no shoulder and an 11-foot travel lane. The width of the retaining walls is shown to be 1 foot from the face of the toe of wall to the back of the top of wall. While technically feasible in some cases, this is an ambitiously narrow footprint for a typical retaining wall design. The sidewalk under the LIRR track is 8-feet wide, but in all other areas sidewalks are 5-feet wide. If an 8-foot wide sidewalk is required under the track crossing at this location, providing only 5-foot wide sidewalks to the approaches to the crossing would be inadequate. There are no guardrails nor handrails indicated where retaining walls are adjacent to roadways and sidewalks, and there is no space provided on the plans for these features to be added in future more detailed designs in the detailed layout for this grade separation as depicted in the Appendix 1-A Technical Memorandum, Sheets DWG GCC02 and DWG GCC03. This drawing did not show an overall scale nor did it show specific dimensions for most of the structure which made evaluation of the overall project footprint nearly impossible.

There are no underground utilities shown on the grade separation plans, but anticipated utility relocations are listed in tabular form in the Appendix 1-A Technical Memorandum. The tables in Appendix 1-A indicate that two 8-inch sanitary sewer mains, a 12-inch water main, and three 6-inch water mains will be affected by the proposed work and will require relocation. Descriptions of the relocations are provided in Chapter 9 of the DEIS, but no layouts are provided, making it difficult to verify if proper clearances for these utilities can be maintained through the proposed improvements.

A new storm drainage system is proposed to serve New Hyde Park Road in the proposed configuration. This storm drainage system will consist of inlets attached to a 42-inch storm sewer, which will discharge into a groundwater recharge chamber. The recharge chamber is anticipated to be constructed using nine rows of 144-inch CMP. As proposed, the recharge chamber will be installed under the Kiss and Ride Lot proposed on the east side of New Hyde Park Road at a depth of 31 feet below street level. The Appendix 1-A Technical Memorandum also provides an alternative option for the recharge chamber. The alternative configuration is a 140-foot by 210-foot chamber built from 17-foot high precast arches to be installed at the same location as above. The Appendix 1-A Technical Memorandum states that this design is based on preliminary borings at the site, but no results or boring logs are included in the DEIS. Neither the location nor the layouts of these facilities are indicated in the plans included in the Appendix 1-A Technical Memorandum.

New Bridge at Denton Avenue

The Proposed Project will demolish the existing bridge over Denton Avenue and replace it with a new bridge that will accommodate the three-track layout. The abutments on either side of Denton Avenue will be extended to support the new bridge. The new bridge will be a prefabricated steel span that will be hoisted onto the abutments.

New Bridge over Nassau Boulevard

The Proposed Project will demolish the existing bridge over Nassau Boulevard and replace it with a new bridge that will accommodate the three-track layout. The abutments on either side of Nassau Boulevard will be extended to support the new bridge. The new bridge will be a prefabricated steel span that will be hoisted onto the abutments.

Retaining Walls and Sound Attenuation Walls

According to the Appendix 1-A Technical Memorandum, approximately 8,050 linear feet of retaining walls and 8,550 linear feet of sound attenuation wall will be installed along the LIRR ROW within the Villages of Floral Park, New Hyde Park, and Garden City. The plans provided indicate that both sound attenuation walls and retaining walls are to be placed at, or very close to, the edge of LIRR ROW, which may prove problematic since, in some cases, the retaining walls will need to occupy more than the 1-foot width shown on the plans and the foundations for these walls are typically wider than the widths of the walls.

Regarding drainage and ponding that will potentially impact adjacent properties as a result of the installation of retaining walls and sound attenuation walls, Chapter 9 in the DEIS (Pages 9-11) states that in areas where the track improvements would cause additional runoff to flow onto adjacent properties they would construct a system of drainage ditches and underdrains to capture these flows before they leave the LIRR ROW. As with all the other underground utilities, there is no actual layout for these improvements in the plan set. However, in the cases where sound walls might block drainage from entering the ROW from adjacent properties, the DEIS does not explore this possibility and so no impact mitigation is described in the DEIS, nor are they indicated on the plans provided in the Preliminary Engineering Technical Memorandum. LIRR should not block historic drainage patterns, if the ROW is currently accepting flows from adjacent properties; they must accept them in the proposed condition. The DEIS should at least acknowledge that the proposed sound attenuation walls will likely cause ponding or alter drainage patterns on adjacent properties and contain descriptions of appropriate mitigation strategies.

4.3.2 Construction Staging

According to the DEIS, much of the material and equipment staging for the project will be accomplished within the LIRR ROW; however, there are additional staging areas indicated outside the LIRR ROW within the Villages. The following sites appear to impact the Villages:

- Western End of 3rd Avenue between Covert Avenue and Wayne Avenue – staging in this area will require this portion of the 3rd Avenue right-of-way to be closed to traffic during the time that materials and equipment are stored at this location.
- Portions of the station parking on 3rd Avenue east of Baer Place – staging in this area will reduce the parking available to New Hyde Park Station while material and equipment is stored in this area
- Commercial property at 115 New Hyde Park Road which would require acquisition – this property is shown to be the location of a proposed parking area in the plans provided.

4.3.3 Noise and Vibration

The DEIS lists the FTA regulations regarding decibel levels near residential and commercial properties and further states that these regulations will be adhered to wherever possible. However, several items on the list of typical equipment to be used will cause greater than allowable decibel levels at several of the surrounding properties. In the absence of site-specific noise analysis in the DEIS, VERTEX performed a rudimentary evaluation of the sound impacts during construction which identified the following probable exceedances:

- Floral Park – 57 properties will potentially experience greater than acceptable decibel levels during daytime work and 172 properties will potentially experience greater than acceptable decibel levels during nighttime work;
- New Hyde Park – 82 properties will potentially experience greater than acceptable decibel levels during daytime work and 228 properties will potentially experience greater than acceptable decibel levels during nighttime work; and
- Garden City – 63 properties will potentially experience greater than acceptable decibel levels during daytime work and 178 properties will potentially experience greater than acceptable decibel levels during nighttime work.

A graphical representation of VERTEX's evaluation of the construction noise impact zone is provided in Attachment B.

Chapter 13 of the DEIS indicates that night work will be avoided “when practical and feasible,” but does not provide specific indications of locations or conditions where night work may be necessary or an estimated schedule of when it may be needed.

Chapter 13 of the DEIS proposes a general list of measures to mitigate noise and vibration impacts to surrounding properties which are typical of this type of construction, but does not indicate specific locations where they should be used. Moreover, it does not identify specific site conditions or constraints along the project which would make certain mitigation strategies difficult or impossible to implement. A prime example of this would be the use of temporary sound attenuation walls during the construction phase where the permanent sound attenuation walls are installed, since the location of temporary walls could not be placed within the project limits.

The Floral Park Recreational Center Pool Complex is of particular concern for both noise and vibrational impacts as portions of the pool are within the noise impact zones discussed above as well as the 100-foot zone anticipated in the DEIS where some of the construction equipment will exceed the 72VdB vibration ceiling for institutional properties. Users of the pool will be impacted by construction vibration, thus specific mitigation for construction vibration should be discussed in the DEIS for vibration mitigation during the operating hours of the pool.

The DEIS did not include drafts of the noise control plan or the vibration control plan. Also, no list of potentially sensitive sites, such as adjacent parks or institutions, was included in the DEIS. Finally, no analysis of potentially affected properties was given in the DEIS.

4.3.4 General Plan Errors

In addition to the specific design deficiencies discussed in this Section, there are fundamental errors and discrepancies throughout the DEIS that suggest that the overall design is not in a complete enough state to be properly evaluated. The following is a list of examples where the DEIS document has internal conflicts about the scope of the Proposed Project:

- A passage in Chapter 13 of the DEIS describes a proposed parking garage at the South 12th Street Crossing, but this parking garage is not indicated on the plans provided in the Technical Memorandum.
- Stationing for Sound Attenuation Walls shown in Chapter 13 does not match the stationing given in the Plans in the Technical Memorandum.
- Handrails and guardrails shown in the renderings of the grade separations given in Figures 1-20, 1-21, 1-25, 1-26, 1-30, and 1-31 of the DEIS do not show up in the Plan Sheets (DWG GCC01-05) detailing the same grade separations in the Technical Memorandum. Furthermore, no space is reserved in the layouts in the Technical Memorandum to add these features at a later time.
- The Details for the grade separations shown in the Technical Memorandum do not have drawing scales, and many of the structures are not dimensioned (e.g., lanes, sidewalks, and retaining walls), thus an evaluation of the physical footprint of these features is not possible.

Although this list is not comprehensive, it shows large inconsistencies that make evaluation of impacts from the Proposed Project nearly impossible for trained professionals, let alone the general public. As such, the presence of these errors in the DEIS do not meet the objectives of the SEQR which states that plans “should contain enough detail on size, location and elements of the proposal to allow a reader to understand the proposed action, the associated impacts, and to determine the effectiveness of any proposed alternatives or mitigation.”

4.4 Additional Documentation Needed

The following information is needed to more accurately assess the feasibility of the plans presented in the DEIS:

- An addition to the schedule that shows when streets and grade crossings will be closed to pedestrian and vehicle traffic, the pedestrian bridge at South 12th Street will be constructed, and night work may be required.

- Conceptual Plans that include the proposed layout of relocated underground utilities.
- Conceptual plans that show the location and extent of proposed drainage facilities in relation to proposed surface improvements and existing underground utilities.
- Conceptual Noise and Vibration Control Plans that specifically analyze noise impact to the properties surrounding the project site and propose solutions specific to the conditions that exist in the impact area.
- Soils reports that evaluate subsurface soil properties, particularly soil percolation rates in the soils that will receive stormwater from the proposed recharge chamber.
- Reports or as-built plans that show the location and depth of existing sanitary and storm sewer that are affected by the proposed infrastructure so that the impacts and solutions presented in the DEIS can properly be evaluated.

4.5 Conclusions

The following summarizes the deficiencies identified Civil/Rail design aspects of the Proposed Project:

- Grade Separations – The proposed improvements associated with the grade separations will likely require more space than is indicated on the plans provided in the Appendix 1-A Technical Memorandum. This is evidenced by the smaller than standard space allotted to traffic lanes and the structural elements in the layout for all three proposed grade separations. Furthermore, certain design elements such as handrails and guardrails are not indicated, and, more importantly, no space is reserved in the conceptual layouts provided in the DEIS for these design elements to be included in the future refinements of the plans. In addition, the plans, as presented, do not appear to account for the traffic and engineering standards, such as NYDOT standards for curb and gutter, curb return radii, guardrail placement, etc., which will apply to the proposed roadway improvements. Due to these factors, more land will need to be acquired and/or included in the design to accommodate the proposed improvements or a redesign will need to be performed to find a solution that is effective and meets at least minimum standards
- Utility Relocation – There is a high probability that utility relocation will require more space than provided in the project limits and that the time and expense required to reroute some of the utilities may significantly add to the physical and budgetary footprint of the project as presented in the DEIS. An example of this is the proposal at the 12th Avenue Crossing to reconfigure the 24-inch sewer main so that it does not cross the LIRR ROW. To accomplish this change while conveying flows to their proper outfall, the project may need to incorporate a lift station, a significant rerouting of this large sewer line, or both. Neither of these alternatives is contemplated in the DEIS. A significant number of utilities will be affected by the proposed grade separations. Water lines and sewer lines require 10 feet of separation per New York Department of Health and the New York Department of Transportation. In addition to the horizontal constraints, gravity-flow sanitary sewers must maintain proper slopes to function properly. Given the large number of water and sanitary sewer mains affected and the limited space provided in the areas of the grade separations, routing these utilities will need further evaluation and may be extremely difficult, especially given the addition of obstructions, such as retaining walls and bridge abutments. Similarly, there is no

mention of how these relocations will be performed to avoid the 42-inch storm sewer required at each crossing, nor is there any assessment of the impact on existing utility systems of installing deep, large recharge chambers that are proposed to be constructed in public ROW near the crossing at Covert Avenue and the crossing at South 12th Street.

The DEIS provided no layouts for the proposed utility relocations, and therefore, it is not possible to determine whether the proposed utility relocations are feasible. An example of this is the 24-inch sewer main at the South 12th Street crossing. For the grade separation alternative, the DEIS proposes splitting the flow in this pipe so that it no longer crosses the LIRR ROW; however, because no information is given about the depth, slope, flow, or alignment of the 24-inch sanitary sewer main, it is not feasible to determine how much effort or funding would be needed to accomplish this sewer system redesign.

- Bridge Conclusions – In reference to the construction of rail road bridges along the project corridor, the DEIS discusses some of the traffic impacts during construction, such as full road closures during the placement of the steel span but the partial road closures required to complete improvements to the bridge abutments are not contemplated in the DEIS. Partial lane closures should be included in the impact assessment, as they will significantly impact traffic patterns during construction.
- Retaining and Sound Attenuation Wall Conclusions – Throughout the project, retaining walls and sound attenuation walls are placed at the LIRR ROW boundary. This design for the walls does not acknowledge potential impacts to neighboring properties. A particular design deficiency is that the foundations for the walls may not be wholly contained on LIRR ROW and that construction equipment may require temporary access to neighboring properties to complete the construction of the walls, if they are placed at the locations depicted in the plans.
- Staging Area Conclusions – The DEIS does not adequately explore the impacts of using proposed sites for staging, particularly the closing of public parking spaces and streets within the Villages. For the most part, the proposed staging areas for this project will be on LIRR ROW and ancillary properties. However, the staging areas at 3rd Avenue between Covert Avenue and Wayne Avenue and portions of the parking area for Garden City Station on 3rd Avenue east of Baer Place requires that LIRR utilize property and ROW outside its control. These areas are listed in the DEIS but no mention is given to the negative impacts that will result in their use, and no solutions are presented to mitigate potential impacts. The DEIS specifically mentions closing 3rd Avenue between Covert Avenue and Wayne Avenue to use it as a staging area, but does not mention the potential impacts to traffic in the area or the impacts to homeowners on bordering the staging area. The DEIS also mentions using portions of the station parking at the Garden City Station but does not offer any means to alleviate the impact to potential riders using the station.
- Noise Conclusions – The DEIS does not present any site-specific analysis nor does it offer any site specific solutions to the noise impacts that will occur during the construction of this project. There is no analysis presented in the DEIS which explores potential impacts relating to this particular project. The DEIS only presents applicable noise limits and discusses the general noise potential from the anticipated equipment to be used during the construction of the Proposed Project.

Furthermore, the DEIS does not identify any key areas where noise impacts would be a major concern, such as neighboring educational, institution, and recreation properties. Neither does the DEIS specifically state that there are no key areas of concern regarding noise impacts, and, therefore it seems that an audit for noise sensitive sites for this project has not been performed. The DEIS lists many noise mitigation techniques but does not assess how the techniques may be applied or which mitigation practices would be suitable for the specific conditions of the Proposed Project. Because the DEIS does not present site-specific analysis of noise impacts and does not include a noise mitigation plan, the impacts associated with noise on the Villages of Floral Park, New Hyde Park, and Garden City have not been determined and appropriate mitigation measures have not been identified.

5.0 Construction Schedule

5.1 Documents Reviewed

The following documents were reviewed to evaluate the construction schedule:

- DEIS Chapters
 - o Executive Summary
 - o Chapter 1 – Project Description
 - o Appendix 1-A: Draft Preliminary Engineering Technical Memorandum
 - o Chapter 9 – Infrastructure
 - o Chapter 13 – Construction
 - o Chapter 18 – Alternatives

5.2 Reviews Conducted/Evaluations Performed

VERTEX evaluated the reasonableness of the proposed construction schedule and overall estimated project duration based on the information provided in the DEIS. To do this, VERTEX conducted a preliminary schedule constructability analysis of the Proposed Project to evaluate the reasonableness of the project plan from a construction management perspective. VERTEX performed this analysis based on the information available and based on a review of reasonably comparable benchmark projects. This review involved an assessment of the proposed construction schedule and overall estimated project duration, and an evaluation of the duration estimates for different stages of work. VERTEX then identified the areas of concern and shortcomings of the proposed construction schedule from a planning and scheduling perspective.

5.3 Discussion of Findings

VERTEX's assessment of the DEIS document from a planning and scheduling perspective identified several shortcomings in the recommended construction schedule. It also identified that the proposed construction schedule has not been developed using standard scheduling techniques and recommend practices appropriate for a project that is at the preliminary design stage. Project management standards provide a shared knowledge base from which maturity of project management practices can be established "to ensure that materials, products, processes and services are fit for their purpose" (ISO, 2017). As such, VERTEX evaluated the proposed construction schedule based on the requirements of the schedule development standards defined by the Project Management Institute (PMI) and the Association for the Advancement of Cost Engineering (AACEi), as two of the recognized project management bodies.

The main shortcomings of the proposed construction schedule are as follows:

- A schedule basis memorandum is not provided.
- The DEIS does not provide a complete listing of the estimated physical work quantities (i.e., preliminary quantity takeoff) and a preliminary project cost estimate.
- Estimated durations of some project activities are unknown.
- Adequate contingency reserves are not built into the proposed construction schedule; and the DEIS does not demonstrate that the proposed construction schedule is prepared using a conservative approach.

- The schedule does not identify the time impact of pursuing alternative options that are being considered for grade crossing elimination.

The reasonableness of the proposed construction schedule and overall estimated project duration cannot properly be evaluated until these shortcomings are remedied. Below, each of the above-listed shortcomings are discussed in more depth:

- **Schedule Basis Memorandum** – A schedule basis memorandum is not provided in the DEIS. A schedule basis memorandum should be prepared in parallel with developing a project schedule to thoroughly document the basis of the planned schedule in a narrative format. At a minimum, a schedule basis memorandum documents the assumptions made, inclusions and exclusions, key milestone dates, and key schedule and resource constraints considered and included in developing the schedule. The schedule basis memorandum provides crucial information to project stakeholders and effectively communicate the assumptions and rationale utilized to develop the project schedule. It also provides indications of activity risk allowances and the level of risks and uncertainty used to establish schedule contingency.²

The DEIS; however, does not provide a schedule basis memorandum to identify, among other things, the underlying assumptions used to develop the Proposed Project schedule and to provide information about project key constraints considered in developing the schedule or contingencies built into the schedule. For instance, the following items are unclear: (i) when design and engineering of each work package is supposed to be complete, (ii) key milestone dates related to the long-lead items, (iii) intended project resource requirements or constraints, and (v) if the project schedule takes any schedule constraints into account (e.g., the constraints related to the permitting process or availability of special services). Absent a schedule basis memorandum, the accuracy of the Proposed Project schedule cannot be determined/verified.

- **Estimated Physical Work Quantities and Preliminary Project Cost Estimate** – The DEIS does not provide a complete listing of the estimated physical work quantities (i.e., preliminary quantity takeoff) and a preliminary project cost estimate. Activity durations are typically estimated by dividing total quantities of work by average production rates for executing each type of work. However, the DEIS provides neither a complete listing of the estimated physical work quantities

² The PMBOK Guide® (PMI, 2013) defines basis of estimates as follows: *Supporting documentation outlining the details used in establishing project estimates such as assumptions, constraints, level of detail, ranges, and confidence levels.* The PMBOK Guide lists the schedule basis memorandum among the outputs of the Estimate Activity Durations process and identifies “{assumptions made in developing the activity duration estimate, such as skill levels and availability, as well as a basis of estimates for durations” as part of project documents updates (p. 171). Similarly, AACE (2009) states: *The requirement to document the basis of the schedule has been an established procedure for several years with many large corporations, and some federal agencies... By documenting the schedule basis, the project team captures the coordinated project schedule development process, which is by nature unique for most construction projects. This improves the final quality and adds value to the project baseline schedule, which serves as the time management navigation tool to guide the project team toward successful project completion.* Among other benefits, Stephenson (2007) identified improved pre-planning efforts, improved understanding of project scope, deliverables and responsibilities, increased confidence in project execution, maximized quality and minimized rework, effective historical reviews, and efficient validation process as some of the benefits that are realized by using a schedule basis memorandum.

nor the expected average production rates. Therefore, the DEIS does not provide adequate information about work quantities and expected production rates to demonstrate that the estimated activity durations are properly determined. Absent this information, activity durations cannot be validated with sufficient accuracy.

The reasonableness and adequacy of the estimated activity durations cannot properly be verified without a preliminary project cost estimate. The DEIS does not provide a preliminary project cost estimate to provide estimated work quantities and identify estimated quantity of resources required to complete the project. This information assists in identifying the levels of effort required to complete each section of the project.

- **Estimated Duration of Project Activities** – The estimated durations of some project activities are not provided in the DEIS. The proposed construction schedule provided in Chapter 13 of the DEIS does not include some of the project activities identified as part of the scope of the Proposed Project. For instance, the proposed schedule neither includes engineering and procurement activities nor provides milestones to identify the expected start or completion date of key stages of work such as stages of design development, detailed design, and long-lead items. As such, the estimated duration of these activities or planned dates of milestones are unknown.

As another example, the proposed construction schedule does not specify the proposed timeline for enhancing the traction power substations³. It appears that the track work (e.g., Activities No. 8, 16, 25, 36, and 41) includes the work needed to enhance traction power substations; however, this supposition is yet to be verified. Other examples of activities and milestones that could be added to the project schedule include land acquisitions and procurement of long-lead items.

- **Contingency** – Adequate contingency is not built into the proposed construction schedule. Some of the challenges of the Proposed Project include complications due to relocation of utilities, setting-up maintenance and protection of traffic, road closures, and the need for special services to minimize track outages for properly performing activities that affect rail operations. Due to these complexities, it is reasonable to expect that adequate contingency be built into the schedule. However, it is unclear why the proposed schedule chooses optimistic durations for some activities even in cases where the DEIS documents provide a range of most-likely durations. For instance, Section D in Chapter 13 of the DEIS states:

“Covert Avenue underpass activities including utility relocation would take place over approximately 9 to 12 months. This is typical of the two longer grade crossing eliminations with the smaller projects taking 6 to 9 months.”

Nevertheless, the estimated duration for executing the Covert Avenue underpass in the proposed construction schedule is chosen optimistically, and the shorter and approximate duration of 9 months is chosen for this activity as opposed to the longer or most-likely durations. Although the DEIS provides such assessments to identify a range of most-likely durations, it is unclear why the DEIS optimistically assigns the shorter activity duration (i.e., optimistic duration) to the activity in reference. As another example, Section D in Chapter 13 of the DEIS states:

³ The Executive Summary of the DEIS indicates that, with the exception of the Floral Park Substation, the LIRR traction power substations within the project limits need to be enhanced to accommodate the new third track (p. S-10).

“Existing bridge structure modification activities would typically take approximately 4 to 10 months to complete. Some work would be longer because tracks and/or a portion of the affected roadway would need to be kept in service. Construction activities would be phased where logistically possible to minimize the duration at any location so as to lessen the effects of construction on the surrounding communities.”

Nonetheless, the estimated duration for executing the Denton Avenue Bridge (Activity 33) in the proposed construction schedule is optimistically chosen and the shorter and approximate duration of 4 months is assigned to this activity as opposed to most-likely or conservative durations that could be used.

Section D in Chapter 13 of the DEIS states that “it is conservatively assumed that construction of the Proposed Project would take approximately four years”; nonetheless, the DEIS does not demonstrate that the proposed construction schedule is prepared using a conservative approach. The estimated activity durations could be determined based on a time-cost trade-off analysis to demonstrate reasonableness of activity durations given the estimated total cost of the project.

In addition, a schedule risk analysis is not provided along with the proposed construction schedule and as such, it is unclear if the estimated activity durations are risk-adjusted to ensure adequate durations are assigned to each project activity in light of the risks that may adversely influence the project schedule over the course of the project.⁴ In addition to contingency reserves, management reserves⁵ may also be used to address unidentified risks.

As with all major site work projects, the potential for differing site conditions exist. The DEIS acknowledges this risk on Page 13-3:

“Given the past land use history of this area, contaminated soil and/or groundwater may be encountered.”

⁴ Attara (2015) found that correlation exists between the cost overrun of railroad bridge construction projects and certain key factors. Examples include track outage constraints restricting work schedule, delay in obtaining necessary approvals, right-of-way permits and site access approval, restricted working schedules, unforeseen field conditions, design changes, and delay of long lead fabrication and delivery times. Since these issues are expected to adversely affect the Project, it is reasonable to build more contingency reserves into the schedule to ensure adequate time is allowed in the schedule to respond to potential risk factors. A contingency reserve is typically applied to duration estimates to protect the schedule against identified risks, likely changes in scope or changed conditions. Collins and Rowe (2005) identified utility relocation, unforeseen site conditions, unfavorable regulatory decisions, design and management services, and real estate acquisition among the key risk factors, in order of cost impact, that adversely affect transit projects; and stated the following: *besides the typical risks present in capital improvement projects, transit projects present a unique combination of challenges arising from their large size, extensive utility relocation effort, massive right-of-way acquisition phase, and considerable scrutiny by agencies, municipalities, and the public. (p. PM.15.6).* Collins and Rowe (2005) added: *With an understanding of the unique aspects of transit projects, project managers can seek to mitigate risks where possible, and to build sufficient contingency into baseline budgets to offset those that remain. By addressing the risks, transit project managers can reap the rewards of successful on time and on budget project delivery. (p. PM.15.6).*

⁵ The PMBOK Guide (PMI, 2013) defines management reserve as follows: *Management reserves are a specified amount of the project duration withheld for management control purposes and are reserved for unforeseen work that is within scope of the project. Management reserves are intended to address the “unknown-unknowns” {unidentified risks} that can affect a project. Management reserve is not included in the schedule baseline, but it is part of the overall project duration requirements. Depending on contract terms, use of management reserves may require a change to the schedule baseline.*

Soil conditions are critical to the schedule for a project such as the Proposed Project. Soil excavation rates can vary considerably based on subsurface conditions. The DEIS acknowledges the subsurface investigation have not been performed in any of the Proposed Project areas. The final design, and thus the construction requirements, for the Proposed Project will heavily depend on the results of the subsurface investigations. As such, it is unclear how the DEIS determined the construction durations for this work. Not knowing the existing conditions at each of the proposed sites presents a significant schedule risk.

Similarly, the presence of unknown existing utilities is highly probable given the project area. It is extremely likely that the design-build contractor will encounter previously unidentified utilities during the course of the construction. When this occurs, work in the particular area must stop until an action plan is developed and can be implemented. It is very common for existing utility surveys to omit certain work that exists in the area. These occurrences can significantly impact the project schedule in multiple ways.

The DEIS also notes that a survey for Asbestos Containing Materials (ACM) has not yet been conducted. Depending on the results of such a survey, significant abatement work may or may not be required. These unknown conditions pose significant schedule risk that is not acknowledged in the DEIS.

- **Grade Crossing Elimination Options** – The schedule does not identify the time impact of pursuing alternative options that are being considered for grade crossing eliminations. The DEIS indicates that alternative plans are being considered at the grade crossings. For instance, the DEIS provides two alternative plans to execute the South 12th Street Crossing (Option 1 is permanent crossing closure with pedestrian bridge, and Option 2 is a one-way underpass with sidewalk and pedestrian bridge). However, the DEIS document does not identify the time impact of these alternative plans being considered. Since work quantities vary depending on the alternative plan that will be chosen in each location, it is important to identify the time impact of pursuing each option.

5.4 Additional Documentation Needed

Based on the foregoing, the following additional documents are needed to support the details provided in the proposed construction schedule:

- The schedule basis memorandum
- A complete listing of the estimated physical work quantities (i.e., preliminary quantity takeoff)
- A preliminary project cost estimate prepared based on a work breakdown structure (WBS)
- Schedule risk assessment report

5.5 Conclusions

The recognition of unique aspects of transit projects, such as challenges with constructing the civil and systems infrastructure, acquiring right-of-way, and relocating utilities, as well as associated schedule and cost risks, early in project development, is crucial to successful project delivery. The review of the DEIS and the proposed construction schedule contained in Chapter 13 of the DEIS finds that the basis of the proposed construction schedule is not properly supported or documented, and the DEIS provides neither a complete listing of the estimated physical work quantities (i.e., preliminary quantity takeoff) nor a

preliminary project cost estimate to identify the levels of effort required to complete each section of the project. This review further finds that the claimed conservativeness of the proposed schedule is not established and that more contingency reserves should be built into the proposed construction schedule. The reasonableness of the proposed construction schedule and overall estimated project duration cannot properly be assessed until the shortcomings outlined in the DEIS are remedied.

Because the Villages will experience a wide array of impacts such as noise and traffic impacts during the construction of the Proposed Project, understanding the duration of these impacts is critical to determining incremental impacts on the affected communities. Because the DEIS does not demonstrate that the schedule was developed using standard scheduling techniques and practices appropriate for a project that is at the preliminary design stage, the schedule presented in the DEIS cannot be viewed as reliable. For this reason, the DEIS does not adequately identify the duration of the construction impacts to be experienced by the Villages.

6.0 Traffic

This section of the DEIS review was prepared by NV5 under subcontract to VERTEX.

6.1 Documents Reviewed

- The following documents were reviewed to assess the adequacy of the traffic analysis provided in the DEIS:
 - DEIS Chapters:
 - Executive Summary
 - Chapter 10 – Transportation
 - Chapter 13 – Construction
 - Appendix 1-A - Preliminary Engineering Technical Memo (Pages 166-170)
 - Appendix 10 – Transportation
 - Appendix 13 – Construction
 - LIRR Expansion Project – Ridership Forecast Methodology & Analysis (undated)

6.2 Reviews Conducted/Evaluations Performed

- Overall Traffic Analysis
- Anticipated Growth in Peak Hour Ridership
- Bus Operations
- Vehicle Crash Frequency
- Overall Parking Analysis
- At Grade Crossing Elimination Review
 - Existing Traffic Counts
 - Study Area
 - Volume Comparisons
 - Level of Service Analysis
 - Proposed Mitigation Measures
 - Covert Avenue & Jericho Turnpike
 - New Hyde Park & Jericho Turnpike
 - New Hyde Park Road & Clinch Avenue
 - New Hyde Park Road & Plaza Avenue
 - Emergency Access at South 12th Street
- Construction Level of Service Analysis
 - New Hyde Park Road Crossing Elimination
 - Covert Avenue Crossing Elimination

6.3 Discussion of Findings

6.3.1 Overall Traffic Analysis

Page 10-35 of the DEIS indicates that significant traffic impacts are defined as increases in vehicular delays in excess of 10 seconds where conditions are at unacceptable Level of Service and that this threshold is consistent with the methodology used in the LIRR's East Side Access Project. While this Level of Service threshold may be appropriate for New York City based traffic analyses, Level of Service criteria consistent with the requirements of Nassau County and their constituent agencies should be utilized to determine mitigation thresholds. *(Note: this may result in more lenient criteria, since NYC is typically known for more stringent impact criteria.)*

The Build Condition traffic methodology states that projections include additional commuter trips by car that park at the station, with a footnote that the study will be updated once parking plan is complete. The changes to findings based on the parking plan cannot be estimated based on the available information.

Caption from DEIS Page 10-35

¹ The traffic analyses are based on the parking plan detailed in the Final SEQRA Scoping Document. The traffic study will be updated once the final parking plan for the Proposed Project has been established.

Because the parking plan has not been updated, the projections used in the traffic impact analyses are incomplete and do not identify the associated traffic impacts created by the Proposed Project. Since impacts are not adequately identified, then there is no basis to determine whether currently proposed mitigation measures are adequate or if additional mitigation is necessary.

6.3.2 Anticipated Growth in Peak Hour Ridership

Page 10-13 of the DEIS states “With the Proposed Project...peak direction ridership would not increase,” and instead assumes that all anticipated ridership growth will occur whether the project is constructed or not. Contrary to this assumption, Page 10-14 of the DEIS states “the Proposed Project improvements are fundamental to sustaining the ridership forecasts.” These statements/assumptions are inherently in conflict and indicate that the traffic analysis is flawed. Since the Proposed Project is what is making the anticipated ridership growth possible, including anticipated growth associated with the East Side Access project, at least some portion of the projected ridership growth should be considered as part of the 2020 and 2040 Build Conditions, and mitigated as appropriate. Furthermore, Page 10-14 of the DEIS goes on to state “...there is also further potential for additional ridership growth as a result of improved on-time performance.” This additional ridership growth was not considered in the DEIS and mitigation measures associated with any growth in ridership due to increased on-time performance were not considered.

Because the anticipated ridership growth has not been accounted for, the traffic impact analyses is incomplete and does not identify the associated traffic impacts associated with the Proposed Project.

Furthermore, the analysis methodology for the 2020 and 2040 Build Condition, as shown in the first caption below, states that there will be additional trips with the project. Also, as shown in the second caption below, the volumes estimated are unrealistically low to support a credible traffic impact analysis. For example, the analysis assumes zero additional taxi trips.

There is no discussion of Floral Park in any of the traffic analysis.

Caption from DEIS Page 10-52

FUTURE CONDITIONS WITH THE PROPOSED PROJECT (YEAR 2040)

METHODOLOGY

The evaluation of future conditions with the Proposed Project in year 2040 includes additional vehicular traffic that would be generated by additional trains operated with the Proposed Project. This includes commuter trips by car who park at the station¹, auto drop-offs or pick-ups, and taxi trips serving new commuters either in the peak or reverse-commute peak direction. It also

Caption from DEIS Page 10-53

NEW HYDE PARK STATION AREA

In addition to traffic diversions that would result from the grade crossing configurations in 2040, station ridership projections for the 2040 condition with the Proposed Project are as follows:

- Additional vehicle trips by new LIRR riders who would drive and park at the station—1 vehicle leaving the station in the AM peak hour and 3 in the PM peak hour (2 vehicles to the station and 1 from the station).
- Additional auto pick-up or drop-off trips serving new riders—6 in the AM peak hour (3 vehicles to and from the station) and 10 in the PM peak hour (5 vehicles to and from the station).
- There would not be any additional projected taxi trips serving new riders.

Caption from DEIS Page 10-14

Table 10-7										
Overall Ridership in the Study Area										
Time Period	2015 Existing Conditions		2020 No-Build (w/o ESA)		2020 Build (w/o ESA)		2040 No-Build (w/ ESA)		2040 Build (w/ ESA)	
	West-bound	East-bound	West-bound	East-bound	West-bound	East-bound	West-bound	East-bound	West-bound	East-bound
AM Peak Period	45,600	5,060	48,650	5,400	48,650	6,315	76,240	6,990	76,240	8,235
PM Peak Period	5,600	37,190	6,085	40,395	7,115	40,395	8,465	67,470	9,905	67,470
Source: LIRR 2015.										

6.3.3 Bus Operations

Page 10-2 of the DEIS acknowledges that changes to the Nassau Inter-County Express (NICE) bus service could be required due to the increased ridership associated with the Proposed Project, but no formal analysis of these impacts was conducted in the traffic analysis. Increased bus operations, with stop and start service in congested areas, such as Floral Park, New Hyde Park and Garden City, can have a significant adverse impact on traffic flow, particularly during peak hours. Yet, despite the DEIS's acknowledgment that bus

operations would increase, the issue is not even addressed, let alone studied. The LIRR and their design team should have, at a minimum, explored with NICE staff that there are no impediments to increasing bus service should the Proposed Project move forward, and addressed any adverse impacts to the transportation system as a result of additional buses.

Because discussions with NICE are not presented in the DEIS, the traffic impact analysis is incomplete since it does not identify the impacts caused by increased bus traffic associated with the Proposed Project, nor identify mitigation measures that should be implemented to address those as yet unidentified impacts.

6.3.4 Vehicle Crash Frequency

Table 10-41 on Page 10-77 of the DEIS enumerates the number of crashes at a number of locations along the rail corridor, but only discusses a reduction in train related crashes anticipated by the closure of the at-grade rail crossings. The DEIS does not discuss the impact of the project on any other crash types within the Study Area such as potential increases in vehicular crash rates due to the changes in traffic patterns associated with the Proposed Project, such as the rerouting of traffic from South 12th Street to Covert Avenue and New Hyde Park Road with the closure of the South 12th Street at grade rail crossing. This includes both temporary crash impacts during construction and permanent impacts associated with the Proposed Project.

Because an analysis of the changes in crash patterns are not presented in the DEIS, the traffic impact analysis is incomplete since it does not identify the crash rate impacts associated with the Proposed Project, nor identify mitigation measures that should be implemented to address those as yet undetermined crash rate impacts.

6.3.5 Overall Parking Analysis

Comparing the text on Page 10-67 and Table 10-37 of the DEIS, there are discrepancies in Table 10-37. There are a total of 637 spaces available for commuters, including on-street and off-street spaces. Table 10-37 of the DEIS shows all spaces as Off-Street Spaces, while some of these are actually on-street spaces, and spaces beneath the station. These discrepancies should be addressed and the corrected information provided for further review to determine if adequate on street parking is available at the Floral Park Station.

Page 10-70 of the DEIS states that the project is not anticipated to increase the need for parking, even though additional trains and additional ridership are anticipated, since the additional eastbound trains would reduce the overall parking need. This is counterintuitive. A parking analysis was not provided to justify this statement, and should be provided to explain how adding trains and patrons can result in decreased parking demand. In addition, Tables 10-38 and 10-39 both show projected additional demands, as shown in DEIS Tables 10-38 and 10-39 provided below, further undermining the claimed assumptions regarding parking needs. Furthermore, the design for the Proposed Project includes new parking facilities at various stations (i.e., New Hyde Park, Mineola, Westbury, and Hicksville) indicating that demand for parking is increasing.

Finally, the East Side Access comes on line in 2022/2023 and the increment due to that improvement is not reflected in 2020 projections.

Note: An EIS evaluates impacts between a “No-Build” and “Build”, so it could be argued that the Proposed Project is not the cause of these increased demands, therefore the projected shortfalls will exist with, or without the Proposed Project. However, as discussed above, DEIS itself acknowledges that the Proposed Project is fundamental to sustained ridership growth. Therefore, additional parking demand should be considered “an impact” associated with the Proposed Project.

DEIS Tables 10-38 and 10-39: 2020 and 2040 Parking Demand without Proposed Project

Table 10-38 Projected Year 2020 Parking Demand without the Proposed Project					
Station	Year 2020 Off-Street Capacity	Existing Off-Street Usage	Projected Additional Demand	Projected Total Demand	Projected Parking Space Shortfall
Floral Park	637	529	32	561	0
New Hyde Park	488	471	34	505	17
Merillon Avenue	121	121	14	135	14
Mineola	1,526	1,419	97	1,516	0
Carle Place	13	13	7	20	7
Westbury	577	571	49	620	43
Hicksville	3,634	3,567	279	3,846	212

Table 10-39 Projected Year 2040 Parking Demand without the Proposed Project					
Station	Year 2040 Off-Street Capacity	Year 2020 Off-Street Usage	Projected Additional Demand	Projected Total Demand	Projected Parking Space Shortfall
Floral Park	637	561	314	875	238
New Hyde Park	488	505	345	850	362
Merillon Avenue	121	135	138	273	152
Mineola	1,526	1,516	986	2,502	976
Carle Place	13	20	76	96	83
Westbury	577	620	499	1,119	542
Hicksville	3,634	3,846	2,831	6,677	3,043

Table 10-38 on Page 10-70 of the DEIS, provided above, identifies projected parking shortfalls at New Hyde Park and Merillon Avenue, as well as other stations along the corridor in 2020 which are not ameliorated by the Proposed Project. Page 10-73 of the DEIS identified a number of potential measures to increase parking, such as “restriping of existing surface parking lots” or “construction of parking garages atop existing surface lots” to address the projected parking shortfall, but fails to include these measures in the Proposed Project. If the identified measures to increase parking are necessary to address the parking shortfall, they should be included in the Proposed Project.

Table 10-39 on Page 10-72 of the DEIS identifies substantial parking shortfalls at each of the stations reviewed, regardless of the construction of the Proposed Project. Only some of these shortfalls are mitigated by the Proposed Project. The traffic analysis does not indicate if this parking shortfall was accounted for in the trip assignment process. If trips associated with future growth cannot utilize the existing/proposed parking facilities, they will need to seek parking elsewhere. The traffic impacts associated with those vehicles traveling to and from alternative parking spaces in areas where parking is over capacity was not addressed by the DEIS.

The proposed design appears to potentially impact several parking spaces at the east of the Floral Park Station beneath the elevated tracks. Approximately 16 spaces may be impacted as shown in the Figure 6.1. Figure 6.1 identifies a highlighted the area, and a corresponding photograph taken by NV5 during a field visit to the Floral Park Station. The source file showing the track work is from the Conceptual

Design Plans in the DEIS (Drawing Nos. T-PP-001 to T-PP-002). The loss of these parking spaces is not addressed in the DEIS, nor is any mitigation proposed to replace the parking spaces that will be lost.

Figure 6.1 – Floral Park Station Parking



6.3.6 At Grade Crossing Elimination Review

6.3.6.1 Existing Traffic Counts

Page 10-19 of the DEIS states that counts were conducted in May 2016 but the DEIS does not provide any details on the dates and times traffic counts were performed. Also, there is no information on rail conditions during the counts, i.e., service disruptions that could have affected traffic conditions in the vicinity of the rail station.

6.3.6.2 Study Area

The DEIS did not select any intersections on 6th Avenue between Covert Avenue and New Hyde Park Road in New Hyde Park as part of the Study Area; however, based on a comparison of the No-Build Condition to Build Condition traffic volumes, significant site-related traffic is directed to these segments of 6th Avenue as part of the Proposed Project.

Because 6th Avenue is not studied, the traffic impact analyses are incomplete and do not identify the associated traffic impacts created by the Proposed Project on 6th Avenue.

6.3.6.3 Volume Comparisons

There appears to be major discrepancies in the routing of vehicles when comparing the No-Build Condition to Build Condition peak-hour volumes for the New Hyde Park volume figures (i.e., Pages 12 vs. 19 and 13 vs. 20 of Appendix 10 of the DEIS). Volumes frequently do not track between intersections with vehicles getting ‘lost’ between study locations. For instance, as indicated in Figure 6.2 and Figure

6.3 the 2040 No Build PM Peak Hour Condition volume figure indicates that 1,331 vehicles leave the intersection of Jericho Turnpike and Covert Ave traveling eastbound ($7+1138+186$) and 1,467 vehicles ($1382+85$) arrive at Jericho Turnpike and South 12th Street eastbound for a net difference of 136 vehicles. In the 2040 PM Option 1 Build Condition, volume figure, the net difference between intersections decreases to 58. ($1117+233+7-1409-6=58$). Either there are numerical errors in the calculations which must be rectified to ensure the conclusions made are valid or traffic is projected to utilize the side streets between Covert Ave and South 12th Street, necessitating the need for additional study locations.

A second example of this discrepancy occurs on Covert Avenue southbound between Jericho Turnpike and 2nd Avenue in the 2020 AM scenarios. In the No-Build Condition, there is a 5-vehicle difference between the two intersections ($184+17+173-7-368-4=-5$), whereas in the Build Condition there is a 79-vehicle discrepancy ($188+17+195-468-11=-79$). Overall, it appears substantial amounts of traffic associated with the Proposed Project were routed to streets and intersections not studied in the DEIS. Additional study locations and analysis are required to determine if the traffic routed through these locations will have an adverse effect on traffic conditions with the Proposed Project.

Because of these discrepancies, the traffic impact analyses are incomplete. As a result, it is not possible to confirm if the DEIS has identified all traffic impacts created by the Proposed Projector the appropriate mitigation measures.

6.3.6.4 Level of Service Analysis

Raw traffic count data and Synchro reports were not provided with the DEIS. Since this information was not provided, it is not possible to ascertain how, or even if, pedestrian movements were accounted for in the analysis. Not only should existing pedestrian movements be considered, but pedestrian volumes should also be increased comparable to the projected ridership increases for non-motorized modes of transportation approaching the station. This information should have been disclosed in the DEIS.

Because the information was not provided, the validity of the traffic impact analyses for the Proposed Project could not be confirmed.

6.3.6.5 Proposed Mitigation Measures

In addition to the review of the traffic volumes, NV5 also reviewed the proposed mitigation measures. The mitigation measures identified may not be appropriate or adequate once revisions to the traffic volumes are completed and the analysis revised accordingly.

6.3.6.5.1 Covert Avenue and Jericho Turnpike (New Hyde Park)

The DEIS recommends modifying the southbound approach (the Dunkin Donuts Driveway) at Covert Avenue and Jericho Turnpike ingress only and forcing all exiting traffic to use North Sixth Street, which permits right turns only onto Jericho Turnpike. Vehicles exiting the Dunkin Donuts wishing to turn left or go straight would need to use Brooklyn Avenue to Lakeville Road. Chapter 10 of the DEIS does not provide any analysis of the effects this rerouting of traffic will have on the adjacent street network.

6.3.6.5.2 New Hyde Park Road and Jericho Turnpike (New Hyde Park, and proximate to Garden City)

The DEIS recommends signal timing adjustments at New Hyde Park and Jericho Turnpike in conjunction with the prohibition of parking immediately adjacent to the Jericho Turnpike approaches to the intersection. While the details of the Level of Service analysis could not be reviewed since only Level of Service summary tables were provided in the DEIS, it is unlikely that elimination of parking in close proximity to the signal will provide a measurable improvement in traffic operations. A study of the number of parking maneuvers in the areas in question should be conducted to determine the extent vehicles pulling into and out of parking spaces effects traffic flow in these areas during peak hours.

6.3.6.5.3 New Hyde Park Road and Clinch Avenue (Garden City, and proximate to New Hyde Park)

Drawing DWG GCC05 provided in Appendix 1-A of the DEIS indicates that the intersection of New Hyde Park Road and Clinch Avenue would be signalized as part of Alternative 2. (Referred to as Build Option 1 in Chapter 10 of the DEIS) but the intersection is not proposed for signalization as part of Alternative 1, Drawing DWG GCC04 in Appendix 1-A of the DEIS (Referred to as Build Option 2 in Chapter 10 of the DEIS). Given that the primary difference in road geometry between Build Options 1 and 2 is only the addition of a second southbound through lane, it is unclear why a signal would be warranted with one southbound through lane but not with two lanes. A traffic signal should be considered at this location for either Build Option.

6.3.6.5.4 New Hyde Park Road and Plaza Avenue (New Hyde Park, and proximate to Garden City)

Drawing DWG GCC04 provided in Appendix 1-A of the DEIS indicates a traffic signal to be constructed at New Hyde Park Road and Plaza Avenue as part of Alternatives 1 and 2. Despite major work planned for this area as part of the Proposed Project, no information or traffic analysis of this intersection is provided in Chapter 10 of the DEIS, and it is unclear if this intersection will operate at an acceptable Level of Service as a signalized intersection.

6.3.6.5.5 Emergency Access at South 12th Street (New Hyde Park)

The South 12th Street at grade crossing is the only crossing within the Proposed Project that is proposed to be closed, either partially or completely as part of the Proposed Project. Page 10-64 of the DEIS states that “emergency vehicle response times will “remain comparable ...or improve with mitigation measures as proposed above implemented.” The analysis presented supporting this conclusion is for the morning and evening peak hours, when rail traffic can reduce the ability of emergency vehicles to cross the tracks. The additional travel time to utilize Covert Avenue or New Hyde Park Road in lieu of South 12th Street is offset during peak hours by the benefit of having grade-separated rail crossings at these locations. An analysis of off peak travel times (when trains do not block the crossings) should be performed to ensure that the additional distance required to divert from South 12th Street to either Covert Avenue or New Hyde Park Road does not adversely affect emergency response times outside peak hours.

6.3.7 Construction Level of Service Analysis

Appendix 13 provides only Level of Service summary tables for the traffic analysis associated with the construction impacts associated with the elimination of the seven at grade rail crossings. The construction impacts associated with the addition of the third track, including the modifications to the

existing bridges as part of the third track addition were not studied. Lane closures, detours, and other traffic control measures will need to be implemented to construct the widening of these structures, impacting traffic patterns on the adjacent communities. The DEIS is deficient as no analysis of these impacts is provided.

With regard to the construction analysis that was provided, a thorough review of the traffic analysis cannot be made without the appropriate technical backup, which is not provided with the DEIS. Many of the technical concerns identified previously in this section with regard to the Chapter 10 traffic analysis directly apply to the construction impact analysis. Of primary concern is that traffic associated with the necessary detours during construction was routed to intersections not studied, understating the impact of the construction to the local street network⁶.

6.3.7.1 New Hyde Park Road Crossing Elimination

Page 13-34 of the DEIS states that traffic diverted from Clinch Avenue to New Hyde Park Road during the New Hyde Park Road crossing elimination would do so via both Stewart Avenue and Stratford Avenue; however, only impacts associated with Stewart Avenue were analyzed. Impacts associated with Stratford Avenue are unknown and could result in the need for additional intersection improvements such as widening or signalization.

Page 13-35 of the DEIS indicates that conditions at the New Hyde Park Road during construction of the grade separation would degrade to Level of Service F and does not propose any mitigation for this degradation. The impacts of operating at a Level of Service F, such as extensive queuing and its related safety impacts should be addressed. Additional mitigation measures, such as additional widening should be identified to mitigate the proposed impacts.

6.3.7.2 Covert Avenue Crossing Elimination

Page 13-35 of the DEIS states that traffic diverted from Covert Avenue during the Covert Avenue crossing elimination would do so via both Jericho Turnpike and First Avenue; however, only impacts associated with Jericho Turnpike were considered. Impacts associated with First Avenue are unknown and could result in the need for additional intersection improvements such as widening or signalization.

Page 13-36 of the DEIS identified improvements at Jericho Turnpike and South 12th Street in an effort to mitigate adverse impacts associated with the Covert Avenue crossing elimination; however, these mitigation measures appear to be impractical or counterproductive. The proposed mitigation includes restriping of the westbound approach to reduce the through lanes from 11 feet to 10 feet in an effort to

⁶ Floral Park had requested that the following intersections be studied in its comments to the scoping document:

- Tulip Ave. & Plainfield Ave.
- Magnolia Ave. & Plainfield Ave.
- Charles St. & Plainfield Ave
- Tulip Ave & Jericho Turnpike
- Covert Ave. & Tulip Ave.
- Carnation Ave. & Plainfield Ave.
- Stewart St. & Plainfield Ave.
- Terrace Ave. & Plainfield Ave.
- South Tyson Ave. & Atlantic Ave./Woodbine Court

provide an additional 2 feet of width for the left turn lane. While in theory, this may increase the capacity of the left turn lane slightly, this change will result in a misalignment of the Jericho Turnpike through lanes and could produce a geometric deficiency, resulting in impacts that would more than offset any perceived benefit to the left turn movement, potentially worsening the operation of the intersection instead of improving it. Varying widths of travel lanes between intersections in an attempt to achieve minor adjustments in capacity is inconsistent AASHTO design recommendations. Additional mitigation measures recommended include modifying lane widths on the eastbound approach to allow the addition of an eastbound right turn lane. However, this mitigation measure will adversely impact the access to the local businesses and eliminate parking.

Page 13-36 of the DEIS identified improvements at Jericho Turnpike and New Hyde Park Road to mitigate adverse impacts associated with the Covert Avenue crossing elimination; specifically, to restripe the roadway to provide narrower lanes on Jericho Turnpike to provide dedicated right turn lanes. However, this improvement will impact the access to the local businesses and eliminate parking.

Page 13-36 of the DEIS states that as part of the Covert Avenue crossing elimination, at the intersection of New Hyde Park Road and Stewart Avenue, the southbound (New Hyde Park Road) approach would be degraded to a failing Levels of Service without any mitigation recommended. The impacts of operating at a Level of Service F, such as extensive queuing and its related safety impacts should be addressed. Additional mitigation measures, such as additional widening should be identified to mitigate the proposed impacts.

Page 13-36 of the DEIS states that as part of the Covert Avenue crossing elimination, at the intersection of Stewart Avenue and South 12th Street, a temporary traffic signal is proposed to mitigate impacts. Since no Syncho analysis was provided, it cannot be confirmed the effect of an additional signal on Stewart Avenue including any impacts to progression was considered. Also, since no analysis was provided for the other side streets approaching Stewart Avenue, additional mitigation may be required at these locations.

6.4 Additional Documentation Needed

The DEIS is deficient because it fails to include information critical to reviewing the traffic impact analysis, including:

- Technical Backup for Traffic Analysis (Chapters 10 and 13)
- Original traffic count sheets including both vehicular and pedestrian counts
- Field sketches utilized to populate Synchro Model parameters (i.e. lane widths, turn restrictions)
- Synchro reports including model inputs and Level of Service summaries
- Trip Generation and Distribution spreadsheets detailing the routing/rerouting of traffic through the Study Area
- Traffic signal plans and timing directives to compare Synchro inputs
- Future Parking Plan

6.5 Conclusions

The deficiencies identified below question the accuracy and adequacy of the traffic analysis contained in Chapters 10 and 13 of the DEIS for the Proposed Project. The concerns raised herewith center on five

key issues which result in either an understatement or a misrepresentation of impacts associated with the Proposed Project. Specifically:

- Ridership Increases considered as No-Build Condition – The DEIS assumes that increases in peak direction ridership will occur without the Proposed Project, even though it states that the Proposed Project is required to realize these increases. The DEIS understates the impacts of the project by not providing mitigation for impacts based on these ridership increases. In addition, there are conflicting statements throughout the DEIS regarding increases in ridership and associated parking and traffic demands.
- Numerical discrepancies in analysis question applicability of results – The DEIS has a number of technical discrepancies with regard to traffic volumes and trip routing that must be addressed before accurate conclusions can be drawn. Inaccurate traffic volumes can understate existing conditions and understate the required improvements.
- Traffic Study locations do not include all affected intersections – The DEIS routes traffic through intersections that have not been studied, thereby understating or ignoring the impacts of the Proposed Project by failing to address problems caused by the project at these intersections. This comment applies to the Build Condition, as well as Construction condition. In addition, there is no discussion or analysis of the Floral Park and Merillon Avenue Stations.
- Study Periods – 2023 should be added as an analysis year, since that is when increases are expected due to East Side Access.
- Recommended mitigation measures are impractical – At some locations the DEIS recommends minor operational changes to address off site impacts which are inconsistent with current design standards and accepted practices. These mitigation measures will not satisfactorily address the impacts to traffic during construction and during the operational period after the completion of the construction of the Proposed Project.

While there are many issues which affect Floral Park, New Hyde Park, and Garden City specifically, below are key traffic issues in each Village that should be addressed:

- Floral Park – There is an unmitigated loss of 16 station parking spaces as a result of 3rd track construction.
- New Hyde Park – 6th Avenue between Covert and New Hyde Park was not analyzed to identify potential traffic impacts of the Proposed Project.
- Garden City – During the New Hyde Park Road crossing elimination, no measures are proposed to mitigate the construction impacts including failing levels of service on New Hyde Park Road.

Figure 6.2

LIRR Main Line Project EIS
2040 No Build -- PM Peak Hour Traffic Volumes
New Hyde Park

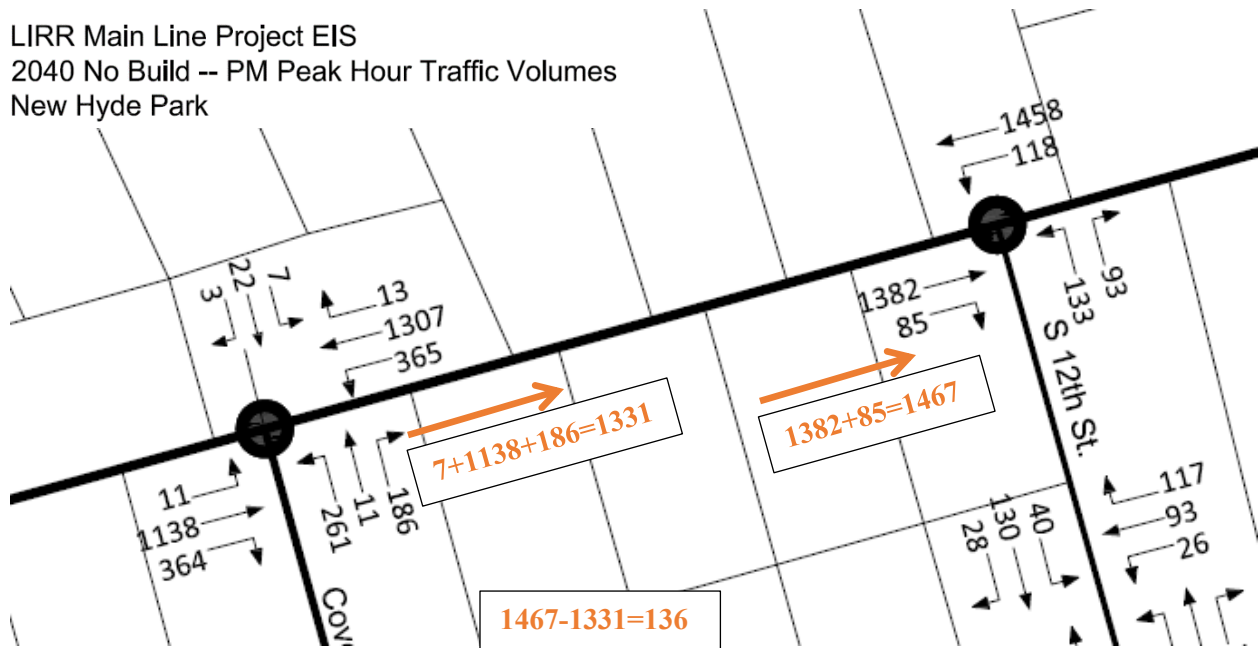
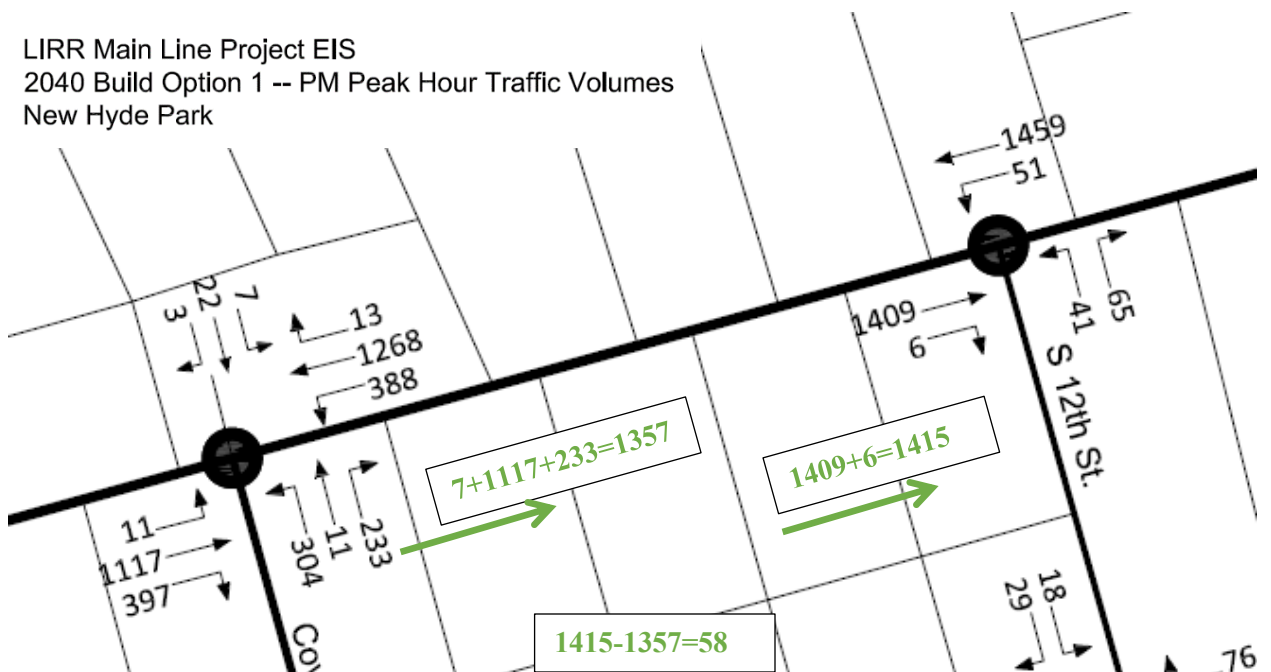


Figure 6.3

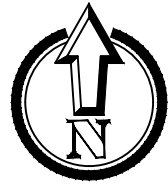
LIRR Main Line Project EIS
2040 Build Option 1 -- PM Peak Hour Traffic Volumes
New Hyde Park



7.0 References

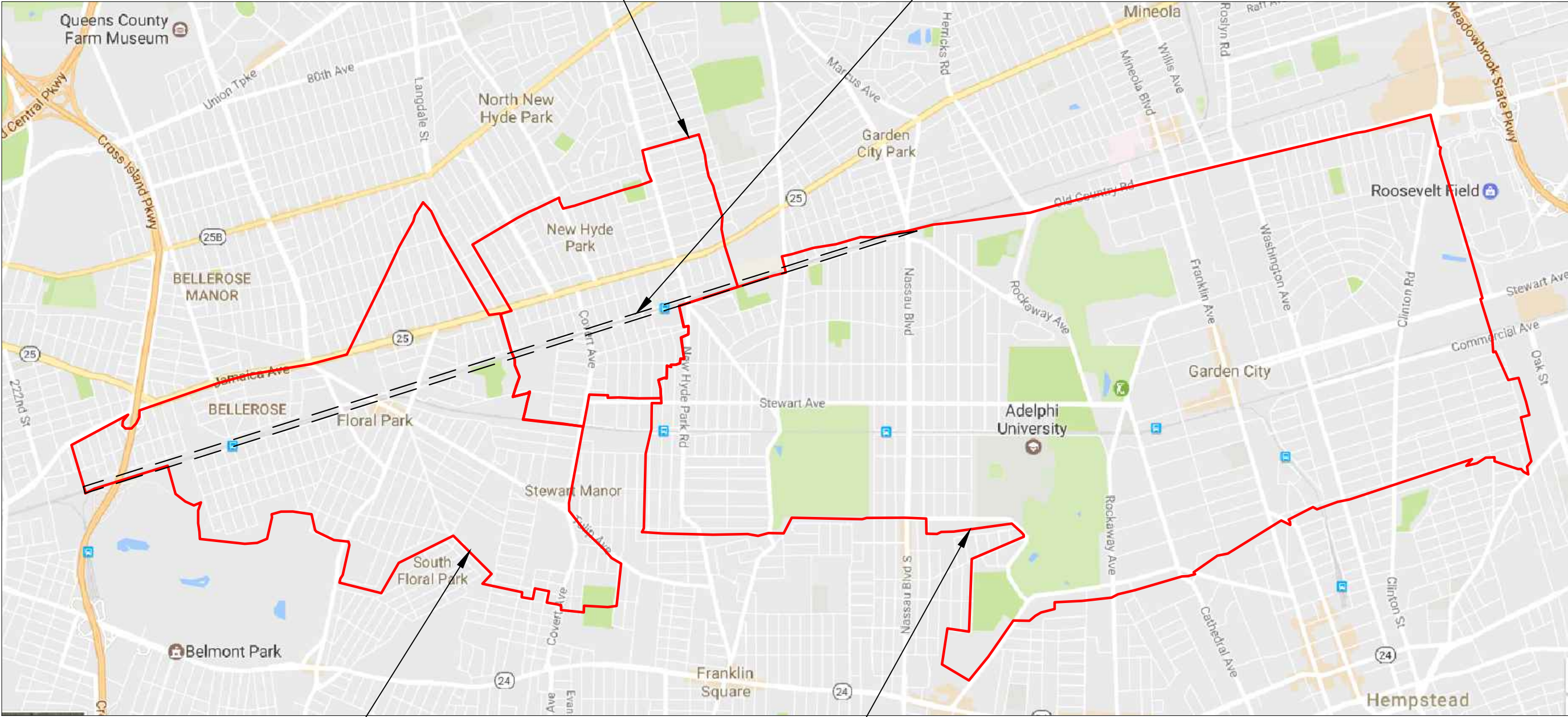
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Attachment A: Study Area



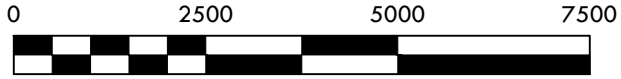
New Hyde Park Boundary

Study Area



Floral Park Boundary

Garden City Boundary



SCALE: 1" = 2500'-0"
(WHEN PRINTED AT 11x17)

REVISIONS

FIGURE	1
File No:	43124
Date:	JANUARY 2017
Drawn:	CLC
Checked:	CJC
Job No:	43124

Attachment B: Noise Impact Depiction



Long Island Rail Road

LIRR Expansion Project From
Floral Park to Hicksville
Floral Park and Bellerose
Village

Sheet 1 of 21

November 21, 2016



ENLARGED AREA



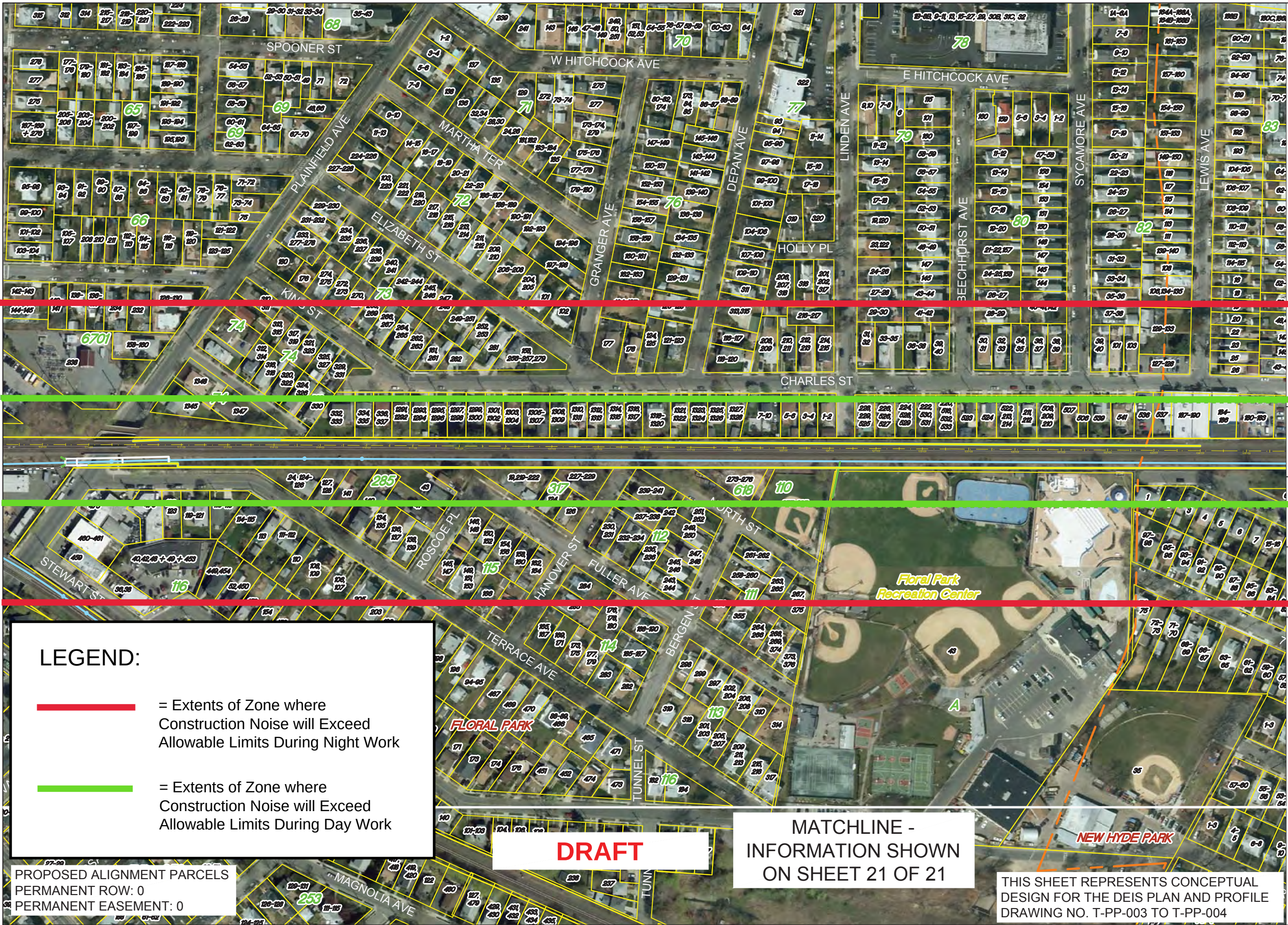
Source:
Aerial Photography - flown in April 2016 -
bandwidth of 500' on either side of the Long
Island Rail Road. Merged with New York
State Digital Orthoimagery Program flown in
2013

Parcels - Nassau County Department of
Assessment and Nassau County GIS



SCALE: 1"=200'





Long Island Rail Road

LIRR Expansion Project From
Floral Park to Hicksville
Floral Park and New Hyde Park

Sheet 2 of 21

November 21, 2016

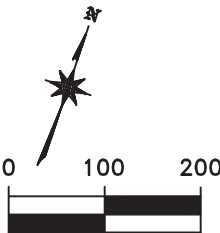


ENLARGED AREA



Source:
Aerial Photography - flown in April 2016 -
bandwidth of 500' on either side of the Long
Island Rail Road. Merged with New York
State Digital Orthoimagery Program flown in
2013

Parcels - Nassau County Department of
Assessment and Nassau County GIS



SCALE: 1"=200'



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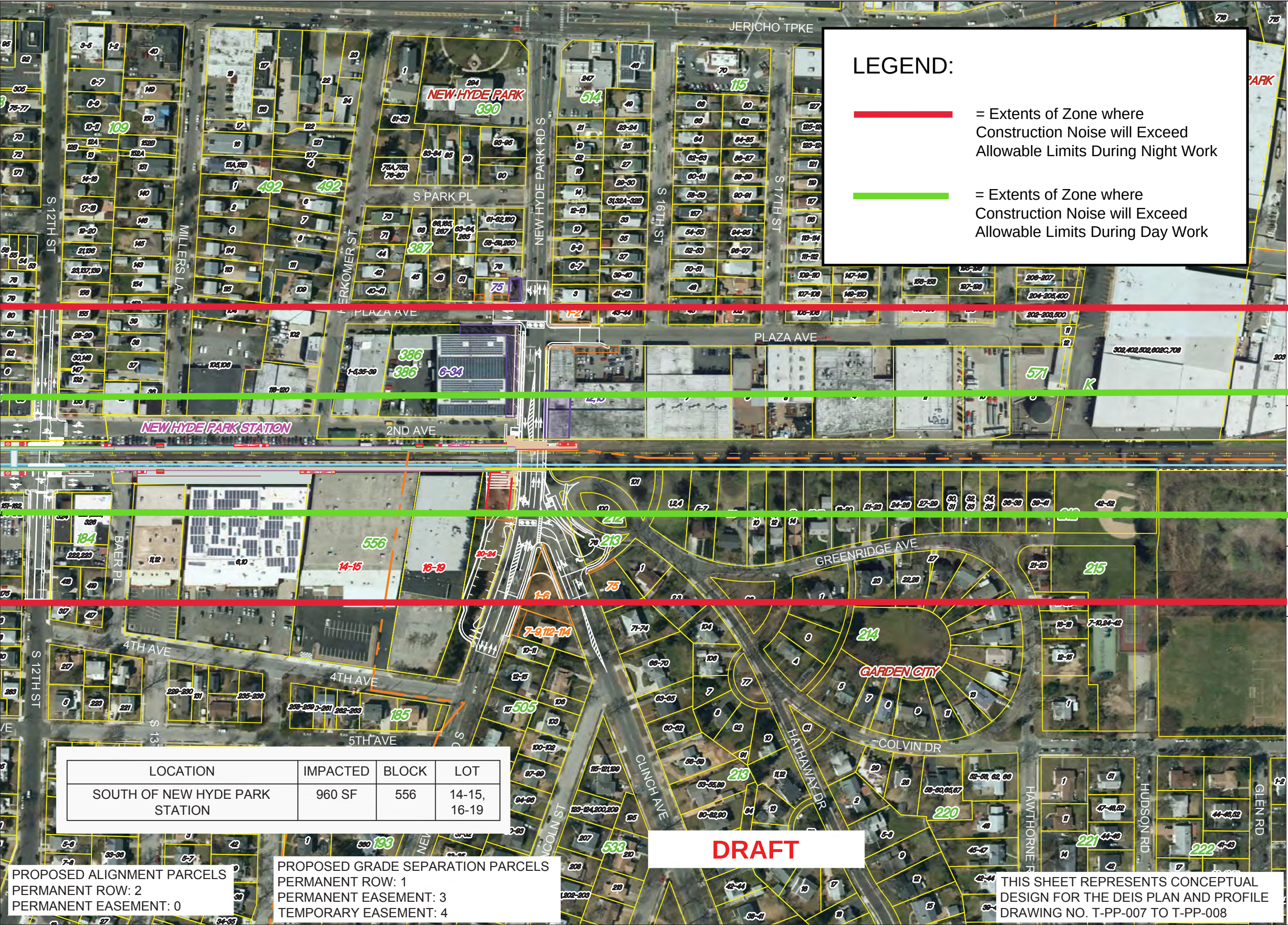
- = Extents of Zone where
Construction Noise will Exceed
Allowable Limits During Night Work
- = Extents of Zone where
Construction Noise will Exceed
Allowable Limits During Day Work

PROPOSED ALIGNMENT PARCELS
PERMANENT ROW: 0
PERMANENT EASEMENT: 0

DRAFT

MATCHLINE -
INFORMATION SHOWN
ON SHEET 21 OF 21

THIS SHEET REPRESENTS CONCEPTUAL
DESIGN FOR THE DEIS PLAN AND PROFILE
DRAWING NO. T-PP-003 TO T-PP-004



LEGEND:

— = Extents of Zone where Construction Noise will Exceed Allowable Limits During Night Work

— = Extents of Zone where Construction Noise will Exceed Allowable Limits During Day Work

LOCATION	IMPACTED	BLOCK	LOT
SOUTH OF NEW HYDE PARK STATION	960 SF	556	14-15, 16-19

PROPOSED ALIGNMENT PARCELS
PERMANENT ROW: 2
PERMANENT EASEMENT: 0

PROPOSED GRADE SEPARATION PARCELS
PERMANENT ROW: 1
PERMANENT EASEMENT: 3
TEMPORARY EASEMENT: 4

DRAFT

THIS SHEET REPRESENTS CONCEPTUAL DESIGN FOR THE DEIS PLAN AND PROFILE
DRAWING NO. T-PP-007 TO T-PP-008

Long Island Rail Road

LIRR Expansion Project From
Floral Park to Hicksville
Alternate B
New Hyde Park, North New
Hyde Park and Garden City

Sheet 4B of 21

November 21, 2016

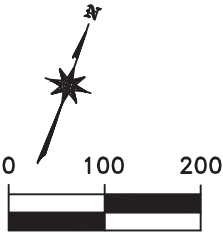


ENLARGED AREA



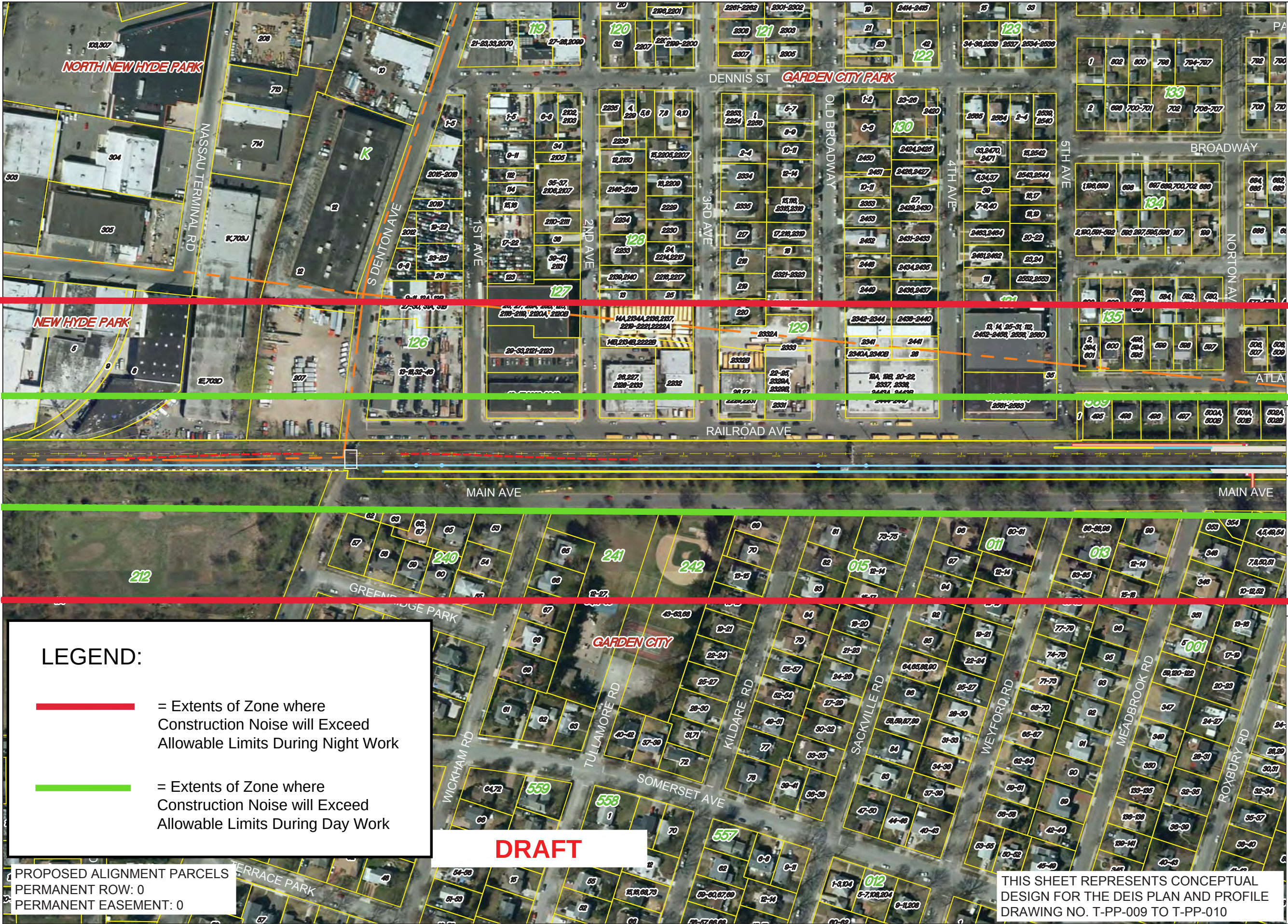
Source:
Aerial Photography - flown in April 2016 -
bandwidth of 500' on either side of the Long
Island Rail Road. Merged with New York
State Digital Orthoimagery Program flown in
2013

Parcels - Nassau County Department of
Assessment and Nassau County GIS



SCALE: 1"=200'





LEGEND:

- = Extents of Zone where Construction Noise will Exceed Allowable Limits During Night Work
- = Extents of Zone where Construction Noise will Exceed Allowable Limits During Day Work

PROPOSED ALIGNMENT PARCELS
PERMANENT ROW: 0
PERMANENT EASEMENT: 0

THIS SHEET REPRESENTS CONCEPTUAL
DESIGN FOR THE DEIS PLAN AND PROFILE
DRAWING NO. T-PP-009 TO T-PP-010

Long Island Rail Road

LIRR Expansion Project From
Floral Park to Hicksville

Garden City, New Hyde Park,
North New Hyde Park and
Garden City Park

Sheet 5 of 21

November 21, 2016

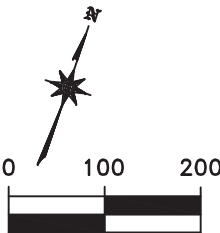


ENLARGED AREA



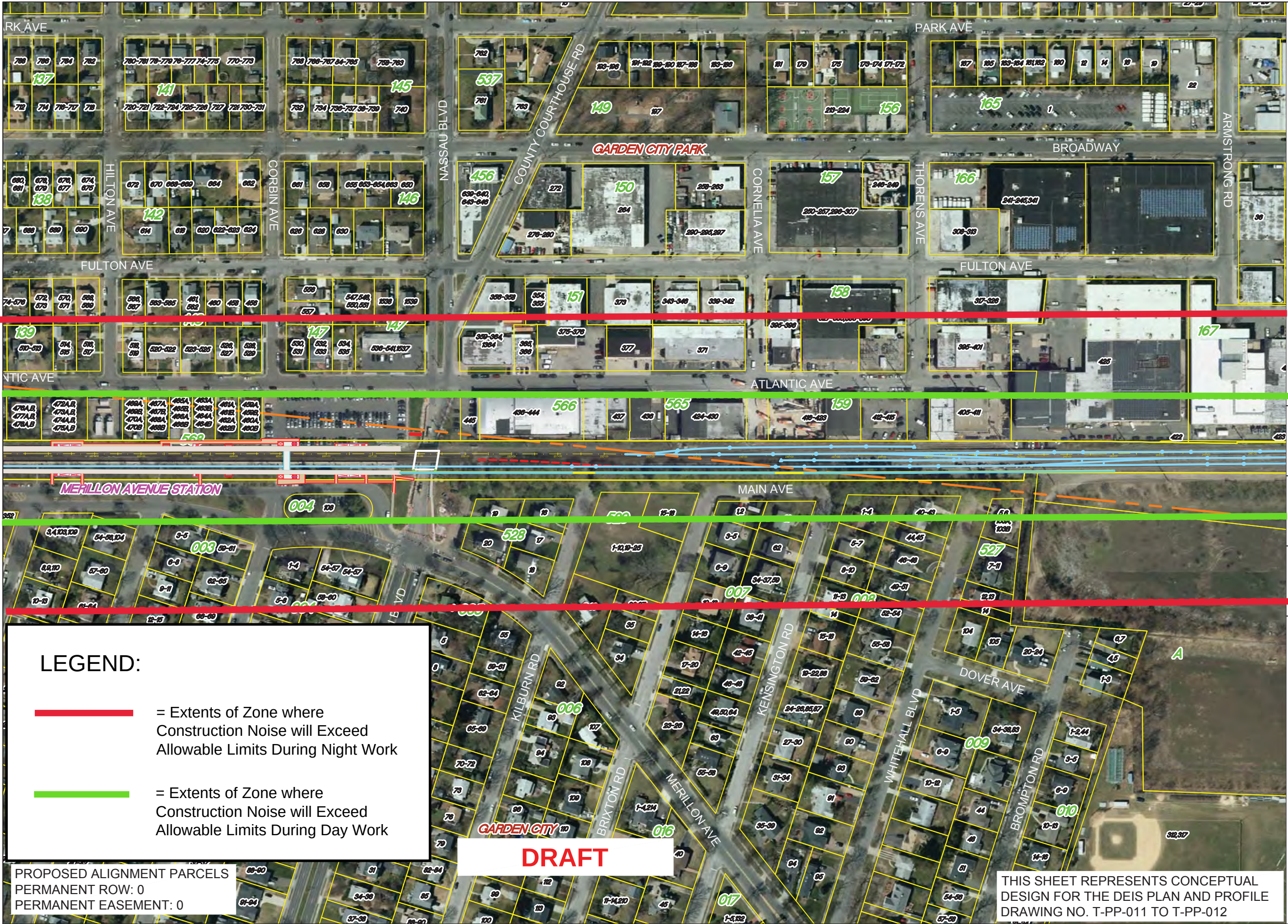
Source:
Aerial Photography - flown in April 2016 -
bandwidth of 500' on either side of the Long
Island Rail Road. Merged with New York
State Digital Orthoimagery Program flown in
2013

Parcels - Nassau County Department of
Assessment and Nassau County GIS



SCALE: 1"=200'





LEGEND:

- = Extents of Zone where Construction Noise will Exceed Allowable Limits During Night Work
- = Extents of Zone where Construction Noise will Exceed Allowable Limits During Day Work

PROPOSED ALIGNMENT PARCELS
PERMANENT ROW: 0
PERMANENT EASEMENT: 0

DRAFT

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DRAWING NO. T-PP-011 TO T-PP-012

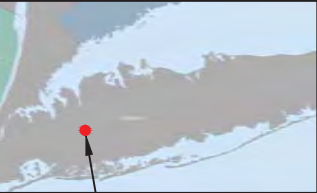
Long Island Rail Road

LIRR Expansion Project From
Floral Park to Hicksville

Garden City and Garden City
Park

Sheet 6 of 21

November 21, 2016

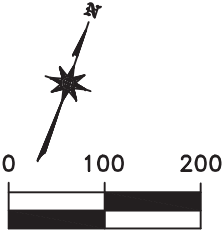


ENLARGED AREA



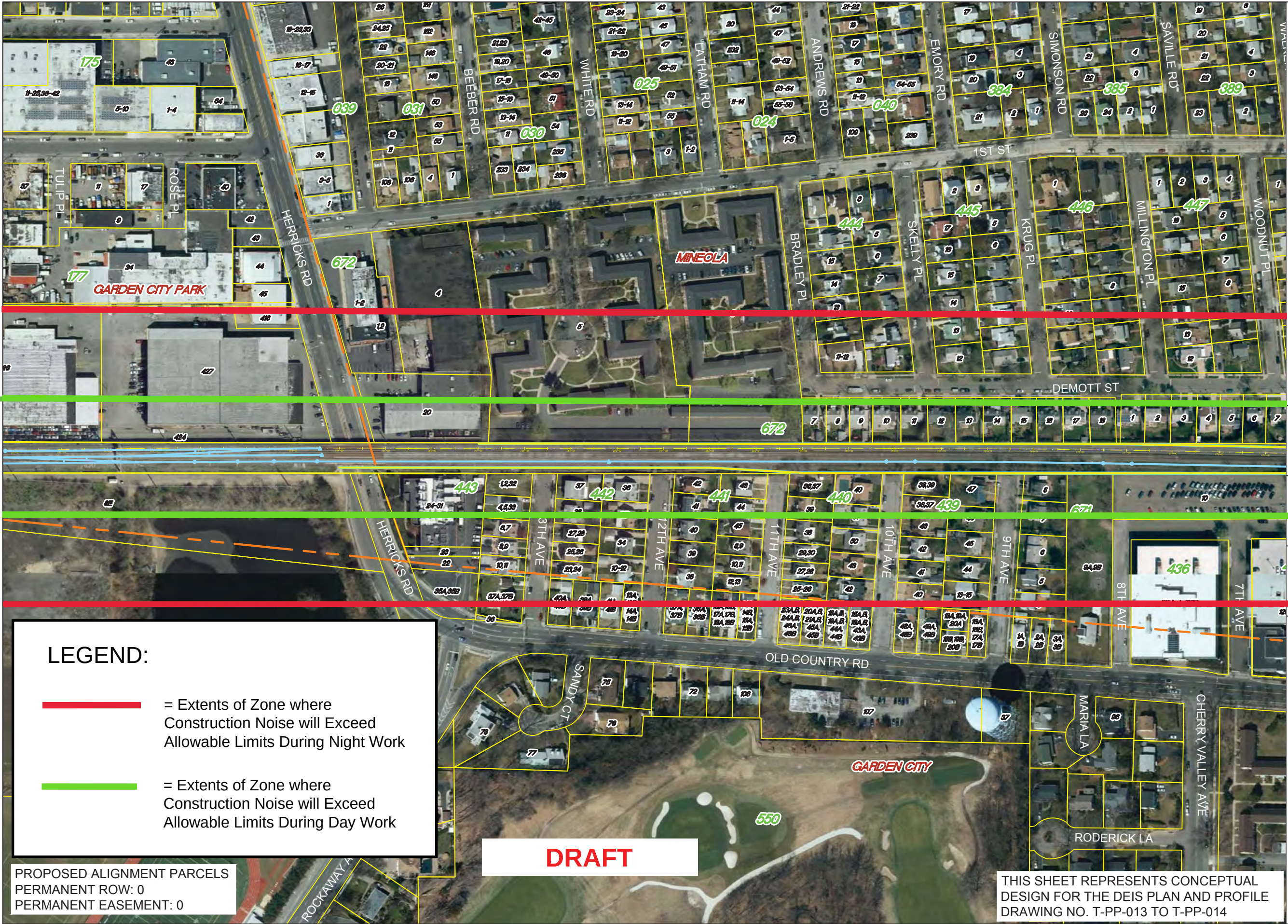
Source:
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bandwidth of 500' on either side of the Long
Island Rail Road. Merged with New York
State Digital Orthoimagery Program flown in
2013

Parcels - Nassau County Department of
Assessment and Nassau County GIS



SCALE: 1"=200'





LEGEND:

-  = Extents of Zone where Construction Noise will Exceed Allowable Limits During Night Work
-  = Extents of Zone where Construction Noise will Exceed Allowable Limits During Day Work

PROPOSED ALIGNMENT PARCELS
PERMANENT ROW: 0
PERMANENT EASEMENT: 0

DRAFT

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DRAWING NO. T-PP-013 TO T-PP-014

Long Island Rail Road

LIRR Expansion Project From
Floral Park to Hicksville

Garden City, Mineola and
Garden City Park

Sheet 7 of 21

November 21, 2016

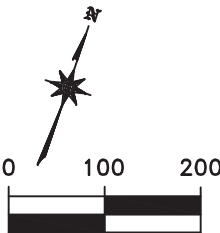


ENLARGED AREA



Source:
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bandwidth of 500' on either side of the Long
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State Digital Orthoimagery Program flown in
2013

Parcels - Nassau County Department of
Assessment and Nassau County GIS



SCALE: 1"=200'



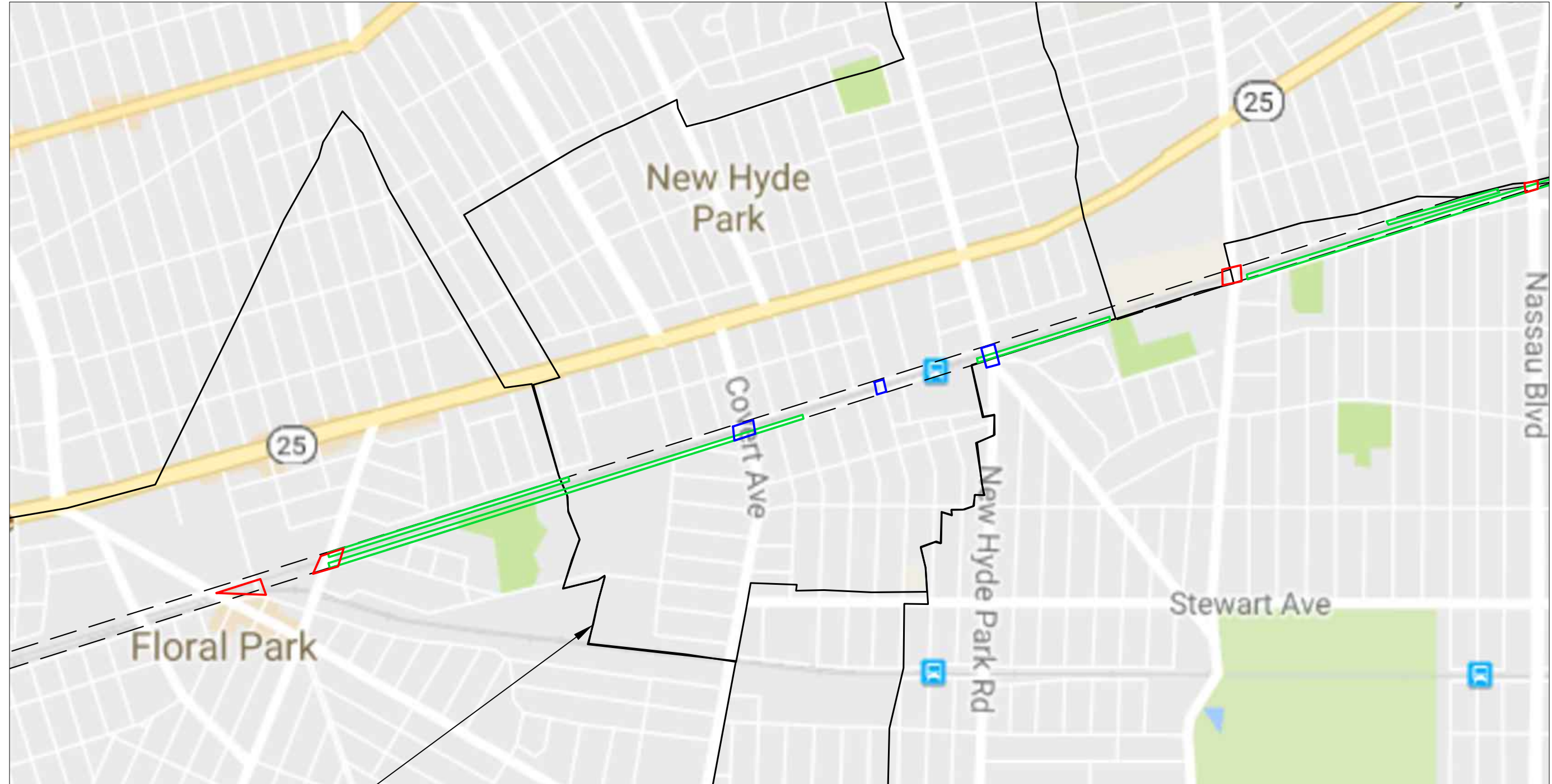
Attachment C: Major Construction Locations



LEGEND:

— — — = Rail Road Outline
— = Bridge Work

— = Grade Crossing Work
— = Sound Attenuation Walls



Village Boundary



SCALE: 1" = 1000'-0"
(WHEN PRINTED AT 11x17)

VERTIX[®]
Main: 781.952.6000 | Fax: 781.952.6060
400 Libbey Industrial Pkwy | Weymouth, MA 02189

REVISIONS

FIGURE	2
File No:	43124
Date:	JANUARY 2017
Drawn:	CLC
Checked:	
Job No:	43124

LIRR Site Layout
Long Island Rail Road
Incorporated Village of Floral Park
Floral Park, New Hyde Park, and Garden City, NY

Attachment D: Renderings of Grade Crossing Separation Projects

11.22.16



Source: NYSDOT

**LIRR Expansion Project
Floral Park to Hicksville**

Rendering: Covert Avenue Grade Crossing
Two-Way Underpass with Sidewalk, LIRR Tracks Raised Several Feet
Figure 1-20



Source: NYSDOT

**LIRR Expansion Project
Floral Park to Hicksville**

Rendering: Covert Avenue Grade Crossing
Two-Way Underpass with Sidewalk, LIRR Tracks Raised Several Feet
Figure 1-21







Source: NYSDOT



Attachment E: Supplemental Information Summary

VERTEX was asked by Beveridge & Diamond to research several other aspects of the Proposed Project. The following provides the results of this additional research:

- Freight:
 - VERTEX reviewed the preliminary design for the Proposed Project to evaluate if the design would meet freight standards. Based on VERTEX's review of the design criteria provided in Appendix 1-A of the DEIS:
 - E80 Loading Standard is being used for the design of the rail. This standard will accommodate freight rail and commuter rail.
 - VERTEX also reviewed whether clearance at certain locations along the main line will increase based on the preliminary design. Based on VERTEX's review of the design criteria and design plans provided in Appendix 1-A of the DEIS:
 - 20 feet, 9 inches is the absolute minimum allowed vertical clearances.
 - 22 feet is the stated desirable vertical clearance.
 - 18.5 to 20 feet is the height range for three different configurations of double-stack rail cars specified by CSX Corporation which is one of the freight rail companies serving metro New York City and likely to provide interchange services with the Proposed Project.
 - The current bridge clearance for the LIRR line that is the subject of the Proposed Project presently meets the criteria allowing shipment of double-stack rail cars.
- Visual:
 - VERTEX reviewed where in the Study Area the elevation of the track infrastructure will increase. Based on VERTEX's review of the design plans provided in Appendix 1-A of the DEIS:
 - The proposed track from Tyson Ave to Sycamore Ave will be 2.5 feet above the current track elevation.
 - The proposed track from 4th Street to 10th Street will be 5 feet above the current track elevation. It appears that this elevation increase is part of the grade separation proposed at Covert Avenue.
 - A graphic representation of the raised track segments is provided in the Exhibit A at the end of this section.
 - VERTEX also reviewed where in the Study Area LIRR intends to put in retaining walls, and to the extent possible, whether the retaining wall will go right up to the ROW/property line. Based on VERTEX's review of the design plans provided in Appendix 1-A of the DEIS:
 - There are retaining walls proposed nearly continuously on the southern ROW line from Plainfield Avenue to Denton Avenue.
 - There is conflicting information on whether retaining walls will be placed along the northern ROW line

- A graphic representation of the proposed retaining walls is provided in the Exhibit B at the end of this section.

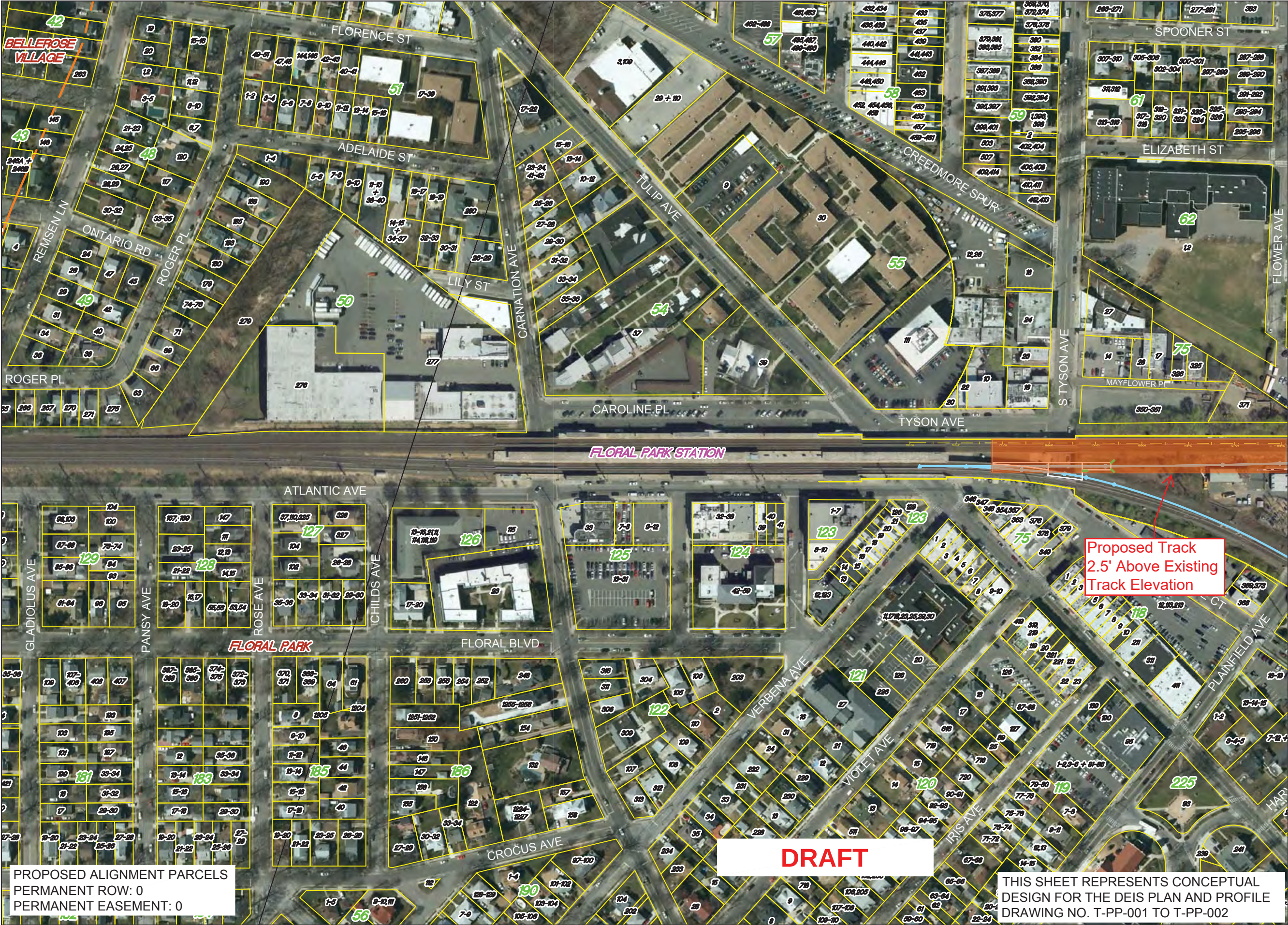
Traffic Restrictions:

- VERTEX reviewed the Proposed Project design as provided in the DEIS to determine if commercial traffic into/out of commercial areas may be restricted. Based on VERTEX's review of the design criteria provided in Appendix 1-A of the DEIS:
 - The specified minimum bridge clearance for vehicular traffic crossings under the Proposed Project is 14 feet, 6 inches. This height stated in the DEIS is to accommodate tractor trailer configurations using 53 foot trailers.
 - Travel lanes specified to be 11 feet in width with an allowance to decrease where needed to 10 width constrains (slows) the movement of tractor trailer configurations, but does not eliminate such traffic from travel through those underpasses.

Supplemental Information Summary
LIRR Expansion Project – DEIS Review
February 14, 2017

Exhibit A: Track Elevation

TRACK ELEVATION EXHIBIT



Long Island Rail Road

LIRR Expansion Project From
Floral Park to Hicksville
Floral Park and Bellerose
Village

Sheet 1 of 21

November 21, 2016



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Assessment and Nassau County GIS



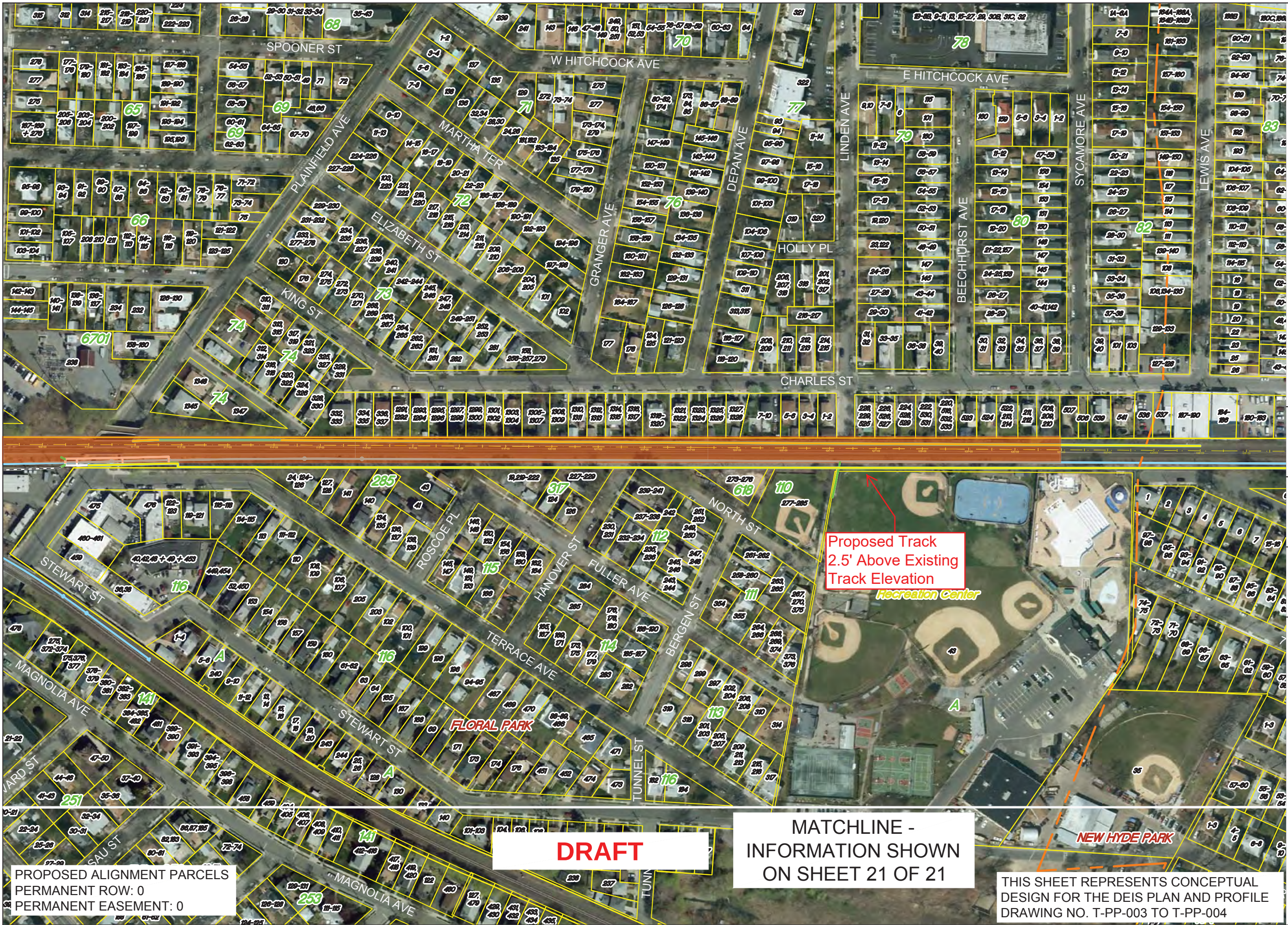
SCALE: 1"=200'



PROPOSED ALIGNMENT PARCELS
PERMANENT ROW: 0
PERMANENT EASEMENT: 0

DRAFT

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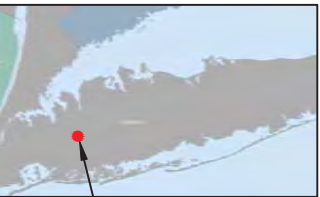


Long Island Rail Road

LIRR Expansion Project From
Floral Park to Hicksville
Floral Park and New Hyde Park

Sheet 2 of 21

November 21, 2016



ENLARGED AREA



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Aerial Photography - flown in April 2016 -
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2013

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Assessment and Nassau County GIS



0 100 200

SCALE: 1"=200'





Long Island Rail Road

LIRR Expansion Project From Floral Park to Hicksville

New Hyde Park

Sheet 3 of 21

November 21, 2016



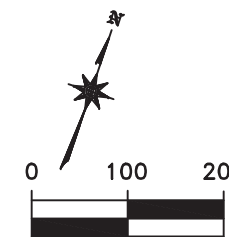
— ENLARGED AREA



KSE
KS ENGINEERS, P.C.

Source:
Aerial Photography - flown in April 2016 -
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State Digital Orthoimagery Program flown in
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Assessment and Nassau County GIS



SCALE: 1"=200'



Supplemental Information Summary
LIRR Expansion Project – DEIS Review
February 14, 2017

Exhibit B: Retaining Wall Exhibit

RETAINING WALL LOCATION EXHIBIT



Long Island Rail Road

LIRR Expansion Project From
Floral Park to Hicksville
Floral Park and Bellerose
Village

Sheet 1 of 21

November 21, 2016



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Source:
Aerial Photography - flown in April 2016 -
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Island Rail Road. Merged with New York
State Digital Orthoimagery Program flown in
2013

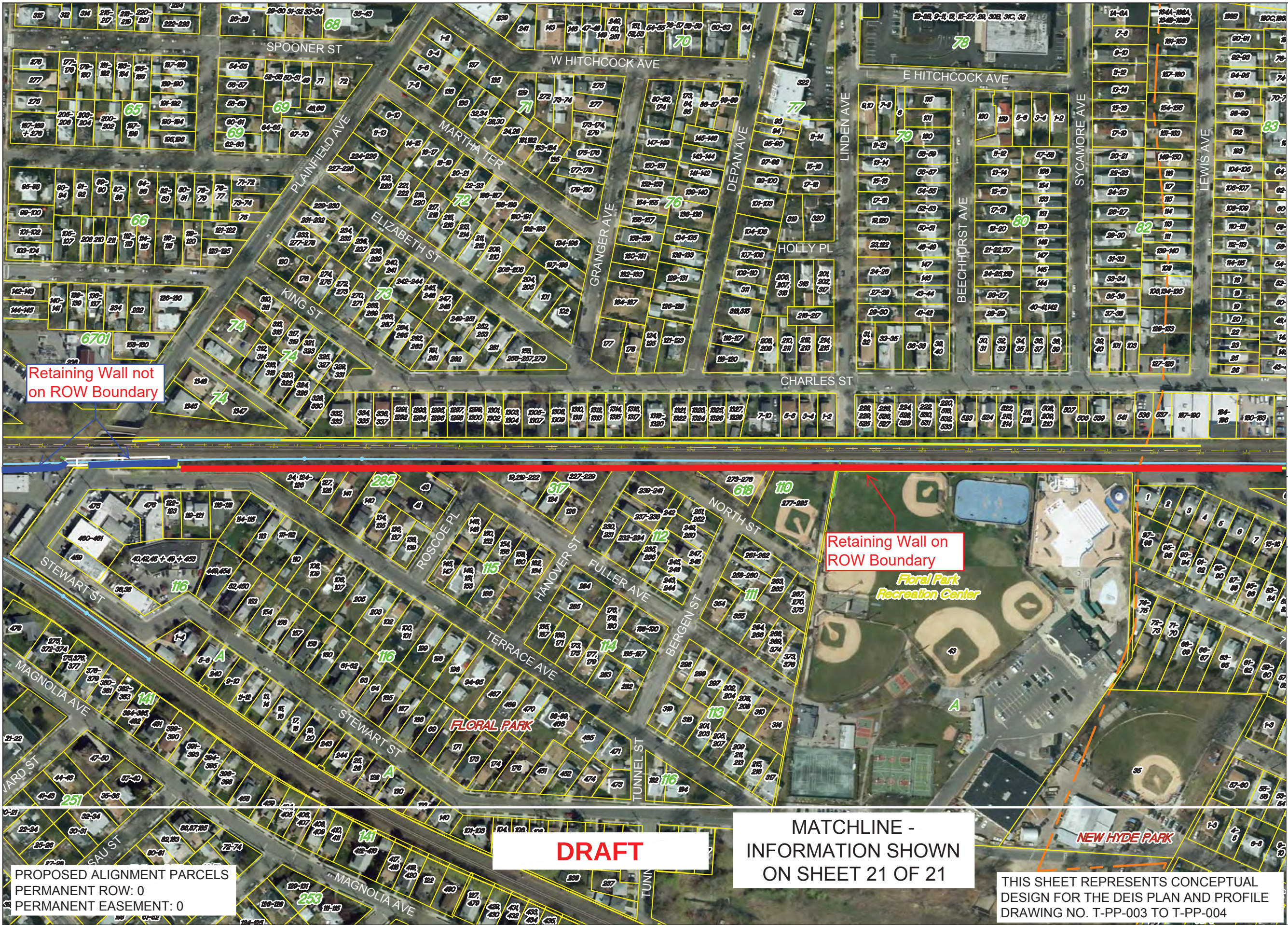
Parcels - Nassau County Department of
Assessment and Nassau County GIS



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SCALE: 1"=200'



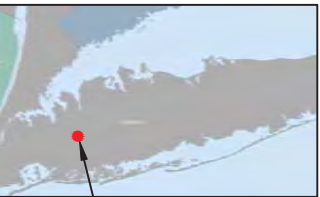


Long Island Rail Road

LIRR Expansion Project From
Floral Park to Hicksville
Floral Park and New Hyde Park

Sheet 2 of 21

November 21, 2016



ENLARGED AREA



Source:
Aerial Photography - flown in April 2016 -
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Island Rail Road. Merged with New York
State Digital Orthoimagery Program flown in
2013

Parcels - Nassau County Department of
Assessment and Nassau County GIS



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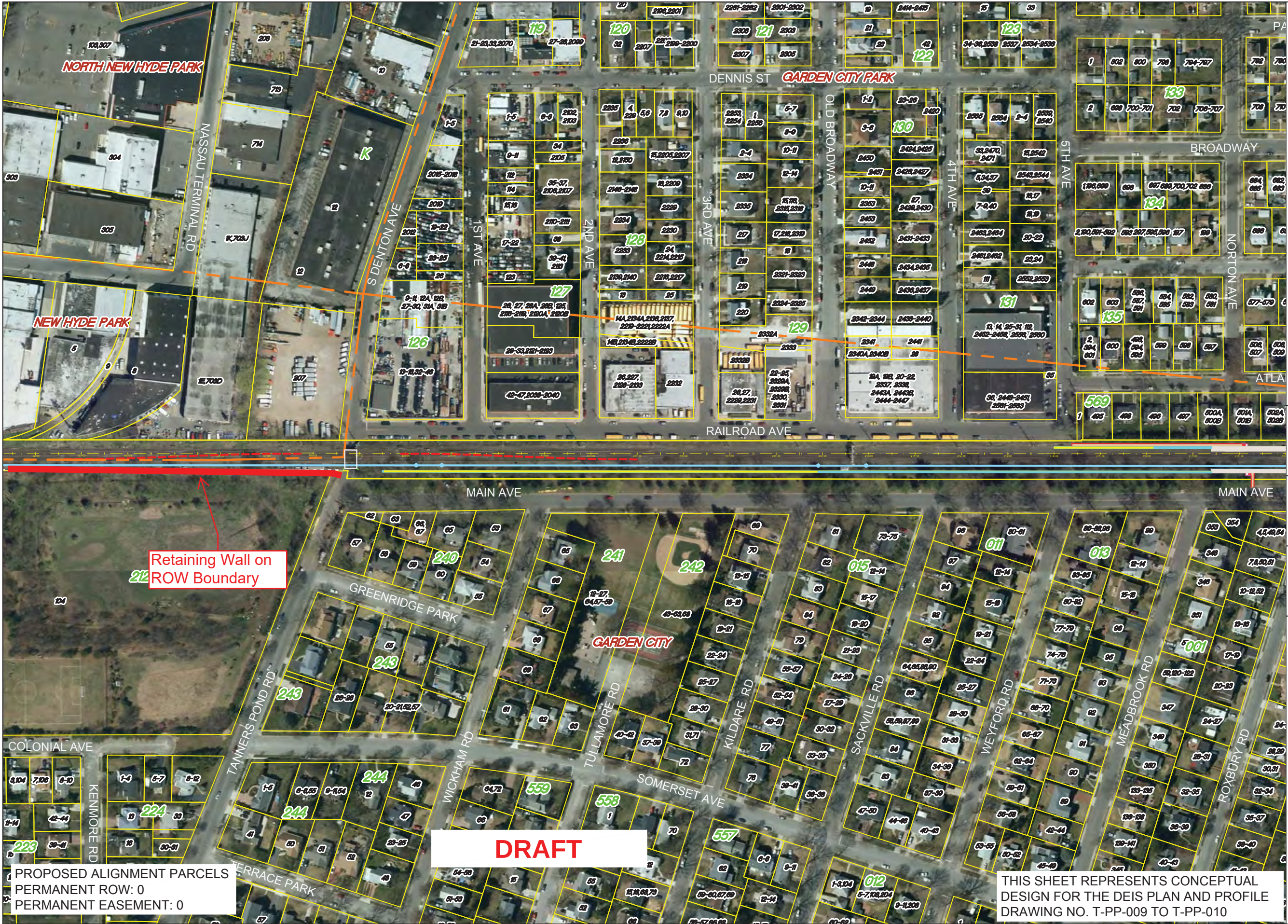
DRAFT

MATCHLINE -
INFORMATION SHOWN
ON SHEET 21 OF 21

THIS SHEET REPRESENTS CONCEPTUAL
DESIGN FOR THE DEIS PLAN AND PROFILE
DRAWING NO. T-PP-003 TO T-PP-004

PROPOSED ALIGNMENT PARCELS
PERMANENT ROW: 0
PERMANENT EASEMENT: 0

PROPOSED GRADE SEPARATION PARCELS
PERMANENT ROW: 1
PERMANENT EASEMENT: 0
TEMPORARY EASEMENT: 8



Long Island Rail Road

LIRR Expansion Project From
Floral Park to Hicksville

Garden City, New Hyde Park,
North New Hyde Park and
Garden City Park

Sheet 5 of 21

November 21, 2016

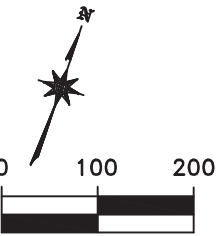


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Source:
Aerial Photography - flown in April 2016 -
bandwidth of 500' on either side of the Long
Island Rail Road. Merged with New York
State Digital Orthoimagery Program flown in
2013

Parcels - Nassau County Department of
Assessment and Nassau County GIS



SCALE: 1"=200'



February 14, 2017

Via FedEx and Email (info@amodernli.com)

Edward M. Dumas, Vice President
Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road, MC 1131
Jamaica Station Building
Jamaica, NY 11435

Re: Long Island Rail Road Expansion Project – Draft Environmental Impact Statement (“DEIS”): MTA/LIRR’s Failure to Bring Floral Park Station in Compliance the Americans with Disabilities Act

Dear Mr. Dumas:

The letter is being submitted on behalf of the Incorporated Village of Floral Park. Floral Park has joined with the Incorporated Villages Garden City and New Hyde Park to submit combined comments on the Draft Environmental Impact Statement (“DEIS”) issued by the Metropolitan Transit Authority (“MTA”)/Long Island Rail Road (“LIRR”) concerning the proposed Long Island Rail Road Expansion Project – Floral Park to Hicksville (“Project”). This submission concerns an issue of unique importance to Floral Park. Specifically, it addresses MTA/LIRR’s continuing disregard for the Floral Park community and its failure to bring the Floral Park Station into compliance with Americans with Disabilities Act (“ADA”) standards.

The issue is not new. Village officials and community representatives have long called upon MTA/LIRR to bring the Floral Park Station into compliance with the ADA. Those calls have been repeated in every meeting between Floral Park officials and MTA/LIRR representatives since this Project was announced. It was greatly frustrating when these same officials started to hear rumors suggesting otherwise. Those rumors were false.

Trustee Dr. Lynn Pombonyo submitted a statement for the record during the SEQRA scoping process that “since the Floral Park station is not handicapped accessible, the DEIS must also address ADA compliance. The only elevator is built for freight and is currently in disrepair.

February 14, 2017

Page 2

It is our expectation that all of the public hearing comments and concerns will be given significant attention in the upcoming DEIS.” Mayor Thomas Tweedy made it clear in his statement at the DEIS hearings that “independent of this project” MTA/LIRR was under an obligation to “implement[] improvements at the Floral Park Station to make it fully compliant with the ADA standards.”¹ To repeat, at every meeting about this Project between Village officials and MTA/LIRR, the issue of ADA noncompliance has been raised. No Village Trustee or official has ever wavered or backed down from this position.

This is personal for many Floral Park residents. George Lawlor, a longtime resident of Floral Park, submitted written comments to the DEIS (copy attached hereto). He recounts how his disabled daughter was forced to make her way to Queens to catch an express bus to get to work in the City because the Floral Park Station was inaccessible for her. He states: “This is unacceptable as it is hindering her as well as many other disabled and elderly residents.”

I was present at the January 19th afternoon session of the DEIS hearings when Floral Park resident and Hillcrest Civic Association President, Nadia H. Ortiz, spoke eloquently on this issue. Her full statement is available online,² but several points she made are worth repeating here:

The \$27 billion 2015-2019 MTA Capital Program was approved by the MTA Board on April 20, 2016 with objectives that include enhancements such as ADA compliance, yet the Floral Park train station is not part of the equation. . . . The New Hyde Park Station, Merillon Avenue Station, Mineola Station, Carle Place Station, and Westbury Station are ALL being brought up to ADA compliance under this ambitious enterprise, but this plan starts just east of the Floral Park station. And as most recently as January 10 of the new year, Governor Cuomo announced an additional \$120 million to “enhance” 16 train stations in Nassau and Suffolk counties with state-of-the-art technology including new facilities, Wi-Fi, charging stations, public art, new platform waiting areas, general station renovations and improved signage. But the Floral Park train station will remain in the 1960’s with no ADA compliance.

Our train station is 58 years old and has NEVER seen an improvement or renovation project. The facade is crumbling, concrete is breaking away, and rust can be seen from top to bottom. Access to the tracks are by 12 metal staircases, each comprised of 40 steps from street to track level. One escalator, for platform B, leads to one westbound track on the Hempstead line and one eastbound track on the Mainline. There is no public elevator.

...

If I might cite some statistics about Floral Park residents from the 2010 US

¹ Available at <http://fpvillage.org/wp-content/uploads/2017/01/Statement-from-Mayor-Tweedy.pdf>.

² Available at <http://fpvillage.org/wp-content/uploads/2017/01/Statement-from-Hillcrest-President-Nadia-Holubnyczj-Ortiz.pdf>

February 14, 2017

Page 3

Census. The population was approximately 16,000. Of that, 2,348 were over the age of 65. 761 were disabled and under the age of 65, including me. And 920 children under the age of 5 resided in Floral Park. That's a total of 4,029 residents, exactly 25%, or one quarter of our total population.

Up to twenty five percent of the Floral Park community is impacted by the decades long failure make the Floral Park Station reasonably accessible, and yet MTA/LIRR proposed, as part of this Project, **substantial upgrades to every station within the Project area except the Floral Park Station.**

One of Ms. Ortiz's statements should be clarified. She stated that this Project "starts just east of the Floral Park station." Floral Park retained The Vertex Companies, Inc. to review the state of the Floral Park Station's compliance with ADA standards. Their report accompanies this letter. Vertex confirms that the Project, even at this preliminary design stage, will in fact necessitate work on the primary function area of the Floral Park Station (the platform) and very likely will require modifications to nearby pedestrian pathways.

Further, it is evident that the Project design process is still in its infancy. As the Project design matures, the scope of work required at Floral Park Station likely will become more expansive and intrusive. Vertex points to the physical constraints in proximity to the Floral Park Station, the complexity of tying a Main Line third track into the existing Hempstead Line at the Floral Park station, and the possible need to include a high speed switch at that location. It is also a fact that MTA/LIRR has conducted construction activities at the Floral Park Station in the past, including work on existing stairways. Despite this, no ADA improvements were implemented then, and none are proposed now.

The DEIS (at p. 12-12) states that the Project "would accommodate the new third track, enhance pedestrian access and ADA accessibility, improve platforms and passenger waiting areas, and meet the requirements of the LIRR station guidelines and applicable codes." The fact is that the Floral Park Station will have to be modified to "accommodate the third track." Yet, MTA/LIRR **will not** "enhance pedestrian access and ADA accessibility, improve platforms and passenger waiting areas, and meet the requirements of the LIRR station guidelines and applicable codes" at the Floral Park Station.

The Vertex ADA Report found clear deficiencies in terms of the Floral Park Station's basic accessibility, including:

- Of major concern, the Floral Park Station does not have an accessible route from the street level to the train platform. Access to the platform is achieved by several stairways and a single escalator, none of which meet the minimum requirements for wheelchair accessibility. There is no ramp, let alone an ADA compliant ramp or elevator at the Floral Park Station.

February 14, 2017

Page 4

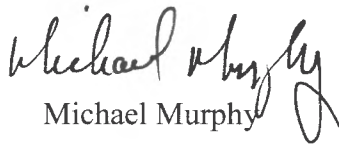
- At the street intersections at and proximate to the Floral Park Station, most of the pedestrian signals are missing or non-compliant.
- All sidewalk ramps are non-compliant and in several locations, the ramps are missing altogether.
- There are obstructions and tripping hazards located along many of the pedestrian pathways at the Floral Park Station.

The photographs attached to the Vertex ADA Report illustrate the level of non-compliance with ADA standards.

It is noteworthy that MTA/LIRR touts a projected increase in ridership as a reason for the third track along the Main Line. While the claim is of questionable merit, what cannot be denied is the reality that there are disabled residents on Long Island who are ready to work, but cannot do so because too many of LIRR's stations are not ADA complaint. As Ms. Ortiz explains, there are "over 6,000 disabled residents who are employable but are unemployed in Nassau and Suffolk counties, who could potentially use the LIRR to commute to work, are being denied access at stations that are archaically inaccessible to them." For those stations in the Project area, this no longer will be an issue **unless they live near and need to rely on the Floral Park Station.**

Regardless of whether this Project proceeds, MTA/LIRR must make a commitment to bring the Floral Park Station into compliance with the ADA so that all residents of Floral Park have reasonable access to the LIRR system.

Sincerely,


Michael Murphy

Enclosures

cc: Hon. Thomas J. Tweedy, Mayor, Village of Floral Park
Village Board of the Village of Floral Park

ADA COMPLIANCE REVIEW



Long Island Rail Road Floral Park Station

Prepared For:

Incorporated Village of Floral Park
1 Floral Boulevard
Floral Park, NY 11001
Attn: Thomas J. Tweedy

Prepared By:

The Vertex Companies, Inc.
400 Libbey Parkway
Weymouth, MA 02189
781-952-6000

Vertex Project No: 43116

February 13, 2017

TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
2.0	INFORMATION SOURCES.....	3
3.0	FINDINGS.....	4
3.1	Compliance.....	4
3.2	Scope of the LIRR Expansion Project.....	5
4.0	CONCLUSIONS.....	7

ATTACHMENT A: Example of ADA Accessibility Options

ATTACHMENT B: Photos of Existing Conditions

ADA COMPLIANCE REVIEW

Long Island Railroad Floral Park Station Floral Park, NY VERTEX Project No. 43116

1.0 INTRODUCTION

The Vertex Companies, Inc. (VERTEX) and our subcontractor NV5, Inc. (NV5) are pleased to submit this technical review of the American with Disabilities Act (ADA) status of Floral Park Station in the context of the future improvements proposed in the Long Island Rail Road (LIRR) Third Track Expansion Project (Proposed Project) as described in the document, Long Island Rail Road Expansion Project from Floral Park to Hicksville – Draft Environmental Impact Statement, Long Island Rail Road, November 28, 2016, (DEIS). The purpose of this review is to evaluate the compliance of the Floral Park Station and the surrounding pedestrian access points to the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) and to determine the compatibility of any necessary ADA improvements at this location with the overall scope, goals, and standards of the Proposed Project as presented in the DEIS. This review is based on information and technical data found in the relevant portions of the DEIS, a site visit and accessibility review performed by NV5, a site review performed by VERTEX, and research completed by VERTEX covering the standards of relevant jurisdictions regarding Floral Park Station and the Proposed Project.

The Proposed Project involves adding a third rail road track within the LIRR Right-of-Way (ROW) from Floral Park Station to Hicksville Station as well as the modification, retrofitting, and widening of all infrastructure necessary to accommodate the third track. Within the Village of Floral Park improvements associated with the Proposed Project include the modification of the Central Platform of Floral Park Station for 78 feet on the southern side of the platform and the modification and/or widening of the mainline /Hempstead Branch railroad bridges over the Floral Park LIRR Station Parking Lot, South Tyson Avenue and Plainfield Avenue (as shown on DEIS drawings: T-PP-001, T-PP-002, T-PP-003, T-PP-042 and T-PP-043). In addition, to reduce impacts to properties adjacent to the LIRR right-of-way, LIRR has proposed to construct a

retaining wall along the LIRR ROW adjacent to Terrance Avenue. The DEIS contains only conceptual designs for these improvements, so determining the exact limits of the proposed work is not possible; however, it is anticipated that the sidewalk and sidewalk ramps in the vicinity of the LIRR mainline bridge supports at the Floral Park Station Parking Lot (easternmost lot only), South Tyson Avenue/ Atlantic Avenue and Plainfield Avenue will be impacted.

2.0 INFORMATION SOURCES

The following sources were utilized in the technical review of Floral Park Station's ADA compliance:

- Long Island Rail Road Expansion Project from Floral Park to Hicksville – Draft Environmental Impact Statement, Long Island Rail Road, November 28, 2016, (DEIS).
- Long Island Rail Road Expansion Project from Floral Park to Hicksville – Draft Environmental Impact Statement – Appendix 1-A: Draft Preliminary Engineering Technical Memorandum, Long Island Rail Road, November 22, 2016 (Preliminary Engineering Technical Memorandum).
- New York Building Code Chapter 11: Accessibility, New York Department of Buildings, 2014.
- Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities, U.S. Architectural and Transportation Barriers Compliance Board, 2016.
- Site Visit conducted by NV5 on January 16th, 2016.
- Google Earth™ Aerial Photography, Imagery date: October 11, 2014.

3.0 FINDINGS

3.1 Compliance

VERTEX's review of aerial photography and the Preliminary Engineering Technical Memorandum, along with NV5's site visit to Floral Park Station, identified deficiencies in the accessibility of the station and the surrounding pedestrian pathways. The inspection encompassed the Floral Park Station itself and associated intersections, including:

- Carnation Ave/Caroline Place;
- Carnation Ave/Atlantic Ave;
- Tulip Ave/Caroline Place;
- Tulip Ave/Atlantic Ave;
- South Tyson Ave/Tyson Ave Extension;
- South Tyson Ave Extension/Atlantic Ave;
- Plainfield Ave/Woodbine Ct/Magnolia Ave;
- Plainfield Ave/Stewart Street; and
- Plainfield Ave/Terrance Ave.

The area reviewed is not in compliance with current ADAAG/PROWAG standards. The following provides a list of the more prominent deviations from ADA compliance that have been identified as a result of this technical review:

- Of major concern, the Floral Park Station does not have an accessible route from the street level to the train platform. Access to the platform is achieved by several stairways and a single escalator, none of which meet the minimum requirements for wheelchair accessibility. There is no ramp, let alone an ADA compliant ramp or elevator at the Floral Park Station. Illustrative examples of compliant elevator or ramps are provided at the end of this report in Appendix A.
- At the street intersections at and proximate to the Floral Park Station, most of the pedestrian signals are missing or non-compliant.

- All sidewalk ramps are non-compliant and in several locations, the ramps are missing altogether.
- There are obstructions and tripping hazards located along many of the pedestrian pathways at and proximate to the Floral Park Station.

Pictures of typical non-compliant conditions present at Floral Park Station are provided in Appendix B of this document.

3.2 Scope of the LIRR Expansion Project

Alterations to a primary function area triggers ADA compliance obligations. This means accessible paths to travel, including from parking locations, must be made ADA compliant. The platform is a primary function area at the Floral Park Station.

While the Floral Park Station may not require major modifications to accommodate the addition of the third track on the LIRR Mainline, the DEIS explicitly states that 78 feet of the southern edge of the central platform will need to be modified to accommodate the third track at the eastern end of Floral Park Station. In addition, the design shows a very short transition for the switch that connects the proposed third track to the Hempstead Branch track, which would require trains to move very slowly through Floral Park Station. To maximize utility and ensure the safety of trains travelling on the new third track, a high speed switch would likely be installed at the point where the new track connects to the Hempstead Branch, so that the speed of trains would not have to be unduly limited through Floral Park Station. Given the physical constraints in proximity to Floral Park Station (which includes accommodating the third track at a point where the LIRR Hempstead Branch begins) and the transition length needed for the high speed switch that will likely be required to connect the proposed third track to the existing track for the Hempstead Branch at Floral Park Station, more detailed engineering and design will likely reveal that more intrusive modifications to the Floral Park Station may be required for the Proposed Project. Though not explicitly shown in the project conceptual plans, it is also likely that modification of the pedestrian pathways on and adjacent to the LIRR ROW will be necessary to accommodate the proposed railroad bridge over Tyson Avenue. These aspects of the Proposed Project place the modification

of Floral Park Station within the scope of work for the project; however, the DEIS does not list Floral Park Station among those to be modified to conform to ADA. To the extent that the already disclosed and yet to be specified changes to the Floral Park Station constitute an alteration to a primary function area under the ADA, the station must be brought into full compliance with the ADA. Based on the scope and estimated cost of the Proposed Project, cost should not preclude the LIRR from making the necessary ADA improvements.

The “Station Improvements and Modifications” section of Chapter 13 (Construction) of the DEIS identifies five stations to be modified, specifically New Hyde Park Station, Merillon Avenue Station, Mineola Station, Carle Place Station, and Westbury Station. In the same section of the DEIS, the DEIS states that all modified stations “would accommodate the new third track, enhance pedestrian access and ADA accessibility, improve platforms and passenger waiting areas, and meet the requirements of the LIRR station guidelines and applicable codes” (Chapter 13, Page 13-12). Based on this statement, it is logical and reasonable to conclude that the necessary modifications to Floral Park Station to achieve ADA compliance would be within the scope of the Proposed Project. However, the DEIS does not list the Floral Park Station among the stations that will be brought into ADA compliance.

In addition to the statements about ADA compliance in Chapter 13 of the DEIS, Table 3-1 (Design Criteria), in the Preliminary Engineering Technical Memorandum specifies a minimum of two ADA compliant ramps per platform in the design criteria for modified stations (Chapter 3, Page 3-4).

VERTEX’s review of the conceptual plans in the Preliminary Engineering Technical Memorandum found that upgrades to achieve ADA compliance are indicated on the plan sheets for the other five stations modified as a part of the Proposed Project; however, no such upgrades are indicated among the modifications shown on the plan sheets for Floral Park Station.

4.0 CONCLUSIONS

Given the following features of the Proposed Project as described in the DEIS:

- Floral Park Station will be modified as a part of the Proposed Project;
- The Proposed Project contains design criteria specifically to achieve ADA compliance in all stations modified as a part of its scope; and
- Every station designated to be modified as a part of the Proposed Project will receive the necessary upgrades to achieve ADA compliance, except the Floral Park Station.

It is VERTEX's opinion that any modifications to Floral Park Station that are needed to achieve ADA compliance should be included in the scope of the Proposed Project. These improvements should, at a minimum, consist of two ADA compliant ramps or elevators per platform (depending on the space available for improvements), as well as ADA compliant pedestrian signals and sidewalk ramps at all pedestrian access points on the LIRR ROW and the modification of all pedestrian pathways modified as a part of the Proposed Project.

LIRR Expansion Project – ADA Review
Floral Park Station
February 13, 2017

Attachment A: Example of ADA Accessibility Options

**Floral Park Long Island Railroad Station
Example of ADA Accessibility Options
New York, New York
Project No. 43116**

Photograph: 1**Description:**

Photo depicts an example of an ADA ramp.

**Photograph: 2****Description:**

Photo depicts an example of an ADA elevator.



Floral Park Long Island Railroad Station
Example of ADA Accessibility Options
New York, New York
Project No. 43116

Photograph: 3

Description:

Rendering depicts an
ADA ramp enabling
train station access.



LIRR Expansion Project – ADA Review
Floral Park Station
February 13, 2017

Attachment B: Photos of Existing Conditions

Floral Park Long Island Railroad Station
American with Disabilities Act Compliance Review
Existing Conditions Photos



Photo No.: 1

Location: S/W/C of Tulip Ave and Caroline Pl

Direction: South

Comments: Non-Compliant Ramp; Missing detectable warning strip; Obstructions restrict landing; Missing push button; Non-compliant pedestrian signal; Missing ramp.



Photo No.: 2

Location: S/W/C of Tulip Ave and Caroline Pl

Direction: North

Comments: Non-Compliant Ramp; Missing detectable warning strip; Obstructions restrict landing.



Photo No.: 3
Location: S/W/C of Tulip
Ave and Caroline Pl
Direction: West

Comments: Missing ramp;
Missing push button; Non-
compliant pedestrian signal;
tripping hazard.



Photo No.: 4
Location: S/W/C of Tulip
Ave and Caroline Pl
Direction: North

Comments: Tripping Hazard



Photo No.: 5

Location: Intersection of
Carnation Ave and Atlantic
Ave

Direction: South

Comments: Non-Compliant
Ramp; Missing detectable
warning strip; Obstructions
restrict landing.



Photo No.: 6

Location: S/W/C South
Tyson Ave and Tyson Ave
Extension

Direction: South

Comments: Non-Compliant
Ramp; Missing detectable
warning strip.



Photo No.: 7
Location: N/E/C Tyson Ave Extension and Atlantic Ave
Direction: Northeast
Comments: Non-Compliant Ramp; Missing detectable warning strip; Missing ramp.



Photo No.: 8
Location: N/E/C Plainfield Ave and Terrace Ave
Direction: North
Comments: Non-Compliant Ramp; Missing detectable warning strip.

REQUIRED INFORMATION:

Name: MICHAEL TORRE

Email: _____

Mailing Address: FLORAL PARK RESIDENT

Comments: There is more risk than reward
for the communities affected by the
years of destruction and construction.
Those residents in distant LI
communities are thrilled because for
them it's all REWARD w/ NO RISK!
Stop this unnecessary project and
realize the needs and votes of
the residents most affected by this
nonsense and serious impact
upon our communities.

Michael

ANTHONY E. CORE, P.C.

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OF COUNSEL
MICHAEL E. WHITE, ESQ.

LEGAL SUPPORT STAFF
PAMELA L. DONOHUE
JUSTINE R. SMITH

* ALSO ADMITTED IN CT

February 14, 2017

VIA Overnight Delivery

Edward M. Dumas
Vice-President, Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road, MC1131
Jamaica Station Building
Jamaica, NY 11435

RE: Long Island Rail Road Expansion Project
Floral Park to Hicksville
Comments on State Environmental Quality Review Act DEIS and
Eminent Domain Procedure Law Hearings
Elimination of School Street Grade Crossing

Dear Mr. Dumas:

We represent the owners and occupants of 172 and 173 School Street, Westbury, New York. As you can also see, Anthony E. Core, P.C. is a tenant at 173 School Street. Indeed the property and building at 173 School Street is owned by Langeman Realty Management, LTD and Mr. Anthony E. Core is both the owner of Anthony E. Core, P.C. as well as Langeman Realty. We provide this letter to advise the project sponsors of our clients' comments on the Draft Environmental Impact Statement ("DEIS") and concerns under the Eminent Domain Procedure Law about the Long Island Rail Road Expansion Project Floral Park to Hicksville (the "Expansion Project"), specifically the elimination of the School Street Grade Crossing and its impact on our clients.

The property at 172 School Street is within the Village of Westbury and is the vehicle repair, maintenance, rebuilding and dispatch facility of Jamaica Ash & Rubbish Removal Co. Inc. ("Jamaica Ash") and Meadow Carting ("Meadow"). Jamaica Ash provides a majority of commercial solid waste collection in Nassau County and also services portions of Suffolk County. Meadow Carting provides a majority of residential solid waste collection services under contract to municipal entities within the Town of North Hempstead and several districts in the

Town of Oyster Bay. It is fair to say that this facility at its present location, as well as its function, is essential to the community and would be impossible to relocate and replace. Jamaica Ash and Meadow have consistently been good neighbors and appreciate their working relationship with the Village of Westbury and all their governmental and private clientele.

The property at 173 School Street is within the Town of North Hempstead, and its use and primary purpose is to provide commercial offices which provide management and professional support services for Jamaica Ash and Meadow, as well as affiliated companies. These companies operate the largest materials management and recycling facility in Nassau County, also located adjacent to and divided by the Long Island Rail Road tracks at Grand Boulevard and Dickens Street, which includes an existing rail spur into the facility to the north.

As we have advised on the record at the Hearing held on January 17, 2017¹, the property owners and occupants generally support this important Third Track infrastructure improvement and recognize the need for elimination of the grade crossing at School Street, but remain extremely concerned about the adverse impacts of the proposed reconfiguration and reconstruction of School Street as presented in the DEIS plans to the access, use and overall value of their properties and buildings. These impacts are not adequately identified, analyzed, or evaluated in the DEIS, insufficient and/or unacceptable measures are presented to mitigate the adverse impacts to these properties, and there is a complete absence of reviewable information, evaluation or elaboration on the economic impact to these properties. And while we have had the opportunity to meet with representatives of the Expansion Project sponsors, along with a representative of the Village, to voice our collective concerns, detailed response and resolution of these issues from the Project Sponsors remains a work in progress. We have, as an example, requested specific detail and survey information which shows and describes the actual grade changes proposed at the properties in connection with the alternatives proposed, which we believe is forthcoming.

Our clients' continuing concerns include the following:

Regarding 172 School Street:

Alternative 1A presented in the DEIS contemplates eliminating its ingress and egress to School Street in its entirety and shifting it to Union Avenue. We believe this will result in an unacceptable loss of existing level yard space, resulting in a significant loss of vehicle staging, storage and parking and the elimination of the present vehicle fueling station. It is also our concern that an ingress and egress at Union Avenue as well as the intersection at Union Avenue and School Street will not safely handle the additional truck traffic.

Alternative 1B presented in the DEIS contemplates moving the present School Street ingress and egress north on School Street and replacing the present access point with a substantial retaining wall. Again, our concern is the impact on the relocation of the access and the resulting grade changes to loss of useable yard space.

In the case of both Alternative 1A and 1B the use and function of the present dispatch office

¹ Attached as Exhibit A hereto is a copy of my comments at the January 17, 2017 Hearing.

building which is at the existing School Street ingress and egress, will be lost. A new replacement dispatch office will need to be relocated and reconstructed, compounding the loss of yard space.

It is also imperative that there be a continuing pedestrian connection between 172 School Street and 173 School Street. This does not seem possible with Alternative 1A and to the extent it may be possible with Alternative 1B, details need to be provided and then become part of the construction plan.

In the case of both alternatives proposed there is a traffic signal/control device to be placed on School Street, just south of where the new ingress and egress for 172 School Street is proposed in Alternative 1B. There is no explanation of the timing of this signal as it may affect ingress and egress to 172 School Street in connection with Alternative 1B or its relationship, specifically timing, to the existing signal at the intersection of School Street and Union Avenue. Indeed there are inadequate traffic studies to determine and evaluate changes in traffic flow, patterns or signalization with respect to the elimination of School Street Grade Crossing as a whole.

Regarding 173 School Street:

Again, the commercial offices at this address house essential personnel and provide critical services to the entities operating out of 172 School Street and therefore the connectivity between the two properties must be maintained.

The primary impacts of concern of the Expansion Project to 173 School Street are the changes in grade of the ingress and egress at School Street, the resulting significant loss in parking and sight distance of vehicles coming in and out of the property. This loss in parking if not entirely mitigated will make the property non-conforming to applicable land use and zoning codes, severely limit its use causing a loss of a majority of tenants, if not make it a total loss to the owner.

The additional impact to the building resulting from the grade changes will eliminate the use of the entrance way to the building in its existing configuration and location.

Regarding the Rail Spur:

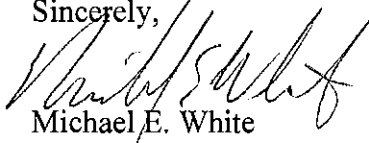
As acknowledged in the DEIS at Appendix 1-A, Drawing No. T-PP-029, there is an existing rail spur serving the property to the north of the LIRR track, just west of the Grand Boulevard overpass. This rail spur provides services to that property which is part of a New York State Department of Environmental Conservation permitted solid waste management facility, owned and operated by entities we also represent.

The DEIS is absent of any narrative with respect to this critical asset to this facility. The cited Appendix appears at least to suggest the "Existing Siding To Be Removed", but to be replaced by a "Future Track" spur. An absolute definitive/narrative and plan for the spur to remain or be replaced in kind to allow its continued use by that facility is required. To the extent it

is to be removed and repaced, our client may suggest consideration of moving it toward the western boundary of that property.

We appreciate this opportunity to submit our clients' comments and concerns about the Expansion Project and look forward to your response. We will also to continue to work toward resolution of these concerns with the Expansion Project Sponsors.

Sincerely,



Michael E. White

MEW:jrm

cc: Lisa Black, NYSHSES

Long Island Railroad Expansion – Floral Park to Hicksville

Draft Environmental Impact Statement

Comments of Michael E. White, Anthony E. Core, P.C., 173 School Street, Westbury, N.Y.

Good afternoon my name is Michael E. White and I am here on behalf of the property owners and occupants at 172 and 173 School Street, Westbury, New York. These properties are subject to the Project plans to eliminate the grade crossing at School Street.

The property owners and occupants generally support this important infrastructure improvement and recognize its potential environmental and economic benefit of the Third Track. They also recognize the need for elimination of the grade crossing at School Street, but remain extremely concerned about the adverse impacts of the proposed reconfiguration and reconstruction to the access, continued use and overall value of the properties and buildings on the properties. These impacts are not adequately evaluated or even identified in the DEIS.

As an example, the property owner at 172 School Street must reject Alternative 1A which contemplates eliminating its access to School Street in its entirety and shifting it to Union Ave. Among other things, this would mean an unacceptable loss of existing level yard surface. Alternative 1B, which moves the ingress and egress on School Street, may provide less impact in this regard, but in both alternatives the use of the present dispatch office building will be eliminated. As for 173 School Street, the evaluation fails to mitigate or even identify the impact to the access to the building once the grade changes are implemented. For both the 172 and 173 School Street the DEIS also fails to identify, evaluate and present any mitigation measures for the loss of parking for both properties which will result from the Project. We would also note the complete lack of any traffic studies for any of grade crossing element of the project. While it may be true that certain traffic and certainly safety improvements may be realized by the elimination of these grade crossings, the DEIS is absent of any evaluation of the changes in grade, property ingress and egress locations to traffic flow, patterns or necessary traffic control measures.

We have had the opportunity to meet with project representatives before the release of the DEIS and have reached out for a follow-up meeting before the end of the comment period with the goal of addressing these and other issues. We will of course, follow-up with submitted final written comments. Thank you for listening.



INC. VILLAGE OF FLORAL PARK COMMENTS TO LIRR EXPANSION PROJECT DRAFT ENVIRONMENTAL IMPACT STATEMENT

Submitted on February 14, 2017

The following document is respectfully submitted by the Mayor and Board of Trustees of the Inc Village of Floral Park outlining our community's concerns about the aforementioned project. The contents describe the concerns of the various departments that ensure that Floral Park provides the necessary services to its taxpayers.

INC. VILLAGE OF FLORAL PARK COMMENTS TO LIRR EXPANSION PROJECT DRAFT ENVIRONMENTAL IMPACT STATEMENT

Table of Contents

Introductory Letter from Mayor Tweedy	1
Prior Submissions at DEIS Hearing	
Mayor Tweedy	3
Deputy Mayor Fitzgerald (AM Session).....	4
Deputy Mayor Fitzgerald (PM Session).....	6
Trustee Longobardi	8
Trustee Pombonyo	10
Trustee Cheng	12
Village Administrator Bambrick	14
Fire Chief Florio	16
CARE Spokesperson Corbett.....	18
West End Civic Association President Criscitelli.....	28
Hillcrest Civic Association President Ortiz.....	29
Resident Dennis McEnery.....	31
Resident Kevin Flood	38
Resident James Hershler	41
Resident Mary Conway.....	43
Resident Roxanne Mahler.....	47
Resident George Lawlor.....	49
Village of Floral Park’s Comments to the LIRR Expansion Project Scoping Document, originally submitted on June 13, 2016	50

MAYOR
THOMAS J. TWEEDY

TRUSTEE
KEVIN M. FITZGERALD

TRUSTEE
DOMINICK A. LONGOBARDI

TRUSTEE
DR. LYNN POMBONYO

TRUSTEE
ARCHIE T. CHENG



VILLAGE ADMINISTRATOR
GERARD M. BAMBRICK

VILLAGE CLERK
SUSAN E. WALSH

**SUPERINTENDENT
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WWW.FPVILLAGE.ORG

February 13, 2017

BY EMAIL & FEDEX

Mr. Edward Dumas
Vice President – Market Development & Public Affairs
Long Island Railroad Expansion Project
MTA Long Island Railroad MC 1131
Jamaica Station Building
Jamaica, NY 11435

Re: Long Island Rail Road Expansion Project Floral Park to Hicksville –
Incorporated Village of Floral Park Comments to
Draft Environmental Impact Statement

Dear Mr. Dumas:

Enclosed are comments from the Incorporated Village of Floral Park to the above referenced Draft Environmental Impact Statement issued by the MTA/LIRR November 28, 2016 (the “DEIS”). On the pages that follow, set forth are comments, questions and concerns raised at the public hearing on the DEIS held on January 19, 2017 at the Inn at New Hyde Park by the Floral Park Village Board, other Village Officials and some of the concerned residents of the Village who spoke at the Public Hearing.

Also, the Village of Floral Park is re-submitting the Inc. Village of Floral Park’s comments to the LIRR Expansion Project Scoping Document, originally submitted on June 13, 2016 (the “Village’s Scoping Document Comments”). The Village’s Scoping Document Comments are written copies of the statements previously submitted by our Village Board and Village Officials at the Scoping Hearings held on May 24, 2016 and other written statements of our Village Department Heads submitted in response to the Draft Scoping Document.

The scoping questions and concerns raised by our Village Officials, including Department Heads such as the Village’s Police Commissioner and Fire Chief, related to how our Village would be able to continue to provide essential services to our residents both during and after this proposed mega-project.

We are compelled to re-submit the Village Scoping Document Comments at this stage because so many of the Village's comments at the Scoping phase were virtually ignored in the DEIS.

Examples of the concerns raised by the Village of Floral Park that are either completely or virtually ignored in the DEIS include:

- i. Trustee Lynn Pombonyo's concerns raised about soil and water contamination.
- ii. Trustee Lynn Pombonyo's concern regarding addressing ADA compliance at the Floral Park Train Station.
- iii. Police Commissioner McAllister and Fire Chief John Florio's concerns raised about their respective department's ability to deliver emergency service during construction. Despite Commissioner McAllister's specific request that a traffic analysis be performed relative to six intersections, this request was ignored without explanation in the DEIS.
- iv. Superintendent of Public Works Stephen L. Siwinski's concern about the storm water drainage effect on businesses and residences during and after construction due to the proposed replacement of the grass area surrounding the track with massive concrete retaining walls.
- v. The concerns raised by Trustee Archie Cheng and our Recreation Director Kurt Meyfohrt as to potential for damage to our recently constructed pool facility which is situated next to the LIRR right of way.

We could list numerous other examples of the Village of Floral Park's concerns that were previously raised yet ignored in the DEIS. However, it would be more efficient, and certainly more appropriate, if the MTA/LIRR would review the previously submitted comments of our Village officials and Department Heads and, as our counsel suggest in their separate comments, use these comments and those of other members of the public to prepare a corrected DEIS and re-commence a new public review and comment period.

Sincerely,
/s/ Thomas J. Tweedy
Thomas J. Tweedy
Mayor, Inc. Village of Floral Park

Thomas J. Tweedy

Mayor, Inc. Village of Floral Park

Statement Submitted at Public Scoping Hearing, January 19, 2017

At the outset, I wish to speak to the issue of handicap access to the Floral Park Train Station and make the record clear and remove any doubt where the Village of Floral Park stands on this issue.

Unfortunately, some members of the public and the press are under the impression that the Village has not raised these concerns about handicap access since the new Third Track project was announced. This is incorrect as we have raised this issue at every meeting we have had with representatives from the MTA/LIRR since last January. Floral Park believes that independent of this project the LIRR should have already implemented improvements at the Floral Park Station to make it fully compliant with the ADA standards. However, the DEIS does make it clear that the Third Track will require some modifications to the Floral Park Station. And yet the LIRR still is not proposing to make the Station handicap accessible.

Construction Scheduling and Construction impacts in the DEIS are presented as conservative estimates. However, there is no basis provided for construction schedule assumptions in the DEIS. To the contrary, experience with other MTA projects suggests the schedules presented in the DEIS to be highly optimistic, if not unrealistic. It seems the design build approach is being used to shield the public from the transparent presentation of how long residents and local businesses will have to grapple with construction impacts. If the design build contractors tell the LIRR that the construction schedule assumptions are unrealistic, will the LIRR re-open the SEQRA so that impacts are properly considered.

This issue bleeds over into other issues as well such as “temporary” equipment and “temporary” construction staging areas and how temporary they are as well as schedule disruptions while construction drags on. And a small local business might endure business interruption for 6-9 months, but what happens to them if construction drags on?

Initial estimate of the project was 1.5 Billion Now the DEIS says it is projected at 2 Billion A 25% increase. What changed? What happens if it costs more than 2 Billion? WE know from other MTA projects that costs estimates have been grossly underestimated when presented to the public. How will it be paid for? We still do not know.

Kevin M. Fitzgerald
Deputy Mayor, Inc. Village of Floral Park
Statement Submitted at Public Scoping Hearing, January 19, 2017
(AM Session)

Good morning, I am Kevin Fitzgerald Deputy Mayor of the Inc Village of Floral Park. Thank you for allowing me and our residents to comment on this potentially significant intrusion in our daily lives.

Approximately a decade ago the same project was presented to us and, as is style of the people of Floral Park, all documents were reviewed to weigh the impacts and benefits. Throughout the scoping process our residents along with our business community has voiced and written their opposition to the project. The opposition has been one that has been vocal for the past decade.

As there will be many comments from our residents on various impacts I would like to focus this evening/morning on the socioeconomic impacts this project may have on the Village of Floral Park: Back in the 1960's when the trains were elevated in Floral Park, a number of businesses closed and property was taken. That loss of property still has an effect on the residents today as there are now fewer properties that pay taxes. If this project goes forward, I would expect that residential properties that are adjacent to the tracks and those directly impacted by the construction will and should grieve their taxes thereby increasing the tax burden of those not surrounding the construction zone. Additionally, should businesses in the commercial district fail our commercial property owners would also grieve their taxes. This would in effect be a tax increase to certain residents in Floral Park and other surrounding communities. This tax increase along with the increase in taxes/fares to foot the \$2billion project cost will leave less money in the pockets of our local residents to support our local businesses, charitable organizations and reduce discretionary spending all while the residents deriving no benefit of an additional track.

In addition, I would add that our Recreation Center and Pool is not only a place where physical activity occurs but also a great place for the community to enjoy each other's company. If the Rec Center is closed for any period of time or if a sporting season is cancelled, I am gravely concerned that our Little League Baseball, Roller Hockey, Football, Soccer organizations along with our evening recreational programs for adults can continue or at least will struggle. If those organizations fail a large piece of what keeps Floral Park the vibrant community it is may cease to exist.

Finally, I fear that due to the closures of South Tyson Ave and Plainfield Ave for extended periods of time will physically divide our community. As folks that live on the north side of the tracks will be reluctant, due to the inconvenience of travelling, to visit businesses and friends on the south side (and vice versa). Over time fewer friendships within the Village will form and as an 18 year resident, I can confidently state that the social fabric woven by these friendships is what makes Floral Park a special place. The DEIS addresses the positive impacts of the project to Nassau County, Suffolk County and NY State but none for Floral Park and the immediate surrounding communities.

Finally, I look forward to submitting additional written comments before the deadline that will be put forth once our outside counsel and engineering firm have studied the DEIS along with providing written comments on behalf of my family.

Kevin M. Fitzgerald
Deputy Mayor, Inc. Village of Floral Park
Statement Submitted at Public Scoping Hearing, January 19, 2017
(PM Session)

Good evening I am Kevin Fitzgerald Deputy Mayor of the Inc Village of Floral Park. Thank you for allowing me and our residents to comment on this potentially significant intrusion in our daily lives.

Approximately a decade ago the same project was presented to us and, as is style of the people of Floral Park, all documents were reviewed to weigh the impacts and benefits. Throughout the scoping process our residents along with our business community has voiced and written their opposition to the project. The opposition has been one that has been vocal for the past decade.

As there will be many comments from our residents on various impacts I would like to this evening/morning focus on the alternatives and the responses that are in the DEIS. It would seem that the project could achieve a few of the goals if more analysis was done on the alternatives, specifically around Chapter 18 of the DEIS

- Why is intra island service and reverse commute service so critical? What studies have been done that show these types of commuters have been growing or will grow in the future? Which major employer(s) have committed to expanding businesses in eastern Nassau or Suffolk counties? If they have committed why would they not try to hire from the local communities in Suffolk.
- One of the alternatives that has been dismissed in the DEIS is the previous Main Line Corridor Improvements Projects. In this DEIS, it was dismissed and amongst the reasons was that there would be a lengthy construction schedule within the Village shopping areas. This will still be true within Floral Park especially with the proposed work around of South Tyson Avenue for 320 days and Plainfield Avenue for 180 days (both concurrently in 2018)
- The bi-level train alternative was dismissed for reasons such that the Atlantic Ave Branch cannot support bi-level trains. I do not understand why that would be a reason as in the near future all trains to/from Atlantic Terminal will be via shuttle from Jamaica and would not have to use bi-level trains
- There is only one, four, sentence paragraph on the use of sidings and the incremental use(s) of these seems to be dismissed without any fact based discussion
- There are no references to any expert consultants used to review the alternatives. Who at the LIRR, which is lead agency, made these determinations and what are their qualifications in doing so? As a taxpayer, a project with a the \$2billion proposed price tag deserves more than a few paragraphs, which amount to 9 pages of a 2,500 document, on each alternative. Additionally, I look forward to submitting additional written comments before the deadline that will be put forth

once our outside counsel and engineering firm have studied the DEIS along with providing written comments on behalf of my family.

Dominick A. Longobardi
Trustee, Inc. Village of Floral Park
Statement Submitted at Public Scoping Hearing, January 19, 2017

Good Morning/Evening – My name is Dominick A. Longobardi and I currently serve as a Trustee on the Village Board of the Incorporated Village of Floral Park. As was with the previous scoping hearings, I want to take this opportunity to thank you for taking the time to listen to our concerns regarding Governor Cuomo’s Plan to place a third track along the Mainline Corridor between our Village of Floral Park and Hicksville.

At this juncture, we have been at this process for several months and after reviewing this voluminous document, my fellow local officials and neighbors are still asking many of the same questions we had during the scoping hearings.

The document addresses concerns raised during the scoping hearings in a cursory manner at best. Unfortunately, due to the lack of justification, construction details and process, we are all still in the dark as to what is going to happen as the project is constructed, especially if you live along the line. We have heard every proponent and supporter state that there will be a little pain but it is for the greater good. That is easy to say if you live in Greenport or anywhere out east that will not have to bear the burden of the construction. Again, through this process all we are trying to do is simply find out and decipher how much pain we are talking about. Once we know, then we can determine how much good is the “Greater Good” and how much of this will be pain.

Let me use section 10 of the DEIS which talks about Transportation as an example. The section spends a lot of time on what is currently happening, what will happen if we do not do the project and the expected results if we do the project. Very little is said regarding specifics on what and how things will happen as the project is being constructed. As an example, pages are devoted to current loss of service projections at each of the proposed grade crossings in an effort to support why this project should be done. (By the way, thank you for including the matrix to understanding each of the Loss of Service “LOS” categories).

Grade crossings should be eliminated as a matter of safety! While no one would disagree, by linking the elimination of the crossings as part of the expansion project, you are falsely expressing a causal relationship that should not exist. It is correct that everyone wants these eliminated, but for safety, not this project. Safety is safety. Let’s not forget that.

Continuing in section 10, more pages of information are spent on vehicle trips projected in and out of each train station affected by the elimination of grade crossings. In the case of Mineola, some of these projections are made based on the already established residential housing projects going on in that village. The need for additional parking is addressed further in the section. All of this discussion rounds out describing what will happen with traffic if the project is done and without the project being done. While this is necessary, it does not address in any way, impacts during the construction phase and truly does not even address the traffic issues at hand. In regard to parking at the affected train stations, the document says that the increase in parking space

needs projected through 2040 would cause the Floral Park Train Station to see an increase of parking needed to accommodate an additional 238 cars as shown in table 10-39. This, according to the description on page 10-72 of the DEIS, is based upon increased ridership due to the completion of the East Side Access Project as determined by the LIRR.

The DEIS further states on the next page, "The parking shortfalls identified at Floral Park, Merillon Avenue, and Carle Place stations in year 2040 without the Proposed Project would remain the same in 2040 with the Proposed Project. The additional parking demand forecasted at each of the seven stations due to East Side Access and continued annual growth will be monitored and assessed at each of the seven stations after completion of the East Side Access project and after completion of the additional off-street parking capacity to be built as part of the Proposed Project." In other words, here we are: again providing no details of the project, again associating this project with the problems of another project to provide justification and, simply put, Floral Park and its neighbors getting the brunt of the burden without any of the benefit.

To summarize: I have used some of information in the document in order to highlight the total lack of justification for this project. Let me make it clear that our Village has and continues to ask for: 1) Specific details on impacts to our community and those that surround us especially during the construction phase. Again, examples are such simple items as: a) How will traffic be rerouted during construction of the grade crossings in New Hyde Park? b) How will materials for the retaining walls be delivered? c) Will you use properties adjacent to the track for the purpose on constructing the retaining walls? d) Where will equipment be staged and how will you get that equipment to the worksites? e) Are you planning on using local streets for equipment and materials deliveries? f) What are your plans to ensure the Floral Park Village's Business District along Tulip and Covert Avenues remains vibrant during construction and street closures?

I could go on and on with these types of questions, but I think everyone can understand that with the lack of details and the justification shown for this project, there is no way it can be endorsed or condoned by a reasonable person.

I did forget one question that I think is the most important one to be asked. How is this being paid for and by whom? It is an absolute disservice to everyone here and those in this entire state that this question is not answered but I am sure the answer is that it will ultimately be paid for by every one of us. I urge you to reconsider this project as a later option to other remedies to improve LIRR service, especially those outlined in the Mainline Mayor's letter supporting the ideas of LIRR President Nowakowski. The limited benefits of this project do not in any way justify the proposed expense and disruption of everyday lives this project will cause the residents of Floral Park and their neighbors. Simply, the pain of the "Greater Good" still has not been justified.

Thank you for your time and consideration.

Dr. Lynn Pombonyo

Trustee, Inc. Village of Floral Park

Statement Submitted at Public Scoping Hearing, January 19, 2017

Good morning. My name is Dr. Lynn Pombonyo. I am here as a resident and Trustee of the Village of Floral Park. My comments will address Chapter 3/Socioeconomic Conditions and Chapter 13/ Construction in the Draft Environmental Impact Statement (DEIS) and the profound impact of the proposed construction plan on the Village of Floral Park.

The Incorporated Village of Floral Park is a densely populated community, in fact, one of the highest in Nassau County. Our business districts feature small, often family-owned stores and restaurants, many of which are near the LIRR mainline and Hempstead branch tracks on South Tyson, Plainfield, and Tulip avenues. The two LIRR bridges which span South Tyson and Plainfield avenues are scheduled for modifications and/or reconstruction during the third track construction period. Although South Tyson, Plainfield and nearby Tulip Avenue are all main thoroughfares in Floral Park, they all have only one lane of traffic moving in each direction with parallel parking at the curbs. Those three roads transport thousands of vehicles on a daily basis and traffic is already congested. Parking lots are few in Floral Park and, as a result, vehicles must parallel park along South Tyson, Plainfield and Tulip to access the businesses, second floor offices and apartments, as well as a 700-pupil elementary school located on South Tyson Avenue one block north of the aforementioned South Tyson bridge.

DEIS Chapter 3: Socioeconomic Conditions page 3-17 states, “The Proposed Project would not result in any impact to the Tulip Avenue business district in Floral Park” and further, on page 3-22, “the Proposed Project would not result in any significant adverse socioeconomic impacts and therefore mitigation is not necessary.”

When you consider the DEIS statements in Chapters 3 and 13 together, you see the inconsistencies and research findings that do not reflect the socioeconomic impacts resulting from the construction period which may be “temporary” in duration, but will likely be long-term with respect to impacts. Many problematic aspects of the construction remain to be addressed in the final environmental impact statement. For example:

1. The definition of the word “temporary.” Repeatedly stated throughout the DEIS are the words “temporary lane and/or road closures” which will occur sporadically throughout the construction process. In the DEIS and subsequent communications from the LIRR, “temporary” is a term that refers to both weekends and periods lasting one year or more. The severity of adverse socioeconomic impacts could vary greatly and, thus, “temporary” must be defined more precisely for every phase of the construction process in the final EIS.
2. Lane and/or road closures on South Tyson, Plainfield and Tulip avenues, no matter how “temporary,” will limit access to the businesses, offices and residences there. Not only will it be difficult or impossible to reach destinations on those three main thoroughfares, once you get there, the on-street parking will be reduced by half with a lane closure or eliminated completely

with a road closure. The longer the duration, the more frequent the lane and/or road closures over an extended construction period, and the more that our Floral Park police officers will be called upon to manage construction related traffic jams and direct traffic, the more adverse the socioeconomic impact will be on the Village of Floral Park.

3. DEIS pages 13-9 and 13-10 enumerate the equipment that will be used during the various phases of construction. Included are trailers, augers for drilling, cranes, compactors, pavement cutters, backhoes, pile auger rigs, excavators, loaders, dump trucks, pile drivers, track laying equipment, and others. Floral Park understands that all of this equipment will not be used simultaneously and that it may, at times, be transported to and from the Village by rail.

Temporary lane and/or road closures to accommodate this construction equipment will reduce and/or eliminate access to businesses, offices and residences when vehicles cannot reach those destinations and/or park there. To say that the addition of this large equipment on our two-lane main thoroughfares will have no socioeconomic impact is shortsighted and misleading.

In closing, DEIS page 3-21 describes the economic and fiscal benefits of the third track project based on the IMPLAN (Impact Analysis for PLANing) input-output modeling system. The DEIS contains numerous references to the positive socioeconomic impact that the third track will have. The DEIS is incomplete in the use of such an analysis of the local economies of villages and communities, such as Floral Park, where the construction impact will be the most significant and potentially damaging. This serious shortcoming of the DEIS must be addressed in the final Environment Impact Statement.

Archie T. Cheng

Trustee, Inc. Village of Floral Park

Statement Submitted at Public Scoping Hearing, January 19, 2017

I want to thank Ms. Black, Picca and Messrs. McCarthy, Garcia, Eng and the others that met with Floral Park regarding the Expansion Project.

In all of the meetings, we never said we were against the project but that we need information to present to our residents, to explain the impact of the project on Floral Park so we could make plans to mitigate those impacts. We were told that the scoping document and then the DEIS would answer our questions. We were told that the RR, MTA and Governor were listening to our concerns, that they would work with us and that our concerns would be addressed.

I went back to my comments during the Scoping Comment Period and asked the same questions I ask today. Simple comments with simple questions, HOW, WHEN & WHERE.

We asked that the construction move east to west so that any glitches in the project would be worked out before the project got to the congested areas. We asked that work on South Tyson and Plainfield Avenues not be done at the same time due to traffic concerns and that S. Tyson not be done during the school year. We asked that construction not occur near our rec center in the summer.

The DEIS did not address our concerns. The DEIS informs us that work at S. Tyson and Plainfield Avenues would begin at the beginning of the Project and would run concurrently for 180 days. Work that will cripple traffic on two of the main roads in our Village for half a year. That S. Tyson work would take approximately 320 days impacting at least 1 ½ school years. How will school buses bring the children to school? How will fire, police and other emergency vehicles respond? The DEIS also informs us that track and retaining wall work near the rec center would run 2-3 summer seasons.

We asked that our RR station be made ADA compliant. The DEIS says that no work is planned at the Station except for shaving a few inches off the platform.

We asked that construction noise be limited and while the DEIS states that work would be done within hours specified in local ordinances, it adds the catch all, "except where not feasible". It states "that noisy activities in residential areas would be avoided in overnight hours", but adds "to the maximum extent practical". If feasibility or practicality is something only decided by the Contractor who will earn incentives for doing the job fast; that is not working with us or addressing our concerns.

I asked at our first meetings and all subsequent meetings that a survey showing the ROW and any possible temporary working easements be shown to us. While no residential takings have been promised, the DEIS states that a number of temporary easements would be required during the construction period as determined by the design-build contractor. Again, the contractor with monetary incentives will make that determination.

The 3 ledger size pages I am holding up is the survey that was in the DEIS showing Floral Park. The scroll (approx. 25 feet long) being held up is what the RR presented Floral Park when the Elevation of the tracks was being planned over 50 years ago. Back then, the RR showed us working easements, what the project and its impacts were, yet is unable to show us any detail now. The DEIS is required to inform us as to the impacts the project is going to have with a great deal of specificity. As an elected official, I am unable to explain whose property might be needed for temporary easements, I cannot tell them if there will be noise at night or when school is in session. With no traffic plans divulged to us, I am unable to explain to businesses, residents, emergency responders how they will travel through the Village when work is being done. And, I am completely amazed that I am unable to explain why our station should not be ADA compliant.

If nothing else, it is my hope that the final EIS explains the impacts, what the RR, MTA and the Governor can do to mitigate the impacts so we in Floral Park can plan how to prepare for this disruptive project.

Gerard M. Bambrick
Village Administrator, Inc. Village of Floral Park
Statement Submitted at Public Scoping Hearing, January 19, 2017

I am Gerard Bambrick, the Village Administrator of the Village of Floral Park.

This process began one year ago, with the Governor's announcement. I would like to commend the Governor's Office and the MTA/LIRR for participating in numerous meetings, and they have held the requisite hearings under SEQRA and certainly generated a voluminous amount of paper, as reflected by the DEIS.

However, we are one year into this process and well into a rapidly progressing SEQRA review process and yet the details of this project in many material respects are still scant. Although the DEIS must be 2500 pages, if you include all of the appendices, there is still no true assessment of the impacts to communities and residents along the mainline from this proposed project as is clearly required by SEQRA.

And although the MTA/LIRR is going through the required steps under SEQRA, unfortunately in many material respects the MTA/LIRR appears to be simply refusing to assess the impacts to residents and communities.

Although I could point to several impacts that the Village of Floral Park raised in its comments to the Draft Scoping Document that have simply not been addressed in the DEIS, because of the time constraints here today, I will address only one.

During the scoping process, the Village of Floral Park requested that LIRR conduct a study to assess the Third Track Project's impact on the property values of residence that border or are in close proximity to LIRR right of way.

In Floral Park's written comments to the Draft Scoping Document, dated June 13, 2016, and submitted on our behalf by our counsel, it was stated that:

The draft scope should provide for a residential property value impact analysis. . . . Even if residential properties will not be formally "taken" through eminent domain, local residential property values could be adversely impacted by the encroachment of infrastructure from the Project. The Draft Scoping Document should be revised to describe a residential property value impact analysis to be undertaken, including an identification of the areas that would be included in the analysis

The MTA has refused to conduct a study of the impact on property values arguing that SEQRA doesn't require agencies to consider purely economic issues.

The MTA has taken an inappropriately narrow view of such a study. Floral Park believes that such a study fits clearly within the scope of socioeconomic impacts required to be addressed under SEQRA. The proof of this is in the DEIS.

In the DEIS, the LIRR acknowledges the obvious, as it must, that the full taking of a commercial

property would have a tax impact on a community. In the DEIS the MTA assesses – as it must – the real estate tax impacts of the loss of several commercial enterprises along the Main Line.

Yet, a diminution in property values assessment is no different and should have been included in the DEIS. For example, if property values of residences along the Main Line in Floral Park decline, then not only will the property owners be personally impacted, but Floral Park's tax base as a whole will be impacted and, ultimately the Village's ability to provide municipal services may be adversely impacted.

Our concern regarding the impact on property values is real. In Floral Park, to accommodate the Third Track, the MTA proposes to infill its right of way up to residential property lines and construct a retaining wall several feet high at some locations and then have the trains run across this retaining wall, literally feet from peoples' homes. If the homes bordering the mainline have their values diminished by even 10% as a result of this construction, the decrease in value will ultimately result in a decrease in the tax base as these property owners rightfully seek to lower their assessments. Not only will these property owners suffer, but every resident in the Village will necessarily bear a corresponding increased share of the overall tax burden.

Admittedly, I am just guessing at the potential decrease in property values as a result of this project. But at this stage of the SEQRA process we should not be forced to be guessing at impacts. Despite the glaring lack of detail provided by the MTA in the Draft Scoping Document, we identified this impact and it is incumbent upon the MTA to provide an objective and credible study and analysis of this impact. Now that the MTA has provided certain additional detail in the DEIS as to how the MTA proposes to construct the Third Track - with the trains running along atop retaining walls literally feet from resident's homes - the need to address how this will impact property values is even more abundantly clear than it was at the scoping phase of this process. The individual residents whose property values are being impacted have a right to know the extent of this impact and how the MTA will mitigate it. But also the taxpayers in general have a right to know because the taxpayers will ultimately bear this burden either in an increase in taxes or a decrease in municipal services.

Such a study is clearly relevant and should have been included in the DEIS, as was requested.

This is just one specific example of an impact identified by Floral Park and not addressed by the MTA. I know other elected official and residents can and will give other specific examples of impacts identified for which we are still awaiting the MTA's assessment.

I have heard the MTA and others from outside the impacted area tout the benefits of this proposal. However, if this proposal is as good as the MTA says, then it should be able to withstand the scrutiny of an honest assessment of the impacts it will cause. The MTA's failure to address these impacts as is required by SEQRA raises grave concerns among those of us who will have to endure this project.

Chief John Florio, Sr.

Chief, Floral Park Fire Department, Inc. Village of Floral Park

Statement Submitted at Public Scoping Hearing, January 19, 2017



Floral Park Fire Department

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John Florio Sr.

Chief of Department

*Michael Longobardi David Maickel Salvatore Arrigo Pat McAllister 1st. Asst.
Chief -EMT 2nd Asst. Chief -EMT 3rd Asst. Chief 4th. Asst. Chief*

January 2017

To: MTA/LIRR

From: Chief John Florio

Re: Floral Park Fire Department Safety Concerns Regarding the Third Track

Floral Park Fire Department is sworn to protect and serve the resident of Floral Park. We also provide 24/7 mutual aid between our neighboring departments and ours. We achieve this goal through the dedicated hard work of volunteer residents who respond 24 hours a day seven days a week from all directions in town. We are extremely concerned about the impact this project will have on our ability to respond to the fire house and get out in a reasonable efficient time to do our job. This project will affect the heart of the village around the Floral Park station and lines east from there and will affect our ability to respond through main arteries in this village to reach areas we cover. This great village has a large percentage of elderly and seasoned citizens who need our ambulance ready to go maned quickly in an emergency and able to respond and reach its destination in a very efficient manner. That coupled with the need to respond to the hospital in a matter of minutes for certain emergencies could be seriously inhibited on any given day depending on what the secret construction plan entails. Our ability to respond can be further inhibited by the traffic jams and rerouted traffic flow during the construction. No plan has been set forth to determine what this could possibly do to our response other than create road blocks and problems and inhibit our ability to effectively respond to emergencies.

Your schedule calls for 556 days for the Floral Park station to South 8th Street with 320 days for South Tyson and 180 days for Plainfield. It is our understanding these are being done simultaneously? If simultaneously, you are cutting off access to half our village and seriously delaying our response to any emergency. These are also main access routes to both primary hospitals. How can you provide a schedule and ensure minimal interruptions or even be sure this will work when you have not contacted the fire departments or had any sit down to work together and make a plan to deal with this? This cuts off half the village to vital lifesaving equipment.

As for the construction itself, what materials and equipment will be brought into the village? Will there be hazardous and or flammable materials in the village during this project? Will there be a storage site in town at the beginning area of the track exposing us to long term hazards that are just a spark away? We saw firsthand in NYC on the evening of May 16th were gas fell on a generator at a construction site under the elevated train on Broadway up town and caused a huge fire which created a ripple effect in transportation for days and days. What are the plans for construction storage and staging areas? Safety should be priority one!

This construction will require heavy equipment, drilling and disruption of the ground. Has there been any assessment of the infrastructure and the expected disruption? What will the effect be on existing gas and water lines and possible leaks and problems this may cause? Where will this equipment operate? Will roads be closed as a result? All these issues effect our ability to respond in a timely effective manner. Safety should be priority one!

As you can see, there are many unanswered questions and serious concerns, only some of which are mentioned here, that will have an impact on the protection and well-being of the residents of Floral Park, our neighboring villages, and our brother and sisters protecting them around us. This project is not in our best interest.

William J. Corbett

Spokesperson for Citizens Against Rail Expansion (CARE)

Statement Submitted at Public Scoping Hearing, January 19, 2017

My name is William J. Corbett Sr. I am a spokesperson for Citizens Against Rail Expansion, a coalition of 130 organizations, elected officials and former elected officials who strongly oppose this proposed multi-billion dollar third track project. While we support the elimination of the grade rail crossings, we do not support construction of the third track. The testimony below is my own analysis and opinion and does not necessarily represent the views of all the members of our coalition.

I will summarize my testimony since we are only allowed such a brief time slot and these comments are supplemented by a lengthy page by page critique and analysis of the DEIS.

The elimination of the 7 at grade rail crossings is positive and should have been done years ago and should go forward without the third track project.

The need for reverse commute is nonexistent since the trains now running are less than half full.

OUR MAJOR OBJECTIONS ARE:

1. During construction and thereafter the loss of vital parking spots at the Floral Park Station.
2. The impact of the removal of hundreds of tons of toxic chemicals that are in the soil the entire 9.8 miles and the dangerous remediation thereof.
3. The adverse impact on traffic flow to small businesses, shoppers and residents.
4. The lack of provision of handicap access at the Floral Park Station and essential maintenance and improvements to that station.
5. The lack of sound barriers from Tulip Ave. along South Tyson Ave. to the So. Tyson Ave. underpass.

The inconvenience to commuters is hardly mentioned in the report. The DEIS warns that the Carle Place station may be closed for a year with travelers being bused to Westbury. What other inconvenience can commuters expect?

Of course there will be more busing, more closed stations and multiple train delays, so why isn't this spelled out so people can understand the negatives. As we understand it no additional train stops are scheduled for the communities most affected. Isn't it correct that the third track will be an express from Hicksville to Jamaica with no stops in between?

The citizens of Suffolk County, except for some large and wealthy corporate supporters, do not favor this project. Most moved to Suffolk to escape congestion and to live in less industrialized communities. Suffolk doesn't need more industry with its existing problem of having landfills closed. The last thing wanted are businesses that will generate more waste.

They also have concerns with the shortage of water in the future that increased industrialization will exacerbate.

Our major concern is that the railroad has, for decades, used toxic and harmful chemicals to control the growth of foliage growth on the right of way and to kill rodents. These chemicals have sunk into the soil over many years and are a hazard to the local population. What is the plan for assessing this terrible situation? How will the soil be removed in a safe manner that will not generate harmful dust and particles into the air? We know that there are clusters of cancer along the tracks.

This project must be stopped until the Federal Government or State Health Department does a complete assessment of the danger. In one area of Garden City out of 20 homes that back up onto the tracks there are a dozen instances of residents with cancer. There are similar cases in Bellerose and Floral Park where the property of homeowners adjoins the tracks. The adverse impact of this project will hurt local small businesses along the route. For example, in Floral Park during the construction phase there will be a loss of 50 vital parking spaces in the area of South Tyson Ave. where parking is already very tight. Where will these commuters and shoppers go? What provision has been made? Has there been any consideration of acquiring the property known as Koenig's parking lot for a metered parking area or perhaps even a two story parking facility? Has there been any consideration to adding a below ground underground parking garage under the parking lot on Woodbine Court?

Has there been any consideration of adding a parking facility in and under the sump adjacent to the Floral Park Post Office on Tulip Avenue?

At a hearing several years ago, I asked the LIRR to erect screening on South Tyson Avenue to prevent large heavy pieces of metal from flying down off the tracks. I provided pictures of some of the objects that I have collected that have flown down with the potential of killing someone. Why won't the LIRR try to be a good neighbor and take action to prevent a tragedy? I was told by a railroad official that the only time they will do something is after someone actually gets injured. There is no reason this screening should not be put up immediately and not wait until there is much more activity in the area with danger to the public. In addition to testifying about this, I have made many calls and appeals that have fallen on deaf ears. Doesn't anyone at MTA care about anything other building new things? Why not care for and improve the existing infrastructure and making safety corrections for the residents?

Also, the DEIS report fails to provide sound barriers on top of the wall from Tulip Ave. to South Tyson underpass. How can you say that you have provided sound barriers at all residential locations and overlook this area which has a large apartment house just a few feet from the tracks and a number of offices and businesses that are currently disturbed by the loud noise of trains going past.

During construction, much of which will be done at night and on weekends, what will be done to lessen the noise, lights and inconvenience to local residents? The DEIS is devoid of information about the increase in freight traffic. We know that Suffolk has been forced to move garbage through our community by rail since the closure of most of their landfills. Why is the report not

analyzing that situation and being up front with the real purpose of the project?

A terrible flaw in the plan is the fact that construction overlaps exist. Tyson Ave., New Hyde Park Road, Plainfield Ave. and Covert Ave should not be worked on at the same time forcing extreme crowding of the existing roads. These roads are clogged at rush hour and construction at more than one site at a time will create an impossible situation.

Little detail is given in the report of how the project will be staged. For example, if Belmont Race Track is used there is reference to Plainfield Ave. as the access route. Does this mean that the Mayfair Ave. gate in the west end residential neighborhood in Floral Park will not be used?

While millions of dollars will be spent replacing and improving other stations there is no mention of adding handicap access to the three Floral Park platforms which should have been done years ago.

THE FOLLOWING COMMENTS REFER TO SPECIFIC PARTS OF THE 2500 PAGE DOCUMENT. EXECUTIVE SUMMARY:

S-1 "reduces delays for more than a half million passengers per week" does not take into account the numerous and extensive delays during the 5 or more years of construction. ..."provides 2490 new parking spots" but not one in Floral Park. In fact unless construction on the east end of the Floral Park platform is not done properly there will be a loss of access to parking under the tracks and 40 spots will be lost.

S-3 "The primary purpose... is to improve rail service, reliability, public safety, and quality of life along the LIRR Main Line segment between Floral Park and Hicksville." This is untrue. During the construction phase there will be horrendous inconvenience for residents of the effected communities. When new switches were installed just west of the Bellerose station most of the work was done at night from 8 p.m. until 6 a.m. in the morning for months on end with noise and bright lights shining into the bedrooms along the route causing many sleepless nights. This night and weekend construction will be nightmare for local residents. S-3 While the report says 250 passenger trains on a typical weekday in Floral Park, we not only have the 250 but an additional 50 going to and from Hempstead and additional freight trains rolling through at night for well over 300 trains every weekday and evening.

S-7 Talks about retaining walls. How can these be constructed without going on residential property? We understand that some residents of Garden City have been told that construction easements will be sought to use of their property.

S-13 "Construction...would entail varying disruptions to rail service, certain passenger rail stations, and local traffic operations." More details are needed since commuters have no idea of how they will be inconvenienced for 5 years or more. The Governor will have lots of angry people asking why this was ever done as they experience these long delays. S-13 "Under the Proposed Project, no changes to land use (WITH THE EXCEPTION OF IMPACTSTOA LIMITED NUMBER OF BUSINESSES)." I practice elder law and most of my clients are elderly and already have difficulty finding parking for appointments. It is anticipated that South Tyson Ave. will be closed for an extended period of time. How will clients get to my business

and the 5 other businesses on this one short street?

S-1"4 Use of properties abutting roadways would not be subject to adverse impacts with a small number of exceptions ..."The Proposed Project would not impact general land use patterns of the communities." This is patently false in the case of Floral Park where numerous small businesses will be adversely impacted. Further as far as Floral Park is concerned it is not true that "community businesses that stand to benefit from improved transportation connectivity."

S-16 alludes to the location of staging areas and exact details are required to intelligently comment on this aspect of the proposal.

S-18 CONTAMINATED MATERIALS. Here there is an admission that pesticides and herbicides have been used on the entire 9.8 miles to kill plant growth and rodents. While the report goes into great detail about adjourning businesses little is said and little detail is given about the extent of serious contamination on the entire 9.8 miles on the railway right of way itself. We believe that the Federal Government or State Health Dept. should oversee the testing along the entire right of way since it is obvious that these harmful chemicals have been used everywhere and hundreds of tons of contaminated soil and gravel will have to be removed with the danger of putting these substances into the air. BEFORE ANY CONSTRUCTION BEGINS THE PRELIMINARY TESTING OF THE ENTIRE RIGHT OF WAY MUST BE DONE WITH THE RESULTS MADE PUBLIC WITH DETAILS OF THE ACTION PLAN MADE AVAILABLE FOR PUBLIC COMMENT.

Of particular concern are the areas near residences and near the Floral Park Playground and Pool where children play. Certainly, no work should be done in that area except during the winter when the pool is closed and the playground has less activity. It may be that the roller hockey rink would have to be moved temporarily during construction to avoid the skaters inhaling the deadly dust from the construction site.

S-20 VEHICULAR TRAFFIC As stated before there is unnecessary overlap on the construction on the Floral Park bridges and New Hyde Park grade crossings. Not more than one construction site at a time should be worked on.

S-21 PARKING Serious consideration must be given to acquiring property for additional parking in Floral Park. Consideration of putting a second story for metered parking over the vacant land just north of the South Tyson Ave underpass should be considered which could accommodate a number of cars. Consideration should also be given to construct a below ground level of parking under the Woodbine Court parking lot just south of the South Tyson Underpass. Also a three level parking facility could be constructed in, at and above the inactive sump north of the Floral Park Post Office on Tulip Ave. This would serve commuters during the day and provide parking at night for Centennial Hall.

S-22 NOISE AND VIBRATION How can it possibly be lessened with moving trains closer to homes and additional trains? S-23 CONSTRUCTION IMPACTS The report states that noise and vibration levels from construction up to two years at any one location "could be a nuisance at...residences, schools." COULD BE? Certainly this will have a strong impact on local residents

and the value of their property bringing the tracks closer to their homes. Why should they be subjected to this torture for this unnecessary endeavor?

S-27 "...the adverse impacts...would occur in construction...temporary short-term impacts that cannot be avoided." Further reference to "Fugitive dust" which can have severe health impacts on local residents and details must be provided before any work is started. Why hasn't the State Health Dept. weighted in on this issue years ago?

1-13 This chart reinforces the point that there is no justification for reverse commute as the Governor has admitted in the past and the MTA has agreed in the past.

1-20 RETAINING AND SOUND ATTENUATION WALLS Where these are to be installed- why not on both sides of the tracks in residential areas?

1-21 it states that from Floral Park to New Hyde Park the wall will be 4750 feet long. Will it be on both sides?

1-24 STRUCTURE MODIFICATIONS Will the construction at South Tyson Ave. cause the elimination of any parking spots under the tracks on the street after construction is completed?

2-8 Correction: report should state it is a "roller skating rink" and not an "ice rink."

3-1' ECONOMIC CONDITIONS Report says "...impacts on commerce...would be minimal. The affected businesses would receive just compensation and relocation assistance" I have a small business -would appreciate knowing what you can offer me to enable me to stay in business. Report further acknowledges "minor disruptions to business districts in terms of changes to access to small number of businesses." If this is true, what will be done to remediate the situation?

3-2 States that "there would be continued vehicular and pedestrian access to...the business district." We hope this is true and will be enforced.

3-17 It is a false conclusion that "The Proposed Project would not result in any impact to the Tulip Avenue business district in Floral Park." In the past we have been told that there might be closure of the underpass at Tulip Ave. If that is so even a partial or short term closure would have an adverse impact. It is anticipated that So. Tyson underpass will be closed temporarily, it is important that Tulip Ave. and Plainfield Ave. underpasses not be closed at the same time.

4-7 CONTAMINATED MATERIALS Not only Floral Park but many environmental justice communities probably have the same amount of hazardous chemicals in the soil and they must be likewise protected by extensive studies before any work is undertaken. If the Governor's promotion of "Design Build" means that toxic substances will be dealt with if and when found, this is not the appropriate way to handle this problem. Testing must be done before a single spade of dirt is moved.

FIGURE S-1A-7 Photo caption is wrong. Should be "View north" rather than "View south."

5-28 The work to be done in Floral Park is broadly outlined here but it does not indicate the impact on parking both during and after the construction phase. Will the 36 parking spots under

the tracks from Tulip Ave. to So. Tyson Ave. be lost? What can be done to alter the construction plans to see that those spots are not eliminated? In the past there have been proposals to add 4 more spots to that area. Why not do this at the same time?

5-19 At the last round of hearings several years ago I testified that large metal pieces fall off the tracks onto South Tyson Ave. that pose a threat to pedestrians and could possibly kill someone. I have contacted the LIRR numerous times asking that screening be placed along the elevated track fence with no response. It would be a very minor one day project to add screening to protect the public. However, if this project goes forward a sound attenuation wall/barriers should be installed north and south along the elevated tracks in Floral Park. For the long term this would solve potential noise and vibration disturbances and keep debris from falling onto the street.

TABLE 3-10 BRIDGE MATRIX Where it says "Widen existing Hempstead track spans over station parking lot." Does this mean that you will not be eliminating any parking spots under the tracks once the project is completed? If so there is an opportunity to add 4 spots. Can this be done at the same time?

CHAPTER 10 TRANSPORTATION RAIL FREIGHT SERVICE/OPERATIONS Residents who live along the tracks in Floral Park and Garden City believe that there are more than three round trips per day. They say that the vibration from the freight trains is much greater than the passenger cars which raises the question as to who checks and monitors the weight of the freight trains? The report neglects to report that the State of New York has ordered the closure of most of the landfills in Suffolk County and more and more garbage is being taken off Long Island in these freight cars, some of which are not covered. Why are there no projections as to the increase in freight traffic with the increase in garbage? The contract with the freight carrier was renewed last year. We hope that some restrictions were placed on them against carrying radioactive materials since we know that the Queens County Borough President prevented the hauling of radioactive materials from Brookhaven National Laboratory through floral Park and the other communities along the main line. The materials that are radioactive should be removed by barge and not on the rails to avoid any possibility of contamination of our citizens.

F. PARKING 1 -66 Our second greatest concern is the disruption of parking during and after construction. While the Tyson Ave. work is being done, it is anticipated at least 50 parking spots will be eliminated. We are hopeful that the end result is that the parking spots under the railroad tracks from Tulip Ave. to South Tyson will not be permanently lost. Intelligent engineering and construction of the additional track could be done in a manner where these vital parking spots would not be lost.

The statistics on page 10-67 which indicate that Floral Park has an excess of parking spots is wrong. The parking lots are usually full as are the street metered spots. There are also 2 hour time limits on many spots which preclude their use by commuters. The long term solution would be for the MTA consider constructing a parking facility over the property just north of the main line at So. Tyson Ave. (known as Koenig's) for metered parking. This would benefit both commuters and the public including local businesses. On many days there is no parking available in any of the lots on Magnolia Ave. and Iris Avenue. Floral Park and Bellerose have a high

percentage of senior citizens and retirees who need convenient and nearby parking when they shop locally; parking in the commercial area is now at a premium. Lack of commuter parking causes many commuters to park on the street where there is a 4 hour limit and many experience frequent parking tickets which are \$25 each.

PAGE 10-70 states that with the opening of the East Side Access in 2020 there will be a shortage in Floral Park of 32 parking spaces for commuters. Why wait until 2020 to make the additions? Why not do it now with either a second level parking facility on the Koenig's property and putting a below level parking area at the Woodbine Court Parking facility?

PAGE 10-39 states that without the third track in 2040 there would be new riders from Floral Park with a shortage of 238 parking spaces. So with or without the third track there will be severe parking shortages in Floral Park. Once again, why wait until 2040 when the problem could be solved now and commuters for the next 20 years could enjoy adequate parking through implementing the above suggestions for expanded parking.

PAGE 10-73 mentions the parking shortfalls at Floral Park and lists possible accommodating options with "Construction of parking garages atop existing surface lots." If you don't acquire the Koenig's lots and building now you will have a difficult time in the future since the owner has a plan to develop additional apartments on the site so the time to act is now whether or not the third track is approved and funded.

CHAPTER 11 AIR QUALITY

11-10 When are the Green Locomotives being ordered and when are they expected to be put into operation? This chapter did not address the pollutants that will be put into the air if and when the track bed is worked on and the toxic chemicals that were used to kill vegetation and rodents. This is vitally important for the future safety of our neighborhoods.

CHAPTER 12 NOISE

In Floral Park the John Lewis Childs Elementary School is located close to the work site and will be negatively impacted by this project. It was rumored that the MTA would be providing new soundproof windows for the school. Is this true? Also, if you will be using the school parking lot for staging, where will the school busses park at night and the teachers in the daytime? Will you provide soundproof windows for my office which is just across the street from the construction and is already plagued with excessive noise and vibration during the work day?

CHAPTER 13 CONSTRUCTION

SOCIOECONOMICS the MTA has little credibility when it comes to assessing the cost of a project. For example, look at the East Side Access at Grand Central Station and the Second Avenue Subway which are way over budget. The cost will no doubt exceed \$4 billion and will take more than an estimated 5 years. Where are these funds to come from? Will the cost of train tickets go up? Undoubtedly many taxpayers, many of whom never use the LIRR, will be paying for this project. The effect on the local economy is negligible. We would like to see detailed evidence that Nassau County would gain anything. Workers from outside the area may well

come in to do a great deal of the work. Should this ever happen, it should be stipulated in the RFP that only local workers will be retained during the construction.

TRANSPORTATION Exactly where will the workers park their cars? How will existing tracks be used to transport construction materials when commuter trains are running? If there is concern about construction during the day and interfering with businesses and the school, then construction would have to be at night or on weekends. This would further upset the residents. With the announcement of the possible one year closure of the Carle Place station, what other stations might anticipate closing?

NOISE AND VIBRATION If you construct during the day you interfere with business and a school in Floral Park. If you work at night and on weekends you place a terrible burden on local residents who need sleep. Your remediation efforts were nil when you did the new switches just west of the Bellerose station. The neighbors still complain about the noise, lights and vibration for months on end. Railroad officials told the local people that they do not have to abide by local ordinances which allows them to ride roughshod over the residents.

MEASURES TO MINIMIZE COMMUNITY IMPACTS 13-6 While representatives of the Governor and MTA continue to meet and keep in touch with local people they are not providing many necessary details that are needed to evaluate the program. While this DEIS has answered some of the questions raised at the earlier hearings, there are still very wide gaps in the information being shared. It seems like the design-build concept that the Governor propounds is flying by the seat of your pants with many unknown consequences. It sounds good but in reality it opens Pandora's Box to many uncertainties which will arise.

ENVIRONMENTAL PERFORMANCE In the past when projects were done there was little effort in advance to eliminate the sizeable rat population that lives in the track bed along the tracks with the work forcing the rodents into residential neighborhoods. The rodents should be eliminated long before the work is done using traps, chemicals that prevent future births and substances that will eliminate the vermin.

13-8 CONSTRUCTION SCHEDULE FIGURE 13-1 This chart shows an unnecessary overlap on the work in Floral Park and New Hyde which will cause horrendous traffic jams. No work should be done on more than one crossing or bridge at a time to allow traffic to disburse on a number of different roads. Plainfield Ave. now has reached its capacity during morning and evening rush hours and closing more than one nearby crossing at a time will cause great problems.

CONSTRUCTION ELEMENTS AND PHASING THIRD MAIN LINE TRACK 13-9 & 10
STRUCTURE MODIFICATIONS The report states that "a new single track bridge would be constructed to accommodate the new third track at South Tyson Avenue ..." The question is what impact will that have after construction? Will we lose all 36 existing parking spots under the tracks? If so can the plan be modified so existing spots will not be eliminated and 4 more added?

GRADE CROSSING ELIMINATIONS 13-11 The report states that "Grade crossing elimination activities would occur at no more than one location at a time within each of the three regions."

You go on to identify as regions "New Hyde Park/Garden City" but you failed to include Floral Park in that region. Floral Park abuts New Hyde Park and no work should be done at New Hyde Park at the same time work is being done at Floral Park, Covert Ave., New Hyde Park Rd., Plainfield Ave. or So. Tyson Ave which all should be in the same region.

CONSTRUCTIONWORK HOURSANDTRACKOUTAGES 13-23 While this section states that efforts will be made to keep the noise down at night, it is certainly qualified by the words "except where not feasible" and "Noisy activities adjacent to residential properties would be avoided in overnight hours to the maximum extent practicable." Once the contract is awarded, the contractor does what he wants and there is little MTA supervision as we experienced when new switches were installed a few years ago west of the Bellerose station. Will MTA have a consumer or public representative on site at night to insure that the contractor does what he is supposed to do?

VISUAL RESOURCES 13-27 We find a troubling statement which says "Temporary lane and/or road closures would be needed during the construction of the Proposed Project. In such cases, the temporarily closed lanes could be used as staging where equipment and materials would be stored." If it is anticipated that South Tyson Ave. from the underpass to Tulip Avenue would be closed we find this totally unacceptable since it will hurt seven small businesses located on that street. Also staging on Mayflower Place would result in the loss of vital parking and also would not be acceptable. This section further states that you will use directional lighting at night to protect residences from light pollution, but the evidence of your past work on new switches just west of the Bellerose station totally ignored such procedures. Who will be on scene to receive resident complaints and to make sure contractors abide by this assurance?

HAZARDOUS AND CONTAMINATED MATERIALS 13-30 This section talks about testing that will be done to determine if further testing is necessary. It is our contention that harmful chemicals were used along the entire 9.8 miles and all the ground along the route should be assumed contaminated and treated in that manner.

TRANSPORTATION 13-32 While there are assurances that the hundreds of tons of landfill will be moved into position by train "to the extent practical" this provides a loop hole for contractors to take advantage of. There is mention that there still might be up to 15 truckloads a day delivered to any particular site. How will this be enforced? Who will be on site to make sure the outside contractors adhere to this protocol. If you claim to offer bonus money to contractors who complete their work ahead of schedule what makes you think that they will have as many truck loads a day as they can regardless of any limits you try to impose?

AIR QUALITY 13-39, 13-40 The assurances on the section on Dust Control are encouraging and need to be strictly adhered to since we strongly suspect that there will be tons of hazardous track bed to be removed and carted away. To protect public health, who outside of the contractor will monitor these important procedures to make sure they are carried out?

NOISEANDVIBRATION 13-41 We were told on a number of occasions that augers would be used to construct troths or ditches in which to place retaining walls and noise barriers. I don't find this emphasized in the report. There should be a prohibition for contractor using pile drivers which can cause vibrations that harm residences and business structures.

ON PAGE 13-44 it is stated that "While intrusive and annoying, these exceedances would be episodic and temporary in nature." If this is the case when noise levels would be exceeded this work should be done during the day on weekdays between rush hours and on Saturday, again during the day.

ON PAGE 13-46 you lay the groundwork for violating local noise ordinances where you state "While these work hour restrictions would apply to typical construction projects, MTA and LIRR are exempt from the jurisdiction of municipalities, pursuant to Section 1266(8) of the Public Authorities Law" the report goes on to say that you will observe local regulations "except where not feasible to accommodate work affecting rail operations." Who will make the decision to violate the rules -the contractor or a state official? With bonus money being offered to contractors who finish ahead of schedule you know they will find excuses to work beyond the specified hours.

SAFETY AND SECURITY 15-1 This section talks about "Improvements and upgrading of station conditions to improve lighting and visibility." Why are no such improvements being made to the Floral Park station?

UN-AVOIDABLE ADVERSE IMPACTS 20-1 We agree that "most of the adverse impacts...would occur in the construction, rather than the operational, phase..." The report outlines here many adverse impacts which need to be mitigated in a supervised manner and not left to the goodwill of the contractors. CONCLUSION While it is our hope that the seven grade crossings will be eliminated and that the third track is never built, there are listed above a number of concerns and suggestions to address the problems of parking, noise and vibration, traffic interruption, and the safe removal of contaminated soil. Also, the lack of handicap access to the three Floral Park station platforms and needed improvements to the station are of major concern and should be addressed whether or not the third track ever happens.

Perry Criscitelli

President, West End Civic Association of Village of Floral Park

Statement Submitted at Public Scoping Hearing, January 19, 2017

My name is Perry Criscitelli, and I am the President of the West End Civic Association in the village of Floral Park. I appear here on behalf of its members, as well as the residents of Floral Park, and in solidarity with many other civic associations that are impacted by the potential of the Long Island Railroad Expansion project.

To appreciate our concerns, you must be cognizant of the fact that the northern boarder of the West End Civic Association abuts and runs parallel with the Long Island Railroad main line and Hempstead branch. Although the expansion is set to begin slightly east of the confines of the West End Civic Association, the disruptive nature and the increase in rail traffic will directly impact the village of Floral Park, and potentially paralyze access in and out of the West End of Floral Park. It will adversely affect emergency services and transportation for our students at our grammar school and high school.

Over the years, the Long Island Railroad has not been a "good" neighbor. For instance, several years ago, the Long Island Railroad defoliated the areas buffering the roadways and rail tracks not only providing no advance notice, but left it disheveled, creating an eyesore along the entire length of Atlantic Avenue. Representatives of the railroad were invited to address the matter with the West End Civic Association, and this resulted in no solution or improvement.

Another example is the deteriorating condition of the Bellerose train station that services the West End of Floral Park. Notwithstanding the stench of urine in the passage ways and stairways, but the station is not even handicap accessible and the ticket machine does not even offer round trip metro cards.

Despite the neglect and poor performance of the Long Island Railroad as it impacts the west end portion of Floral Park, the Long Island Railroad wants to add a third rail slightly east of the west end of Floral Park. There is no discussion of any modifications or sound walls for the track run between Floral Park station and the Nassau-Queens border, yet the railroad acknowledges increased rail activity, and with that, increased noise. Needless to say, this is once again an ill-conceived plan with little, if no regard, to the residents in its path of destruction.

Therefore, before the Long Island Railroad and the MTA begin to expand, they need to concentration on the existing infrastructure, upgrading its existing stations, and improve existing conditions that are aligned with the year 2016. Once the infrastructure is remedied, then resources can be diverted to meaningful expansion with a sound basis and reason. This third rail expansion has no sound basis or reason at this point, and the Long Island Railroad and MTA have not proffered any sound reason or plan.

Nadia Holubnyczj-Ortiz
President, Hillcrest Civic Association of Village of Floral Park
Statement Submitted at Public Scoping Hearing, January 19, 2017

I come today with one explicit goal - to appeal to Governor Cuomo, the Metropolitan Transit Authority and the Long Island Railroad to build a new, ADA compliant train station at Floral Park. The idea that over 2 billion dollars is slated for this visionary project yet the Floral Park station is going to remain untouched is incomprehensible.

The \$27 billion 2015-2019 MTA Capital Program was approved by the MTA Board on April 20, 2016 with objectives that include enhancements such as ADA compliance, yet the Floral Park train station is not part of the equation. In justifying the need for this third track project, the MTA's Twenty-Year Capital Needs Assessment 2015-2034 analyzed future population and employment trends, identified the largest employment growth in areas such as Suffolk County, and projected increased demand for travel from the outer boroughs of New York City to employers on Long Island, yet over 6,000 disabled residents who are employable but are unemployed in Nassau and Suffolk counties, who could potentially use the LIRR to commute to work, are being denied access at stations that are archaically inaccessible to them. The New Hyde Park Station, Merillon Avenue Station, Mineola Station, Carle Place Station, and Westbury Station are ALL being brought up to ADA compliance under this ambitious enterprise, but this plan starts just east of the Floral Park station. And as most recently as January 10 of the new year, Governor Cuomo announced an additional \$120 million to "enhance" 16 train stations in Nassau and Suffolk counties with state-of-the-art technology including new facilities, Wi-Fi, charging stations, public art, new platform waiting areas, general station renovations and improved signage. But the Floral Park train station will remain in the 1960's with no ADA compliance.

Our train station is 58 years old and has NEVER seen an improvement or renovation project. The facade is crumbling, concrete is breaking away, and rust can be seen from top to bottom. Access to the tracks are by 12 metal staircases, each comprised of 40 steps from street to track level. One escalator, for platform B, leads to one westbound track on the Hempstead line and one eastbound track on the Mainline. There is no public elevator.

In his 2017 State of the State address, Governor Cuomo cites New York's credo as providing opportunity for all. He speaks of New York's unprecedented social progress, and how a bright light of opportunity shines for all New Yorkers. This assertive outlook does not apply to Floral Park residents.

If I might cite some statistics about Floral Park residents from the 2010 US Census. The population was approximately 16,000. Of that, 2,348 were over the age of 65. 761 were disabled and under the age of 65, including me. And 920 children under the age of 5 resided in Floral Park. That's a total of 4,029 residents, exactly 25%, or one quarter of our total population.

Any resident within our 25% population bracket with a mobility impairment, either temporary or permanent, any resident with a medical condition that compromises their ability to navigate 40 steps up and then 40 steps down, any family with young children in strollers, cannot access the

station. 25% of Floral Park's residents cannot use the train station that is in the center of the Village that they live in. This does NOT sound like Governor Cuomo's plan of social progress. There is no bright light for opportunity for ALL New Yorkers. The mere fact that I have to come and "ask" for an ADA compliant train station and articulate the inequities is a sad task indeed. It is counter-intuitive to Governor Cuomo's conviction of social progressiveness.

The Floral Park train station MUST be renovated and updated and MUST become ADA compliant. There is no question. There is no debate. There is no compromise. This is not a favor, this is not a bargaining tool for mitigation. This is a public right to PUBLIC TRANSPORTATION.

Dennis J. McEnery

Statement Submitted at Public Scoping Hearing, January 19, 2017

Dennis J. McEnery of Floral Park is a founding member of the Floral Park Third Track Task Force, as well as the not for profit organization Citizens Against Rail Expansion [CARE].

Dennis McEnery is also a member of the Village of Floral Park Zoning Board of Appeals and the Village of Floral Park Conservation Advisory Council. Dennis McEnery is also the President of the Floral Park Conservation Society, Incorporated. The following comments were made part of the record and submitted on his own behalf as a member of the public.

As an initial matter, it was requested and consented to without objection at the evening session at the New Hyde Park Inn on May 24, 2016, that all the comments and submissions previously made in response to the May of 2005 Federal Register notification for the MTA LIRR Third Track Project submitted to the FTA are made part of the current record as if fully set forth herein, and are hereby incorporated by reference, with the MTA LIRR to fully respond as is needed. The actual DEIS and its attachments, however, did not include those documents which the MTA LIRR has in its own files. Please correct and update the public record to reflect the inclusion of those documents as part of the record for this DEIS.

Top ten main line station mile markers for the MTA LIRR Third Track Megaproject, which were made part of the record on May 24, 2016, but apparently ignored in the DEIS:

I. MTA LIRR must provide hosting communities mitigation first and foremost before any destruction and construction.

It is an obligation for the MTA LIRR to fulfill rather than just a luxury. The hosting communities' mitigation needs have to be fulfilled prospectively prior to any adverse impacts taking place rather than retrospectively when the damage is already done.

The Floral Park and Bellerose LIRR train stations must be updated to become state of the art, including fully ADA compliant accessibility, with no elimination of any current platforms in either size or location being permitted. [emphasis added]

The DEIS, however, is fatally flawed by continuing to ignore and refusing to address the upgrading of the Floral Park and Bellerose LIRR train stations, owned and controlled by the MTA LIRR.

Even more outrageous has been the "alternative facts" being presented by the MTA LIRR that the condition and ADA failures at the Floral Park and Bellerose stations were NOT raised during the Scoping process, which is a complete LIE, as has been clearly demonstrated by the rebuttal by Floral Park Board of trustee Lynn Pombonyo, among others.

As for mitigation being done FIRST, it appears that the DEIS contemplates construction commencing on the FIRST day of the project in Floral Park BEFORE any mitigation takes place, which is completely contrary to the request by the Floral Park community.

II. Grade crossing eliminations need to be done first, done right and done on time.

The MTA LIRR must prove it can actually complete a grade crossing elimination as promised. The MTA LIRR and NY DOT are challenged to do just one at first by actually demonstrating it can do so from conception to birth in 9 months as they have promised.

While the DEIS contemplates simultaneous portions of the megaproject commencing on the first day of construction, there is no guarantee that the grade crossing elimination at New Hyde Park Road will be completed within a year, as has been promised. Should any grade crossing elimination NOT be completed within its promised time, then the MTA LIRR should provide and pay a daily penalty payment to each of the incorporated villages in immediate proximity to the overdue grade crossing site. For example, the Covert Avenue grade crossing site should provide the villages of New Hyde Park, Floral Park and Stewart Manor with a sum certain based upon the number of residents in each of those communities.

III. Hosting communities shouldering the burdens must obtain the greatest benefits.

The hosting communities must be better off as a result of the megaproject with no decline from their status quo. There also needs to be demonstrated and agreed that there will be a comparable increase in the amount of service to the hosting communities with the amount of train traffic they are asked to bear and certainly not a decrease, as has been suggested with respect to the Hempstead line, which is the primary source of service for Floral Park and Bellerose.

The DEIS is woefully inadequate in demonstrating that there will be a commensurate increase in service and decrease in travel times for the Floral Park and Bellerose communities as a result of this \$2 billion boondoggle. While both the Floral Park and Bellerose stations adjacent to the main line tracks, the DEIS makes no assurances that they will experience an increase in passenger train service as a result of this megaproject.

One way to alleviate this situation is to guarantee in perpetuity that the Floral Park LIRR station will become a permanent station stop on the Oyster Bay LIRR line. This will ensure that the Floral Park community will be provided permanent access to the other main line communities, especially Mineola, which will be serving as a secondary hub station for access to the entire main line service.

IV. MTA LIRR must be a good neighbor to its hosting communities.

The megaproject must be guided by a guiding principal to provide a helping hand to its surrounding communities and not give them a thumb down finger instead of thumps up approach. For example, the proposed quarter mile impact zone is woefully inadequate and instead an at least one mile area radiating from the Right of Way must be established as a minimum study area.

Once again the DEIS refuses to expand the impact zone as has been requested. This has resulted in a serious under reporting of potential adverse impacts on the adjacent communities.

V. MTA LIRR must provide full disclosure and transparency as a key to building trust and credibility.

The hosting communities deserve direct representation and oversight throughout the entire megaproject, **including the establishment of a Technical Oversight Board with members selected by and from the hosting communities being provided meaningful input and status.** [emphasis added]. The hosting communities must be provided direct access to their own independent experts and counsel, who must be reimbursed as part of the megaproject and not by the local communities themselves.

Once again the DEIS is seriously flawed in not providing for the establishment of a Technical Oversight Board which includes direct representation of the hosting communities. In addition representatives of the MTA LIRR as recently as Thursday January 26, 2017 at the Floral Park Hillcrest Civic Association continue to deny that the request for such a Technical Oversight Board was made during the Scoping hearings, which is false.

VI. Reverse commute justification has already been debunked, dead and buried.

Any further discussion of the reverse commute basis needs to be abandoned as even the Governor has acknowledged that it is not a viable basis for moving forward with this over billion dollar megaproject. Although Hofstra University continues to beat this dead horse issue, Hofstra's own self-interest in apparently being no doubt richly compensated for hosting the LIRR public comment sessions, for example, despite the fact that Hofstra is not even located in one of the hosting main line communities, alone raises serious conflict of interest and credibility issues.

It appears that the MTA LIRR continues to cite reverse commuting as a basis for justifying the megaproject, even though it was abandoned by the Governor and his representatives. Rather than invest millions of dollars in an insignificant sub-class of commuters, the MTA LIRR should ease the burdens of its most loyal and frequent passengers utilizing service in the primary peak direction.

Freight trains increasing, however, are of legitimate and frightening concern.

It is imperative that the MTA LIRR keep the surrounding communities safe. The LIRR needs to place strict limits in perpetuity which would prohibit the use of any track expansion for freight use. There also needs to be limits placed on the type of cargo allowed, especially radioactive and hazardous waste.

The DEIS is completely lacking in candid discussion and description of increased freight operations that will result from this megaproject. Unless there are strict limitations placed on the operations and type of cargo allowed to be carried on the

NEW tracks, the surrounding communities will continue to be placed at risk.

VII. Design and build means there needs to be better planning and reviewing, not less.

This megaproject as proposed requires an even greater level of specificity and planning due to the “design and build” process being proposed. If no design is agreed upon with the hosting communities, then no building is to take place until such a consensus is reached and obtained.

The DEIS continues to ignore the need for greater, not lesser, specificity in order to allow the public to meaningfully comment upon the megaproject.

VIII. The FTA must continue to have the final review under NEPA, not just the MTA LIRR acting as its own judge and jury under SEQRA.

This may be the most important and significant issue which the MTA LIRR must agree to before anything further takes place. The megaproject which was announced in May of 2005 Federal Register continues in full force and effect, including oversight responsibility and review of the Federal Transit Administration pursuant to NEPA. As the MTA LIRR has proclaimed, however, it may not even be held accountable under SEQRA, especially if it attempts to invoke its statutory exemption rights under SEQRA, although it is not conceded that the MTA LIRR can arbitrarily decide and without reason act as judge, jury and executioner for this megaproject. The MTA LIRR must therefore agree to fully comply with all NEPA requirements, including review and approval by the FTA and/or FRA, which already have such responsibility for the East Side Access Megaproject, which cannot be allowed to be segmented from the current proposal. The MTA LIRR already has commenced the NEPA process and it is challenged to immediately disclose and release the Draft Environmental Impact Statement which it has already submitted to the FTA office for the Second Region office located at Bowling Green in downtown Manhattan. The taxpayers have already spent over \$7 million for that information, which must be made part of the current record going forward too.

Since the Scoping meetings in May of 2016, there has been a sea change in our government with the election of President Donald John Trump as our 45th commander in chief.

According to press reports published after the DEIS was released:

Gov. Cuomo to meet with President-elect Donald Trump for talk on potential repeal of Obamacare, infrastructure

<http://www.nydailynews.com/news/politics/gov-cuomo-talk-donald-trump-obamacare-infrastructure-article-1.2948893>

He said he wants to also speak to Trump about infrastructure and development, “where I think we have a great opportunity.”

After his phone conversation with Trump in November, Cuomo said having a New York native in the White House could be a “bonus” for the state, especially when it comes to infrastructure improvements.

President-Elect Donald Trump Meets With Gov. Andrew Cuomo Days Before Inauguration

Another topic on their agenda – infrastructure.

“If he [Trump] wants to put federal money to use, and put federal money to use quickly, this is the state to do it,” Cuomo said.

Cuomo is pushing for huge projects across New York, including improving LaGuardia Airport and John F. Kennedy International Airport, as well as the Gateway Project, which aims to upgrade rail connections between New York and New Jersey.

After his meeting with President elect Trump New York Governor Cuomo in the lobby of the Trump Tower at the “elevator watch” press gaggle said:

WE TALKED ABOUT INFRASTRUCTURE, WHICH IS SOMETHING THE PRESIDENT ELECT VERY MUCH WANTS TO CONCENTRATE ON.

WE ARE READY TO GO IN NEW YORK. WE ARE READY TO BUILD. **IF HE WANTS TO PUT FEDERAL MONEY TO USE, AND PUT FEDERAL MONEY TO USE QUICKLY, THIS IS THE STATE TO DO IT. [emphasis added].**

MANY OF THE BIG PROJECTS THAT I WANT TO GET DONE INVOLVE FEDERAL INTERACTION.

IMPROVING LAGUARDIA AIRPORT, THAT’S FEDERAL INTERACTION.

IMPROVING JFK AIRPORT, THE SUBWAY SYSTEM THAT NEEDS DRAMATIC IMPROVEMENT THAT INVOLVES THE FEDERAL GOVERNMENT.

SO BASICLY THE CONVERSATION WAS ABOUT BOTH THE OPPORTUNITIES FOR THE STATE OF NEW YORK

AND THE NEEDS OF THE STATE OF NEW YORK

WHILE THE PRESIDENT ELECT IS GOING DOWN TO HEAR ABOUT THE FEDERAL POLICIES.

- New York Governor Andrew Cuomo

Governor Cuomo also said at the Trump Tower elevator press conference that when Washington sneezes, the State of New York gets the cold.

But when Albany gets a cold, our Long Island LIRR Mainline communities appear suffer the frostbite that results in painful and permanent damage, including even a loss of our members in our communities.

At his inaugural address President Trump proclaimed, in part:

For many decades, we've enriched foreign industry at the expense of American industry; subsidized the armies of other countries while allowing for the very sad depletion of our military; we've defended other nation's borders while refusing to defend our own; and spent trillions of dollars overseas *while America's infrastructure has fallen into disrepair and decay...*

We will build new roads, and highways, and bridges, and airports, and tunnels, and railways all across our wonderful nation.

We will get our people off of welfare and back to work -- rebuilding our country with American hands and American labor.

We will follow two simple rules: *Buy American* and hire American.

- United States President Donald John Trump's first inaugural address

In addition, President Trump met with the Congressional Leaders in Philadelphia and made the following comments:

WE BELIEVE THE WORLD'S BEST COUNTRY OUGHT TO HAVE THE WORLD'S BEST INFRASTRUCTURE. IT IS WHAT OUR PEOPLE DESERVE AND IT IS WHAT WE WILL ENSURE THEY GET. OUR INFRASTRUCTURE IS IN SERIOUS TROUBLE.

WE WILL BUILD NEW ROADS AND HIGHWAYS AND TUNNELS AND AIRPORTS AND RAILWAYS ACROSS THE NATION. WE WILL FIX OUR EXISTING PRODUCT BEFORE WE BUILD ANYTHING BRAND-NEW, HOWEVER. WE HAVE TO FIX WHAT WE HAVE. IT'S A MESS. SO WE ARE GOING TO FIX IT FIRST. THE THING I DO BEST IN LIFE IS BUILD. WE WILL FIX IT FIRST. BECAUSE WE HAVE A LOT OF THINGS THAT ARE IN BAD SHAPE...

- United States President Donald J. Trump's remarks at Congressional Republican Retreat in Philadelphia on January 26, 2017 **[emphasis added]**

In light of both the remarks of Governor Cuomo and President Trump, including the federal government's renewed commitment to making America great again, especially "to fix what we have" and the building of new railways all across our nation, for the MTA LIRR to refuse to use federal funding and guidance to create the new third track is now unconscionable.

As has been urged by the elected representatives of the Floral Park community, the MTA LIRR has a number of things that need to BE FIXED FIRST before the new Third Track megaproject is undertaken. The MTA LIRR needs "TO FIX WHAT WE HAVE" especially at the non ADA compliant and outdated MTA LIRR Floral Park and Bellerose stations, as well as the grade crossing eliminations, that have been promised by the LIRR but unfulfilled

since the 1930s. The MTA LIRR certainly has “A LOT OF THINGS THAT ARE IN BAD SHAPE” but to dedicate over \$2 billion to build a brand-new third track, before the MTA LIRR does “FIX WHAT WE HAVE” is now completely out of step with the new presidential mandates.

The DEIS is therefore woefully obsolete and out of step with the clear message and will of we the people that have been the forgotten and ignored in both Washington and Albany.

In addition, the DEIS does NOT promise to either Buy American and hire American. It therefore leaves open the possibility that the \$2 billion megaproject will buy and use Chinese steel and even not be required to hire American.

Once again it is urged and demanded that the MTA LIRR present its \$2 billion megaproject in conformance and compliance with both SEQRA and NEPA.

IX. East to west just works best, as going west to east is just beastly.

It is obvious that should any construction begin to take place, it should be commenced in the east and be completed in the west. In reviewing the most significant megaproject recently undertaken in the region, such as the East Side Access and the Tappan Zee Bridge, for example, the work is commenced in the area with the least significant obstacles, with the area with the most difficulties being done last. The East Side Access megaproject, for example, has been built starting east going west into Grand Central Station, rather than starting west at the Grand Central Station and going east. So should this megaproject, much like the sun raising in the east on Long Island in Greenport and setting in the west in Floral Park. The MTA LIRR must commence its megaproject beginning in Hicksville, and only commencing work in Floral Park at the end of the process, rather than at the start.

The DEIS appears to suggest that on day one of the destruction and construction phase of the megaproject, the bulldozers will commence their work in Floral Park, and that the megaproject will be taking place over the entire 10 mile swath of western Nassau County. This is completely opposite of what is being urged by the Floral Park community. While we all want the \$2 billion megaproject to be done on time and under budget, it is outrageous that the community which will be FIRST put at risk for having the construction phase being way over time and way over budget is in Floral Park.

In all, the current scoping and DEIS document is inadequate, incomplete and not in compliance with both the letter and spirit of the law in New York’s own SEQRA requirements or the federal NEPA requirements. In addition, unless and until the MTA LIRR provides a “lock box” guarantee of dedicated funding for the entire megaproject, it should not be permitted to move forward until, at the minimum, all of the grade crossing eliminations have been fully and properly completed.

Kevin Flood

Concerned Resident of Village of Floral Park

Statement Submitted at Public Scoping Hearing, January 19, 2017

On May 24, 2016 I had an opportunity to come before you to address some concerns during the scoping hearing. What I specifically addressed were the following:

- Future of the Hempstead Line (how will the LIRR third track project impact the Hempstead line)
- Existing infrastructure and the plan to relocate it within the LIRR "Right of Way"
- Close Proximity of the construction & new track to our Recreation Facility & Pool.

Although some of these topics have been further addressed in the DEIS, I am not satisfied with the impact statements provided due mainly to lack of details. I also have additional questions and concerns that I would like to bring to your attention after reading the DEIS.

ONCE AGAIN - What Impact will the LIRR Third Track expansion have on the operation of the Hempstead Line?

The DEIS briefly states that the Hempstead line will have an Interlocking Plant, Signals and a universal crossover installed East of the Floral Park Station in order to take one of the existing Hempstead line's tracks and turn it into the new "third track" just east of Floral Park Station. This surely will impact the operations of the Hempstead line, west of Stewart Manor station, and we deserve to know how. If you take one track from the existing two track Hempstead line, that leaves a remaining one track operation.

I find it ironic the LIRR is pushing for a third track on the main line, but choosing to turn the Hempstead line into a one track operation. The DEIS states that in the 2040 Build Condition, four trains currently routed to Atlantic Terminal will no longer be accessible on the Hempstead Branch, but rather route directly to Manhattan. It touts the additional service to Manhattan for the Floral Park/Queens Village / Hollis stations but specifically leaves out the Bellerose station.

Does the Third Track project and 2040 Build Condition intend to terminate the use of the Bellerose Train station? I find it ironic the LIRR is pushing for a third track on the main line and providing new stations and upgrades for impacted areas, while ignoring the deteriorating conditions of the Floral Park station and hint at limiting or terminating service at the Bellerose station. The DEIS states the number of trains running on the Hempstead line is currently 70 per 24 hour period. It projects the number of trains running on the Hempstead Line's future is 58 per 24 hour period. Please explain in detail why there is a reduction in the number of trains servicing the communities on the Hempstead line. I find it ironic the LIRR is pushing for a third track on the main line in order to provide more train service, but decreasing the number of projected trains on the Hempstead Branch.

Impacts of displaced Existing Infrastructure, and additions of new infrastructure
The DEIS dedicates an entire chapter to Utilities and infrastructure, which implies its importance

for such a large scale project that impacts so many communities, residents, and business owners. While appreciative of the material provided (approximately 13 pages), the Chapter on Utilities and Infrastructure pales in comparison to other chapters in the DEIS which are made up of 3 to 4 times more information. I find this lack of information disturbing, considering the amount of infrastructure that is going to be displaced, modified, added and/or eliminated during this proposed project.

I have a few specific questions related to utilities and infrastructure:

Power Lines: How tall are the new utility poles going to be? What is the diameter of the poles? What is the material used, how will it wear over the years? How large are the footprints of these poles and will they fit within the Right of Way? How will they be grounded to prevent lightning strikes close to residences, Floral Park's Recreation Center and pool? How many power lines are intended to be strung from these utility poles? Will there be frequent power outages associated with the installation & reconnection of these utilities?

Drainage: The DEIS states that the ground under the new track will be compacted and unable to drain appropriately during rain storms. It looks as if any land that was available to absorb these rains will be used to support the new track, utilities, switches, retaining walls, etc. This raises a serious problem of potential rain run-off into residents homes, and potentially our Village pool. This run-off could contain toxic chemicals and we need to be assured this water will not enter our homes and public areas. Has the LIRR been granted access by Nassau County to tap into existing recharge basins? If so, will connecting to the Nassau County Recharge basins contribute to the further spreading of toxic chemicals into our ground water? Grass lined Ditches have been proposed to capture a rain run-off. Where along the Right of Way in Floral Park do you intend to place grass lined ditches? Also, the DEIS states these ditches will need to be maintained periodically to ensure their effectiveness. Do you actually think the LIRR will maintain grass?

Retaining & Sound Attenuation Walls: Although the term "sound attenuation walls" sounds pleasing to the areas affected by the proposed third Track project, I have some concerns. It is stated that many of these walls in Floral Park will be 16 feet tall. That is over have the height of an average home in the Village and will surly impact the look and feel of the village. How large will the foundations of these walls be and will they extend into residences yards? Will the sound attenuation walls deflect the sound of the railroad and amplify it towards the opposite direction? How much space will be left between the walls and the running trains? I'm concerned about teenagers or LIRR employees walking the tracks and having nowhere to escape an oncoming train. What is securing these new 16 foot walls? What happens in minor event where a train jumps the tracks and bumps into these walls? Will they topple over into residences yards, our ball fields or our village pool property? What happens in a catastrophic event where rescue personnel is needed on the track? How will they scale a 16 foot wall?

Children's Safety & Well Being- Village Recreation Center & Pool

Our most precious resource in the Village of Floral Park is our children and we work hard every day to provide them with the safest environment possible for them to grow, learn and become our next generation of leaders. As you can imagine, the proposal to potentially invade our Village and turn it on its head is very concerning and we must act responsibly to preserve the environment that our children are so lucky to be growing up in. Immediately bordering this LIRR third track project is the Village Recreation Center and Pool. 7 days a week; 365 days a year, these facilities are bustling with the laughter and energy of our Village's Children. It is an epicenter for our Village and we cherish it. We must be told how these facilities will be impacted by this project. This project could determine the course of many children's lives. A 3-5 year project that could shut down many of these facilities for extended periods of time could be detrimental to the many sports and activities we provide our children. No Little League, Hockey, Swim Lessons, Football, Soccer, etc. But most of all, no memories. That impact is not quantifiable in a 2,000+ page DEIS. The DEIS must provide more details on how it intends to keep our children safe in these public areas during this potential project and the intended future use of this LIRR corridor.

In closing, I would also like to point out a concern that ALL New Yorkers should be made aware of. How will this \$2,000,000,000+ project be paid for if not covered under Federal Funds? It will surely be paid for by LIRR riders through increased fares, but increased fares will not be sufficient to cover the cost, which leads us to increase in taxes statewide. Does the increase in fares and taxes support the supposed benefits this Third Track Project will have? The DEIS should disclose more information on the source of the funds and how and who will ultimately pay for the 2 billion+ dollar megaproject.

James Hershler

Concerned Resident of Village of Floral Park

Statement Submitted at Public Scoping Hearing, January 19, 2017

In its Draft Environmental Impact Statement (DEIS) at page S-20, the LIRR admits that after spending billions of taxpayer dollars and damaging Long Island communities and their residents' quality of life, the end result of the Third Track project will be to add just one more morning westbound train and one more afternoon eastbound train each day. Is this really worth it? Even the LIRR's own statistics show that commutation into NYC has declined over the past 30 years.

The DEIS tries to justify this huge expenditure of public money and burden on communities like Floral Park Village by claiming that it will allow more reverse commute trains. But do we really need them? As a rider, I have personally seen reverse commute trains over the past 20 years. They have always been half empty, at best. Must we spend billions of dollars and damage Long Island communities to add more, even emptier reverse commute trains?

The LIRR projects there will be a need for trains going against the rush hour traffic years, and decades, from now. But based on what? Who will be paying high, ever increasing fares to get to LIRR stations, then to go from NYC to Long Island, then take a taxi or bus (or bicycle), just to arrive at a low paying job? And do the DEIS's projections even consider that in the future more and more high paying jobs will be relying on e-commuting, not trains? The DEIS also claims there is a need to bypass trains that are disabled or have other problems. But the LIRR's own reports show that these incidents are happening all over the system, and mostly not on the ten mile stretch of track involved in this project. The plain and obvious question not answered by the DEIS is: Why not try maintaining the equipment better, actually solve the problems of a deteriorating and neglected system, rather than spend money going around them? This makes about as much sense widening the NYC streets so that people can drive around the potholes.

The most remarkable thing about this project is that the DEIS relies so heavily on other things besides the Third Track to justify it – such as eliminating grade crossings, upgrading stations and modernizing the switches and signals. The LIRR obviously does not have to build another track in order to make these improvements. And their benefits are undeniable, not just based on nebulous predictions. Eliminating key grade crossings will definitely reduce traffic congestion and pollution, eliminate blaring train horns and prevent deadly collisions between trains and vehicles. Upgrading and modernizing stations, switches and signals will plainly avoid many of the service breakdowns that continually plague the LIRR.

But the DEIS refused to seriously consider the alternative of first making these improvements before disrupting communities and spending billions of dollars on the Third Track. Out of thousands of pages, the DEIS rejected this sound alternative in only a sentence or two. It clearly was a predetermined result, not a genuine analysis of how to solve the LIRR's problems.

The LIRR should do right thing and use the public's money for purposes that clearly make sense and do not rely on baseless projections that may, or may not, happen over the next 10, 20 or 30 years: (1) Eliminate key grade crossings which tie up traffic each day and where people

occasionally get killed, (2) replace the system's existing rails on a regular basis before they break, (3) fix and modernize the switches and signals that constantly seem to be failing, (4) maintain the trains so that riders can use the bathrooms without being disgusted, see out the windows and do not have sit on advertising posters used for seat coverings, and (5) spare the commuters some fare increases. Then, after this is done, re-evaluate the situation and determine if the reverse commute is finally starting to happen, and, if it actually is, whether other solutions have become more viable with advancements in technology.

The underlying question is, where are the MTA/LIRR's priorities? Shouldn't they be in adequately maintaining their existing facilities before requesting billions of dollars to expand, based on projections that may never come to pass? If they continue to misallocate their resources, then one day there may well be a real catastrophe. And if people are killed as a result, a third track is not going to make any difference for them or their families.

Mary Conway
Concerned Resident of Village of Floral Park
Statement Submitted at Public Scoping Hearing, January 19, 2017

My concern with the Third Track Project is the potential for an increase in freight train traffic traveling through the Village of Floral Park. In 2005, when I first heard about the proposed Third Track Project, the LIRR cited the reverse commute as the reason for the project. As the eastbound trains coming through the Floral Park station were practically empty, I didn't believe the reverse commute was the real reason for the project. I along with many other Floral Park residents thought the real reason for the project was freight.

The most recent push for the a Third Track Project promotes an increased capacity for passenger trains and a bypass lane, in the event a LIRR train breaks down or is involved in an incident, on the nine mile stretch of the Main Line that runs between Floral Park and Hicksville. Again, I along with many other Floral Park residents, think the real reason for the project is freight. Moreover, I am concerned that the driving force behind the project is not the LIRR concerned about their passengers but rather corporate interests seeking to increase rail freight traffic on Long Island.

At the May 2016 hearing on the Scoping Document for the Third Track Project, I expressed my concerns regarding the negative effect an increase in freight train traffic would have on the Village of Floral Park. I was disappointed to see that the DEIS chapter on freight operations does not say much more than the Scoping Document did on this issue. The DEIS reiterates that the NY&A Railway typically operates three roundtrips along the project corridor during the week and one round trip on the weekend. The DEIS further states that the LIRR currently restricts the operation of freight trains to non-peak periods and is committed to keeping this restriction in place.

The use of the word currently has me concerned, as it's subject to change. Last year, the Transfer Agreement between the MTA and the NY&A Railway for freight operations on the LIRR, was renewed for another ten years. This was done despite the NY&A Railway's safety record that included three derailments on the LIRR tracks within the past two years and a 2015 train crash in which an uncertified locomotive engineer fled the scene. In addition to my obvious concerns regarding safety, I also wonder whether there is language in the recently executed agreement limiting the NY&A Railway roundtrips on the Main Line to three a day during the week and one roundtrip on the weekend. As the MTA was a party to the agreement, why not reference the terms of the agreement pertaining to track usage by the NY&A Railway for freight operations, in the body of the DEIS or at least in a footnote? I certainly hope this information will be included in the Final EIS.

In the Rail Freight Service/Operations section of the DEIS, it states in the 2020 and 2040 Build Conditions, that the LIRR is committed to using this peak period capacity increase only for the operation of its own passenger trains, and is equally committed in the future to not scheduling freight trains during peak periods. Although this would be reassuring to a commuter who travels

through the Village of Floral Park on the Main Line, it does not reassure the residents of Floral Park who live along the Main Line, during peak and off peak hours. The children of Floral Park are being educated in grammar schools situated along the Main Line during peak and off peak hours. Residents, especially many of our seniors, seek a quiet place to read, during peak and off peak hours, at our library, which is located along the Main Line. Residents of all ages enjoy the Floral Park Swimming Pool and/or the fields of the Floral Park Recreation Center, which are both located adjacent to the Main Line tracks, during peak and off peak hours.

The 2020 and 2040 No Build Conditions section of the DEIS, states that the demand for freight service on Long Island is not expected to grow beyond current service of three round trip freight trains through the Project Corridor and that at current growth rates for freight, the existing three round trips could accommodate the modest increase in the carloads through 2020, as well as 2040. Incremental increases in demand for freight service in the future could be accommodated by adding freight cars to the existing trains.

The 2020 and 2040 Build Conditions section of the DEIS, states that since freight operations are not currently capacity constrained during non-peak hours and since the Main Line peak hour capacity increase will not be used for freight trains, the additional Main Line track proposed would not have any impact on freight traffic through the corridor. The use of the term, “not currently capacity constrained” has me concerned, as conditions can and do change.

In fact, the New York Metropolitan Transportation Council, hereinafter referred to as NYMTC, a regional council of government that is the metropolitan planning organization for New York City, Long Island, and the Lower Hudson Valley, of which the MTA is a voting council member, discusses in its NYMTC Regional Freight Plan Update 2015-2040 Interim Plan, the forecast for an increase in freight traffic and the challenge of capacity constraints. The NYMTC Region Rail Network for rail lines handling freight is typically described as consisting of two parts: east of the Hudson, which includes Long Island and west of the Hudson. Section 3.0 of the Regional Freight Plan states, where freight was once a major element of rail service in the region, the massive decline in rail freight demand and volumes over the years, and the shift to public ownership with a primary emphasis on passenger train operations, have resulted in the cessation of freight services on many parts of the network. However, even though some of these lines may be handling little or no freight at present, the potential exists for some key routes to handle freight service again, if it was expanded in the region.

In Section 3.9 of the Regional Freight Plan, the Main Line is described and it is noted that the volume of freight is expected to increase on the Main Line, as the Brookhaven Rail Terminal is built out with warehousing to accommodate a more diverse array of commodities.

In Section 4.1, the Regional Freight Plan states that a Commodity Flow analysis shows that rail freight in the NYMTC region, which includes Long Island, is expected to grow by 47% between 2007 and 2040, from 10.2 million tons to 15.1 million tons. The plan states that a variety of capacity constraints affect the ability of the NYMTC region rail network to absorb this potential growth in rail freight traffic. With all of the major freight access routes being primary passenger routes as well, expected growth in passenger train volumes make it more difficult to handle increased freight volumes. These constraints are particularly evident on the east of the Hudson

River route, and the New Haven route, where freight operation are generally permitted only during night time hours. As the Main Line is east of the Hudson, and is primarily a passenger route, the NYMTC does appear to find that there are current capacity constraints on freight train traffic on the Main Line.

The recommendations set forth in Section 4.5 of the Regional Freight Plan, titled Potential Actions, state that as for capacity, as rail line owners develop capital plans for improvements to the physical plant, the capacity needs of current and potential freight and passenger operations at the corridor level should be specifically be taken into consideration through comprehensive corridor planning that includes the involvement of all rail service providers operating in the corridor. I believe the Third Track Project was developed to address the capacity needs of current and potential freight and passenger operations on the Main Line. I also believe the project is being pushed through for the benefit of rail freight but is being sold as a passenger operation improvement, which the public would be more likely to embrace.

The Long Island Regional Economic Development Council, in its 2011 Strategic Economic Development Plan for the Long Island Region, lists generate new freight opportunities as a goal. The Development Plan states that Long Island needs to improve the physical infrastructure of the transportation system for freight related transport between shipping and receiving points. One of the strategies listed to increase freight access and options, was rail freight intermodal terminals to link the nation's rail freight system and relieve truck congestion. The same year that the Development Plan was submitted, the Brookhaven Rail (intermodal) Terminal opened for business on the Main Line and continues to grow and expand.

I am concerned that the capacity for freight train traffic on the Main Line will grow significantly after the Third Track is put into place, particularly, as major corporate players and associations are looking to expand the volume of freight transported on and off Long Island by rail car.

My personal concern about a potential in the increase in the number of freight trains traveling through the Village of Floral Park is with what's being transported on the freight cars and the cumulative effect of the noise, which the additional trains will bring.

When I spoke at the Scoping Document hearings, I expressed my concern about the cumulative effect of the noise caused by an increase in freight trains traveling through the Village of Floral Park. In our village, helicopters fly over the Main Line in their route out to the Hamptons. The helicopters are required to fly low, to accommodate the planes beginning their descent to Kennedy Airport and over to LaGuardia Airport. As a result, the helicopters are often flying only a few hundred feet over our houses. This is in addition to the airplane traffic noise from the planes heading to Kennedy and LaGuardia Airports.

I was disappointed that Chapter 12 of the DEIS, which addresses noise, makes no mention of the cumulative effect of the noise of the third track construction and the eventual day to day operations of the Main Line with a Third track, in addition to the noise that we already endure. I could not find one mention of airplanes or helicopters in the chapter of the DEIS on noise. If you were building a third track on a rail line located in the middle of a cornfield, the cumulative effect of the increase in noise would not be an issue, but the Main Line runs through the center of

Floral Park and other densely populated villages. Where we live, the planes, helicopters, and trains, form a perfect storm of transportation noise, the cumulative effect of which should not and cannot be ignored in the Final EIS.

Roxanne Mahler

Concerned Resident of Village of Floral Park

Statement Submitted at Public Scoping Hearing, January 19, 2017

Good Morning Ladies and Gentlemen, Distinguished guests, and neighbors,

Mr name is Roxanne Mahler, I am a 9-11 first responder who served the City of NY for 17 yrs. I am a Floral Park resident of 18 yr. and my property backs the North retaining wall along the Main Line.

I am for better jobs, stronger economy, safety at crossings, clean air, and a better commute for all Long Islanders. My question is at what cost to the Main Line communities and Businesses? Where is the funding? Who is paying for this?

I have attended every scoping meeting since 2005. Concerns about our station were raised as well as handicap access. To date we have new stairs with the incline of a small mountain and netting to deter birds from roosting. The handicap access has yet to be addressed.

This project tries to sell itself as Reverse Commute, fewer delays for commuters, less crowded trains, fewer cars on the road. Born and raised on Long Island, unless you work in the city, Long Islanders drive everywhere!

The Long Island Expressway was built for Freight traffic from the Queens Midtown Tunnel to Riverhead. Original plans were to extend to Connecticut and Rhode Island, but were fought with opposition. It was also to connect to the Lincoln Tunnel and New Jersey, but those plans were cancelled as well. From 1994-2005 HOV lanes were added to lessen the congestion of commuter traffic on the LIE with some success.

Newsday May 12, 2012 -- Headline "On the Right Track" Yaphank Rail Terminal called Good Start as LI slowly starts to move away from reliance on road freight.

Public Officials have been calling for Truck/Rail facilities for 25 yr. NYS DOT estimates 20 thousand trucks a day use the LIE and only 1% use freight by rail. The rail yards have been built. The Main Line is what stands in their way!

Newsday July 2005 -- Broke the story Brookhaven National Lab transports radioactive soil illegally for 6 months.

Newsday November 28, 2007 -- BNL transports 4 thousand cubic feet of radioactive soil to out of state facility.

Floral Park Gateway January 2008- MTA/LIRR failure to notify the Main Line Communities about Radioactive waste being transported. This is going through our back yards and schools.

Newsday January 9, 2009 -- Freight derails slows LIRR in Deer Park on Ronkonkoma Branch. Cause is miscommunication of crew members.

Newsday September 16, 2015 – New Castle freight derails, afternoon rush is affected.

Newsday October 10, 2016 – LIRR derails in New Hyde Park, collides with work train, effects morning commute.

The past 10 years there seems to be an increase in train derailments or accidents. The MTA/LIRR need to be held accountable for the Rail Companies it does business with and safety records. Manage its own crews for sleep deprivation and intoxication. Maintain its own infrastructure and run trains on time to avoid overcrowding.

My Concerns are:

- That our station conditions need to be met
- What materials are being transported on the Main Line
- Vibration and the effect it will have on homes due to increase freight
- Disturbing contaminated soil that has toxic herbicides in it
- Dust and air quality
- Noise levels-not everyone is at work during the day, and the effect on our animals
- Education of our children-our schools do not have A/C
- Sleep deprivation due to work times
- The effect on our business districts
- Traffic on our roads and the response time for our Police and Fire

Governor Cuomo promised an unprecedented community outreach as part of this project. On January 11, 2017, between the time of 2:54 and 3:11 pm The Sorry We Missed You was stuck in my door. I was home all day and left to pick up my son from school. This is the only outreach I have received.

The project documents are vague. This is not lets start to build it and figure it out as we go along. For we all know that does not work!!!

We want to be heard by our elected officials that represent WE THE PEOPLE. This is not about what party you belong to or what legacy is left behind.

We understand the need for progress, to move Truck traffic and goods to and from Long Island. To support jobs and to keep our economy growing, and clean air.

What we are not willing to do is to sacrifice our safety, community, our home, and our quality of life.

Thank you for your time.

George Lawlor
Concerned Resident of Village of Floral Park
Comment Letter Submitted to MTA/LIRR

GEORGE P. LAWLOR
11 WILLOW STREET
FLORAL PARK, NEW YORK 11001

February 10, 2017

Via First Class Mail and Online Submittal

EDWARD M. DUMAS, VICE PRESIDENT
MARKET DEVELOPMENT & PUBLIC AFFAIRS
LONG ISLAND RAIL ROAD EXPANSION PROJECT
MTA LONG ISLAND RAIL ROAD, MC 1131
JAMAICA STATION BUILDING, JAMAICA, NY 11435

RE: Comment to Draft Environmental Impact Statement
for the Long Island Rail Road Expansion Project

Dear Mr. Dumas:

I have lived in Floral Park since 1959. I witnessed as a child, the devastation that raising the railroad above grade did to the business community here. This is not NIMBY, it is enough in my backyard. If there are funds available for any projects, we first need to have ADA accessibility at Floral Park and ALL other stations like it around long island [RVC, Baldwin Freeport etc]. When my disabled daughter worked in the city, she could not use the train to go to the city, she had to go to Queens to catch the express bus. This is unacceptable as it is hindering her as well as many other disabled and elderly residents. I do support the elimination of the 7 grade crossings as this is a huge safety issue and affects traffic congestion issues in the other towns. Additionally, as you can see by the LIRR East side Access program to bring trains to grand central station attests, he MTA has a spotty at best record to have any projects completed on time and on budget. I believe this project that started in 2006 was supposed to be completed by 2009 at a cost of \$4.3 billion. It now scheduled to be completed in 2023 at a cost of \$10.8 billion [14 years late]. I highly doubt either of those will come to fruition. None of the questions from our community leaders has been answered satisfactorily, nor has a needs assessment been completed. The DEIS that the MTA/LIRR have presented is not complete. Please do not let the Governor steamroll this project through as a needed stepping stone to further his political career at the cost of the health of the people [Agent Orange used around the tracks] and to the detriment of our businesses and our community. If there IS \$2 billion available in the budget, I am sure it could be put to much better usage than this boondoggle.

Sincerely,

/s/ George Lawlor
George Lawlor

cc: Mayor Thomas J. Tweedy



INC. VILLAGE OF FLORAL PARK COMMENTS TO LIRR EXPANSION PROJECT SCOPING DOCUMENT

Submitted on June 13, 2016

The following document is respectfully submitted by the Mayor and Board of Trustees of the Inc Village of Floral Park outlining our community's concerns about the aforementioned project. The contents describe the concerns of the various departments that ensure that Floral Park provides the necessary services to its taxpayers

INC. VILLAGE OF FLORAL PARK COMMENTS TO LIRR EXPANSION PROJECT SCOPING DOCUMENT

Table of Contents

Introductory Letter from Mayor Tweedy	2
Vital Statistics	4
Police Department	5
Fire Department	6
Department of Public Works	7
Department of Buildings	9
Public Library	9
Recreation Center & Pool Complex	11
Prior Submissions at Scoping Hearings	
▪ Mayor Tweedy	13
▪ Deputy Mayor Fitzgerald	15
▪ Trustee Longobardi	17
▪ Trustee Pombonyo	20
▪ Trustee Cheng	24
▪ Village Administrator Bambrick	28
▪ Village Clerk Walsh	31
Referenced Attachments	
Attachment 1: NEC Future: Northeast Corridor Tier 1 Draft EIS Summary	
Attachment 2: May 16, 2016 letter from 8 Mainline Mayors to NassauCounty Village Officials Assn. (NCVOA)	
Attachment 3: February 3, 2016 letter from 8 Mainline Mayors to NCVOA	

INTRODUCTORY LETTER FROM **MAYOR THOMAS J. TWEEDY**

MAYOR
THOMAS J. TWEEDY

TRUSTEE
DOMINICKA LONGOBARDI

TRUSTEE
KEVIN M. FITZGERALD

TRUSTEE
DR. LYNN POMBOYNO

TRUSTEE
ARCHIE T. CHENG



Incorporated Village of Floral Park

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VILLAGE ADMINISTRATOR
GERARD M. BAMBRICK

VILLAGE CLERK
SUSAN E. WALSH

SUPERINTENDENT
PUBLIC WORKS & BUILDINGS
STEPHEN L. SIWINSKI

POLICE COMMISSIONER
STEPHEN G. McALLISTER

June 13, 2016

BY EMAIL & FEDEX

Mr. Edward Dumas
Vice President – Market Development & Public Affairs
Long Island Railroad Expansion Project
MTA Long Island Railroad MC 1131
Jamaica Station Building
Jamaica, NY 11435

Dear Mr. Dumas:

Enclosed are comments from the Incorporated Village of Floral Park to the LIRR Expansion Project Scoping Document, dated May 5, 2016 (the "Scoping Document"). On the pages that follow, set forth are comments, questions and concerns raised by the Village's various Department Heads. These Department Heads are tasked with providing the day to day services and lifesaving protection to the approximately 16,000 residents of the Village of Floral Park. The questions and concerns raised by our Department Heads relate to how our Village will be able to continue to provide essential services to our residents both during and after this proposed mega-project.

Also enclosed are written copies of the statements previously submitted by our Village Board and Village officials at the Scoping Hearings held on May 24, 2016. We are submitting these written statements to ensure the LIRR has as complete a record of our concerns as we have been able to identify, under the circumstances. These statements and the statements of the Village Department Heads are designed to supplement and do not displace the comments previously submitted either at the scoping hearings or by online submission. Further, these

statements are designed to supplement the comments being submitted concurrently by counsel to the Village, Beveridge & Diamond, PC.

I am compelled to point out that the enclosed comments were prepared in extreme haste. This was necessitated due to the inadequate public review and comment period provided by the LIRR for this proposed mega-project. The mere 33 days provided by the LIRR to examine the Scoping Document does not provide for an opportunity of meaningful review and commenting as the LIRR is required to provide. This is further compounded by the startling lack of detail provided in the Scoping Document.

As our counsel suggest in their separate comments, we call upon the MTA/LIRR to prepare a new draft scoping document and provide for a new public review and comment period.

Sincerely,

/s/ Thomas J. Tweedy

Thomas J. Tweedy

Mayor, Inc. Village of Floral Park

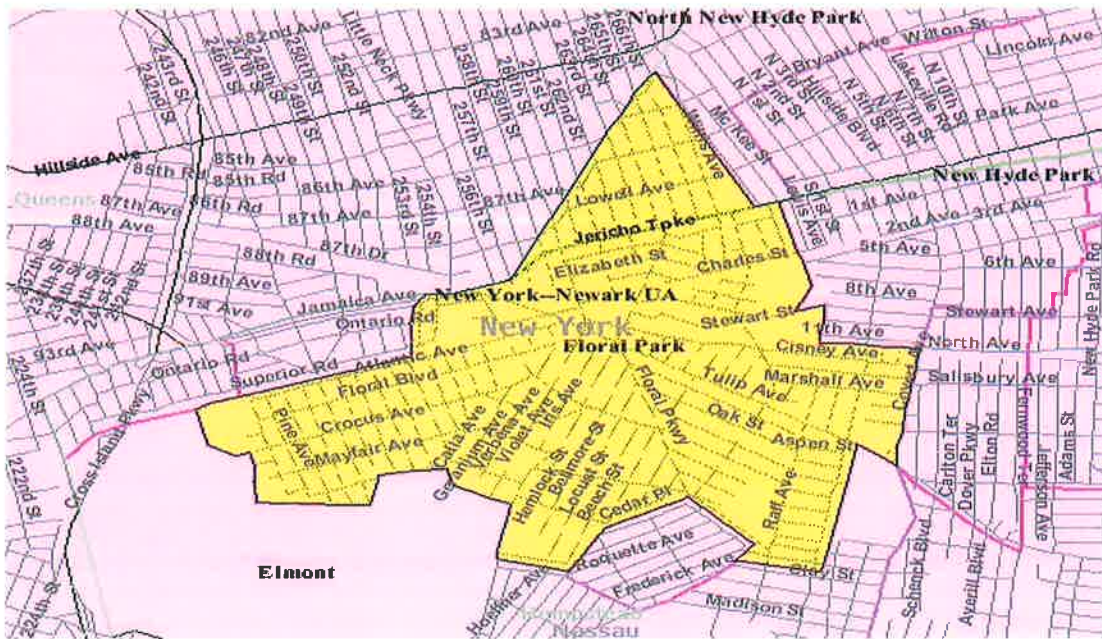
VITAL STATISTICS

The Incorporated Village of Floral Park, located in the west-central section of Nassau County, just east of New York City, was incorporated in 1908. The Village covers an area of approximately 1.5 square miles and is basically a residential community. As of 2010 there were 15,863 residents.

The Village is a full service village which maintains a public library, a year round recreational center with a seasonal pool, a police department, a fire department and a public works department. There are three firehouses located in the Village. Water is provided by the Western Nassau Water Authority and gas and electric by National Grid and PSEG. Sewer facilities were installed in the 1950's in the Village by the County of Nassau.

The main portion of the Village is located in Hempstead Town with a smaller area located in North Hempstead Town. Floral Park-Bellerose Union Free School District provides elementary education. High School students attend Sewanhaka Central High School District.

There are ample shopping facilities located within the Village served by both the Floral Park Chamber of Commerce and the Covert Avenue Chamber of Commerce.



POLICE DEPARTMENT

As submitted by Police Commissioner Stephen G. McAllister

In reviewing the materials provided by the LIRR and MTA outlining some of the proposed work or scope of this project, there exists some problems that would affect the Village of Floral Park from both a quality of life standpoint as well as a policing perspective.

The following is a list of some questions that need to be addressed during this Scoping Period:

- Grade crossing at Covert and S. 12th street – where will the traffic divert to since traveling northbound towards Jericho for a.m. peak will be impassable. If drivers divert to side streets or Tulip Avenue to get to Plainfield Avenue our already overburdened roadways will experience greater wear and tear. Increase of traffic will invariably lead to accidents and aided cases which will have to be addressed by FPPD patrol officers.
- The traffic that has been measured already on Plainfield Avenue is approximately 4500 vehicles traveling northbound towards Jericho and approximately the same traveling southbound (9000).
- Tulip Avenue has approximately 9000 vehicles traveling daily and intersects with Plainfield Avenue, leading to an already congested situation especially at peak travel times (0700 x 0900 & 1600 x 1800). Increased traffic on Plainfield Avenue could have a deleterious effect on response time of our patrol officers especially north of the railroad.
- Where would construction workers of this project park and stage their equipment to complete this project?
- What are the effects on railroad at Atlantic and South Tyson?
- Is Floral Park start of project or end?
- What effects on the present station at Floral Park?

Based on the above concerns, there are numerous intersection within Floral Park that will require a thorough traffic study, but are omitted from the intersections that are identified in the LIRR Scoping Document that will be include in a traffic study: These intersections are:

- Tulip Ave. & Plainfield Ave.
- Tulip Ave & Jericho Turnpike
- Covert Ave. & Tulip Ave.
- Carnation Ave. & Plainfield Ave.
- Stewart St. & Plainfield Ave.

- Terrace Ave. & Plainfield Ave.
- South Tyson Ave. & Atlantic Ave./Woodbine Court

It is difficult to comprehend the effects of this project without any detailed plans submitted by the MTA or LIRR but the above questions arise out the materials presented thus far.

FIRE DEPARTMENT

As submitted by Fire Chief John Florio

The Floral Park Fire Department is sworn to protect and serve the residents of Floral Park. We also provide 24/7 mutual aid between our neighboring departments and ours. We achieve this goal through the dedicated hard work of volunteer residents who respond 24 hours a day, seven days a week from all directions in town.

This track project has been put out there with no detailed plans or specifics as to how the construction will go or what effect it will have. We are extremely concerned about the impact this project will have on our ability to respond to the fire house and get out in a reasonable, efficient time to do our job. This project will affect the heart of the village around the Floral Park station and lines east from there and will affect our ability to respond through main arteries in this village to reach areas we cover.

This great village has a large percentage of elderly and seasoned citizens who need our ambulance ready to go manned quickly in an emergency and able to respond and reach its destination in a very efficient manner. That, coupled with the need to respond to the hospital in a matter of minutes for certain emergencies, could be seriously inhibited on any given day depending on what the secret construction plan entails.

Our ability to respond can be further inhibited by the traffic jams and re-routed traffic flow during the construction. No plan has been set forth to determine what this could possibly do to our response other than create road blocks and problems and inhibit our ability to effectively respond to emergencies.

For years we have heard how the railroad station was at ground level many years ago. Our outlying firehouses came to be years ago because our apparatus responding to the north side from the main fire house was held up at railroad crossings leading to a house burning down. With a proposed plan to add a track crossing Plainfield Avenue and adding to the railroad station off Tulip Avenue, it

raises serious concerns about the closures this project will create and how our ability to effectively and efficiently perform our duty and protect our great village.

As for the construction itself, what materials and equipment will be brought into the village? Will there be hazardous and/or flammable materials in the village during this project? Will there be a storage site in town at the beginning area of the track exposing us to long term hazards that are just a spark away? We saw firsthand in NYC on the evening of May 16th where gas fell on a generator at a construction site under the elevated train on Broadway up town and caused a huge fire, which created a ripple effect in transportation for days and days. What are the plans for construction storage and staging areas?

This construction will require heavy equipment, drilling and disruption of the ground. Has there been any assessment of the infrastructure and the expected disruption? What will the effect be on existing gas and water lines and possible leaks and problems this may cause? Where will this equipment operate? Will roads be closed as a result? All of these issues effect our ability to respond in a timely, effective manner.

There are major plans to upgrade railroad crossings at Covert Avenue and New Hyde Park Road. These roads are main access roads to Stewart Avenue and Jericho Turnpike, our main route to Winthrop and LIJ Hospitals. What are the plans for closures of the routes and are they going to be done independent of each other? How do they propose to handle over-flow traffic from one closure that bounces down to the next intersection?

As you can see, there are many unanswered questions and serious concerns, only some of which are mentioned here, that will have an impact on the protection and well-being of the residents of Floral Park, our neighboring villages and our brothers and sisters protecting them around us. This project is not in our best interest.

DEPARTMENT OF PUBLIC WORKS

As submitted by Superintendent of Public Works Stephen L. Siwinski

The Scoping Document presents two scenarios pertaining to the proposed grade crossing elimination at Covert Avenue. My recommendation to minimize impact is Scenario 2. This Scenario would allow a majority of the northbound traffic to

continue north to Jericho. If Covert Avenue was closed and northbound traffic was to be eliminated this would impact our operations. Our main ingress and egress for Central operations is Stewart Street. The work for the elimination of the grade crossing at Covert Ave would route the northbound traffic onto Stewart Avenue using it as a cut thru and would impact the operations due to the congestion. Our main route out of the yard is east down Stewart to Plainfield. We would make a left or right onto Plainfield Avenue to provide the services to our residents. My other concern is our sanitation route to and from Covanta which leaves the village to Jericho and the return route is either Jericho or Hempstead Turnpike. Elimination of the north bound traffic would delay return.

Another concern which is mentioned but not detailed in the scoping document or the "Technical Statement of Work" is the construction phase which includes staging areas, the work along the track and right of way and the impact to the Village while the work is being done. The document does not address the execution on the work. Based on the "Technical Statement of Work" document one can assume that there will be significant work at the station in Floral Park. With the addition of a third track certain entities will be affected. Questions regarding the closure of commuter parking, additional road closings under the tracks in the center of town and the bridge at Plainfield need to be addressed. The scheduling of the work in the station area coupled with a potential of the grade elimination would have a congestion impact that must be seriously considered.

The failure of the Scoping Document to specifically identify staging areas for construction makes it very difficult to accurately assess impact. Currently the Village's DPW operates out of a Central Garage. They have two storage lots that are adjacent to the LIRR right of way. These lots are used for storage of equipment and supplies. One lot is on North Street and one on Mayflower. We are concerned that these areas may be selected as staging areas or will be impacted by staging areas situated in close proximity to these areas. Both lots are a vital part of the operations of Public Works. Storage space is a premium these are the only two yards that the Village has for DPW use. It is mentioned that staging areas will be determined. Both of the Village yards must be maintained and used solely by the Village.

Further, we are concerned that the Creedmoor Spur Parking Lot, just one block north of the Mainline tracks and the Floral Park Station, may be selected as a staging area. The Creedmoor Spur Parking Lot provides 256 parking spaces.

These parking spaces are heavily depended upon by the local merchants, teachers parking at the local elementary school for daytime parking and by residents of the various apartment complexes that either adjoin or are in close proximity to the Creedmoor Spur Parking Lot. Further, the revenues generated for the Village from the parking at the Creedmoor Spur is significant.

DEPARTMENT OF BUILDINGS

As submitted by Superintendent of Buildings Stephen L. Siwinski

The Floral Park Building Department is charged with the protection of the general health, wealth and safety of the public.

We are concerned about the storm water drainage effect in businesses and residences during and after construction. If the LIRR is proposing to build massive concrete structures (and replacing the current condition of tracks surrounded by grass and other vegetation) to accommodate the addition of the proposed Third Track within the existing LIRR Right of Way, this may increase the storm water run-off from the tracks to surrounding homes and businesses. What plans does the LIRR have to ensure that storm water run-off is contained on LIRR property both during and after construction?

We are also concerned about the possibility of the impact of a severe weather event (i.e. hurricane) during construction. The long term closure of access to our business district on Tulip Avenue due to the combination of the proposed construction from this Mega Project together with a severe weather event could result in the permanent closure and loss of certain businesses in our community. What emergency management plans have been prepared to address this possibility?

Further, what will be the impact to the building structures of the residences and businesses in close proximity to where this construction will take place? What studies has the LIRR conducted as to the effect that the vibrations from construction will have on surrounding structures and what is their plan to mitigate such effects?

PUBLIC LIBRARY

*As submitted by **Library Director Patricia Eren***

The LIRR Third Track Project and its potential impact on the Floral Park Public Library must be identified. Some of the major issues and concerns that need to be addressed are listed as follows:

In 2015, the Floral Park Public Library boasted 9,740 registered borrowers. The demographics of this number include all ages: adults, children, tweens, teens and senior citizens. In addition, visitors from neighboring communities avail themselves of library services resulting in approximately 140,000 visits to the library annually.

The library is located across from the Floral Park station and in very close proximity to where the proposed construction area begins. The Scoping Document fails to identify specific staging areas for the placement of materials and equipment, etc. The library is concerned that the existing parking area next to the library may be utilized as a staging area. Most of the available parking for the library is provided by the parking lot adjacent to the Floral Park station. If these current parking spaces for the library were to become inaccessible because this area were to be used as a staging area for construction, the impact on the library would be significant. Loss of parking and severely limited accessibility to the library during the LIRR Third Track project would have a devastating effect on the running of the library.

The library provides such vital community services as: job search assistance, computer/WiFi access, reading and study facilities, educational, social and community outreach services and programs, to name just a few. The loss of these services for an extended period of time would cripple the library's support of the residents of the Floral Park community, as well as residents of neighboring communities.

The anticipated upset to traffic patterns and street access could likewise endanger the welfare of the children, youth, elderly and handicapped visitors who frequent the Floral Park Library on a daily basis. Traffic congestion would raise legitimate concerns for the safety of these library patrons.

The noise of construction, increased train and freight traffic noise as well as the potential threat to the area's air quality levels will also result in safety concerns for patrons, especially those with already limited capabilities.

The Village of Floral Park prides itself on the beauty of its 1936 red brick library building topped with cupola. There is a major, justifiable concern that the necessary extended construction work required to install the third track would cause structural damage to the library as it abuts the railroad.



LIRR Right of Way

RECREATION CENTER AND POOL COMPLEX

As submitted by Recreation Superintendent Kurt Meyfohr

As the Floral Park Recreation Center and Pool abut the LIRR right of way there are many concerns including the following:

- What are the plans to keep our facility safe from construction and damage?
- Slides for the pool are 11' away slide pool 15' away from the LIRR right of way
- Are background checks done on workers that will be near our facility?
- Will names of foreman/supervisors be provided when work next to our facility is being done along with contact numbers?
- Will the underpass (tunnel between North St. and Linden Ave) be closed off on and for how long?
- Where does their property line end? Current fence is about 3' from utility pole!
- Will new fences be put up on their property line and what type of fence would be used?
- Will there be any staging in or around our facility?
- Will any of the parking lots around our facility be used during construction?
- Will any chemicals be used in or around the facility?
- What testing has been done for chemicals and the pollutants in the LIRR Right of Way adjacent to the Floral Park Recreational Facility?
- Will MSD sheets be provided for any chemicals used?
- What traffic patterns will effect travel to the facility?
- What traffic studies have been done/or will be done relating to the impact of

construction as it related to access to our facility?

- What time of the year will staging, construction, and clean-up it take place and for how long?
- Will there be any disturbances to the playing fields; including grass & clay areas, irrigation, lighting, fences/backstops, bases plates, ground anchors?
- Will there be a silt fence around the construction and will it run into our facility?
- Will the storm water run-off from the LIRR Right of Way be contained to the LIRR property? What studies regarding storm water run-off have been conducted? What plans have been designed to contain the storm water run-off on the LIRR property?

LIRR Right of Way



Thomas J. Tweedy
Mayor, Inc. Village of Floral Park
Statement Submitted at Public Scoping Hearing, May 24, 2016

The speed with which the plans for seven grade crossings and 9.8 miles of new express track through some of the most densely populated and mature communities borders on the incomprehensible. The Governor asked the community leaders in Western Nassau County to listen to the State's representatives in developing this plan. We have listened and shared our concerns but our participation should not be inferred as consent. The only way this plan could move this quickly is because it is the same plan as that presented 10 years ago. If it is the same plan why is this not under the oversight of the Federal Transit Administration now? Scoping testimony and documents have already been provided 10 years ago. Why should those who testified 10 years ago be disenfranchised, why should they be ignored? We would accept that testimony as the State's scoping document is non responsive. Floral Park sat with the State's representatives three times yet none of our concerns are contained or addressed in this scoping document. Where is the track alignment, what is the right of way, what is the drainage plan, what parking will be lost due to building new superstructure to support new bridges, what operational benefits will be achieved or will we bear all the burden and derive none of the benefit? What impact will this plan have on our recreation center? When we began considering the development of our new Pool Complex in 2013 we looked at the MTA/LIRR's 5 year and 20 year Capital Programs, there were no budget proposals for any Mainline Capital Improvement. Without disclosing track alignment or the Means and Methods intended for the construction of this new track one can only assume the worst and despite due diligence by The Village and Cameron Engineering, our Architect, our Pools shells and our Village's investment are at risk.

At our adjacent Recreation Center: what is the visual impact as the train roars along on top of the retaining wall with baseball and hockey games right below, will there be walls to lessen the visual impact or address sound attenuation as trains roar beside our residents' homes and Recreation Center. We spent 18 months designing and mobilizing a new Pool Complex which was built in 9 months, opening on time and on budget – even through the brutal winter of 2014. This was possible due to good planning. To date there is little comparable planning, unless of course it is the same plan as 10 years ago. It is not our role to design your Track, it is yours to disclose. We did as the Governor requested, however we do not believe the justification for the Third Track has been achieved when compared to the incremental and less onerous LIRR proposals to address improvements and train movements along the Main Line, this combined with the lack of transparency and the segmentation strategy employed by the State's planning representatives is disturbing. Given the size and scope of this Megaproject we respectfully request an extension of the scoping comment period to 90 days, additional scoping hearings be convened in both Mineola and Floral Park, the disclosure of all plans and finally we request that the oversight of this project be returned to the FTA.

This is not a different plan and if it is show us.

Kevin M Fitzgerald

Deputy Mayor, Inc. Village of Floral Park

Statement Submitted at Public Scoping Hearing, May 24, 2016

Good morning, I am Kevin Fitzgerald Deputy Mayor of the Inc Village of Floral Park. Thank you for allowing me and our residents to comment on this potentially significant intrusion in our daily lives. Approximately a decade ago the same project was presented to us and, as is the style of the people of Floral Park, all documents were thoroughly reviewed to weigh the impacts and benefits. Unfortunately this time the Scoping Document is woefully short on particulars, especially those specific to Floral Park. There are no details or construction diagrams to visualize the impact or where specifically the additional track would start, what service changes would occur both during and after the proposed construction, what property easements are needed during the construction, the height of walls to be built, etc. In fact the document goes so far to state that “there would be no major station modifications at the Floral Park station as part of the propose project”. Therefore our residents do not have the requisite data to make informed commentary about this project. In fact since there is minimal information specific to Floral Park, some may think there is no or negligible impact to our Village. However based on a reading of the entire document we can see that a project of this size and scope will have a direct and meaningful impact on Floral Park

Separately the document has no discussions on the impact to the lives of the surrounding communities. Some of those concerns that will need to be described, studied and remediated are, but not limited to:

- The impact of construction vehicles, road closures, and increased traffic which will result in delays by our Police and Fire Department response times when seconds can mean the difference between life and death. Our emergency service teams respond to over 2,000 calls for service a year which our residents thankfully can rely on them being there when needed
- Impact to our Recreation Center and pool which abuts the right of way. This 13 acre facility is the center of our community from toddlers to senior citizens throughout the year. It should be noted that the 2015 to 2019 Capital Plan did not include a single line item for such an expansion and as such the Village in 2015 after reviewing the Capital Plan and other

related documents completed a \$6mm project to rebuild our community pool which was over 50 years old at the time

- What is the impact, whether it be noise, air quality especially for the infants and senior citizens, additional vehicle traffic, damage to property and to utilities caused by vibrations, to the residents and their homes especially those that live on surrounding blocks during a construction phase. Similarly, there is no discussion of the impacts of increased train and freight traffic if the additional track is completed

Additionally I would like to have entered into the record that the environmental impacts I previously mentioned have not meaningfully changed since the last time this project was brought forth, and I am therefore requesting that all comments both spoken and written made during the made public comment period in 2005 be reviewed and those questions and concerns also be answered as part of this project.

As time is limited during this meeting to set forth all my concerns, I will also be submitting, in writing, an extensive list of concerns that I have that I have not previously mentioned.

Lastly I would like to reiterate the seven points that the various Mayors of the communities along the mainline, including the Mayor of Floral Park have set forth as alternatives to addressing the potential need

- New Passenger Train Yard in Huntington to preset trains for westbound commute
- Electrify Port Jefferson Branch
- Completion 2nd track into Ronkonkoma
- Grade crossing elimination, in a contextually sensitive manner
- Correct the Jamaica Crawl along with upgrading problematic switches
- Compete East Side Access into Grand Central Terminal
- High speed signaling and switches in conjunction with passing sidings throughout the LIRR system

In closing, based on there being viable alternative and on the minimal information in the Scoping Document I have to express my opposition to this mega project as one would have to assume that this project will have a severe detrimental and lasting impact to the Village of Floral Park, its residents, businesses, and schools along with the way of life we have nurtured in our community for the last 108 years.

Dominick A. Longobardi
Trustee, Inc. Village of Floral Park
Statement Submitted at Public Scoping Hearing, May 24, 2016

Good Morning/Evening – My name is Dominick A. Longobardi and I currently serve as a Trustee on the Village Board of the Incorporated Village of Floral Park.

I want to take this opportunity to thank you for taking the time to listen to our concerns regarding Governor Cuomo's Plan to place a third track along the Mainline Corridor between our Village of Floral Park and Hicksville.

Let me say this at the outset. While I respect the Governor for his efforts and all of the other agencies and groups here promoting this project for the jobs they claim it will create, I, along with my fellow local officials and neighbors are asking that this particular project be put into context with other projects that will not only create jobs but will accomplish the similar streamlining effects for rail commuters as this project claims without creating those detrimental effects to the very livelihoods of those it purports to want to help, namely the residents and businesses along the mainline corridor. Also, allow me make this very clear, creating jobs is important to all of us. As a point of fact, these proposals and thoughts were outlined in a letter submitted by the mayors of local villages along the mainline to the Nassau County Village Officials Association, have been promoted by LIRR President Neil Nowakowski and shared with the Governor's staff. In addition, this letter was submitted to the record this morning by my colleague, Mayor Tom Tweedy of the Village of Floral Park, on behalf of those mayors and their respective communities. Upon your review of this letter, you will see that the proposed project is not necessary at this time and, in fact, should be a last resort for its purpose when all other options and plans have been completed.

All of this being said, I bring to your attention page 28 of the scoping document which states under the heading, "Cumulative and Secondary Impacts", "Cumulative impacts are those that result from a project in conjunction with other past, present and reasonably foreseeable future actions... the DEIS will contain an assessment of the Proposed Project's cumulative and secondary impacts and benefits for all applicable resources." To illustrate the fact that other projects and ideas are on the table, I point you to the recent scoping hearings held on Long Island by the Federal Railroad Administration discussing future possible development in the North East Corridor. Based upon these

hearings, I think it is fair to say that Mr. Nowakowski, the MTA/LIRR and the Governor aren't the only ones thinking about rail expansion in the exact same area, let alone the exact same spot!! . On January 12th of this year, on behalf of the Village Board and the residents of the Village of Floral Park, fellow Trustee, Dr. Lynn Pombonyo, and I went and testified at similar scoping hearings being held to comment on the upcoming Draft Environmental Impact Statement for the North East Corridor Project. This NEC Project would provide for a rail line running up from Washington, D.C., across Long Island, and up into Boston. Of course the described is the short version. There are a lot more stops in between. One version of this plan would have the NEC line and the LIRR Third Track right next to each other where the Third Track purports to begin in Floral Park. It would then begin an ascent into a tunnel as it rides along the proposed Third Track and then follows the LIRR Hempstead Branch. While the Governor claims he is not taking any homes or businesses, someone here has to be taking something if these two projects are built because there just isn't enough room for both let alone each one individually. What I find amazing about this and the NEC scoping hearings is the lack of detail offered in each plan. In addition, the lack of detail is so evident that one should question how either plan could work given the brief description available for both and how either plan could never allow for the assessment of any impact of either project let alone the impacts of looking at them in the context of the other, and other plans offered.

There is an answer. As stated on page 28 and referenced above, it is the obligation of the MTA/LIRR to thoroughly investigate such plans as those like the NEC and other such work, be it the MTA/LIRR's work or not, that will impact the proposed Third Track. Therefore, as required by the specifications in the MTA/LIRR scoping document on page 28, I am requesting a full study of both the NEC and MTA/LIRR Third Track plans be done by the MTA/LIRR in light of the impacts the other plan might bestow on the surrounding communities. I am also requesting that a full assessment be done as to how the MTA/LIRR will mitigate any impacts that the NEC plan will cause should the MTA/LIRR move forward with its plans to build a Third Track. This should occur even if the NEC plan should come after the Third Track is built. I realize it is a lot of work, but it is, as part of the DEIS, the obligation of the MTA/LIRR to do so. I would also point out that the work may be made easier as the engineering teams for the NEC project and the Third Track project include the same firm of AECOM.

I thank you for taking the time to listen to these issues as they represent a very concerned community. If you need me to clarify any of my statements, please feel free to contact me and I look forward to your response. Thank you, again.

**Attachment 1. NEC FUTURE: A Rail Investment Plan for the
Northeast Corridor Tier 1 Draft EIS Summary**

Dr. Lynn Pombonyo
Trustee, Inc. Village of Floral Park
Statement Submitted at Public Scoping Hearing,
May 24, 2016, A.M. Session

I am here today to address concerns regarding the limited detail that is provided in the *LIRR Expansion Project, Draft SEQRA Scoping Document*, dated May 5, 2016. Specifically, I will be commenting on the sections titled *Contaminated Materials*, pages 18-19, and *Hazardous Materials*, page 27.

The two aforementioned passages in the scoping document provide a brief, general overview of the process that will presumably be described in the Draft Environmental Impact Statement (DEIS). The introduction to the *Contaminated Materials* section of the scoping document makes reference to the Study Area, also known as the Project Corridor, which includes “an approximately ¼-mile buffer along the right-of-way and ½-mile area around the station areas and grade crossings,” as described on page 12.

As a resident of Floral Park, Trustee of the Inc. Village of Floral Park, and the former Superintendent of the Floral Park-Bellerose School District, I want to address numerous concerns relating to the lack of specificity of the scoping document as it relates to soil and water contamination. In 2008, the MTA/LIRR released a lengthy, detailed document entitled *Site Assessment Remedial Action Work Plan/Floral Park Substation: Site No. V00389-1*. In the summer of 2008, approximately 760 cubic yards of contaminated soil were removed from eleven sites immediately surrounding the Floral Park substation and adjacent to the John Lewis Childs Elementary School field in the Floral Park-Bellerose School District. These eleven sites contained mercury at “concentrations above NYS Dept. of Environmental Conservation (DEC) recommended cleanup objectives.” The eleven areas requiring remediation called for removal of the contaminated soil at depths from one to six feet below ground surface. This single, limited, localized project was described in at least one 64-page work plan, had a two-year remediation timeline, 2007 through 2009, and contained numerous, complex measures to assure community, school and worker health and safety throughout the process. It is important to note that this substation and surrounding areas of prior mercury contamination are all well within the current Study

Area/Project Corridor, east of the Floral Park LIRR station, and along the planned third track corridor.

I am offering this example to convey the very serious concerns about the possibility of additional soil and/or water contamination and the presence of hazardous materials which would require a complex remediation plan that must be detailed in the DEIS. Therefore, the DEIS must address the following:

1. How will the soil along the 9.8 mile Study Area/Project Corridor be tested prior to the third track construction? Will the NYSDEC and/or other agencies review all testing results and will they be made available for independent review by the public?
2. If contaminants are found, how will the MTA/LIRR notify the public? What will be the level of NYSDEC and other agency oversight of all follow-up activities?
3. If remediation is necessary, will all work on the project that involves the movement of soil cease? What are the plans for security at the sites, dust suppression (i.e., imposing wind velocity limits on the removal of contaminants), and the transportation of hazardous materials out of the area? How will air quality be monitored during all remediation projects? What will be the plan for developing the remedial action documents? How will the MTA/LIRR make copies of all relevant documents readily available to the public?
4. During all potential remediation projects, what will be the level of NYSDEC and other agency monitoring? How will public notifications and updates be disseminated by the MTA/LIRR?
5. In the event that remediation projects take place, what assurances will be provided at the conclusion of the work that the contaminated sites are no longer hazardous? What will be the roles of the NYSDEC and other agencies in the testing and follow-up processes? How will public notifications of the testing results take place?
6. What is the plan for soil and water testing at various stages throughout the entire third track construction period, and along the entire 9.8 mile Study Area/Project Corridor?

Thank you for your consideration, study of and future responses to these concerns and questions.

Dr. Lynn Pombonyo
Trustee, Inc. Village of Floral Park
Statement Submitted at Public Scoping Hearing,
May 24, 2016, P..M. Session

At this morning's public hearing in New Hyde Park, I offered comment about soil and water contamination. In 2008, Floral Park faced the very real problem of 760 cubic yards of soil that were contaminated by mercury at the LIRR substation on Plainfield Avenue; in the vicinity of the John Lewis Childs Elementary School field in the Floral Park-Bellerose School District; and along the path of the proposed third track project. The contaminated soil was removed as part of a highly complex two-year remediation project that was carefully planned and executed with NYSDEC and school district oversight. Given that this mercury contamination existed at at least six other railroad facilities, the potential is there for soil contamination in numerous places along the 9.8 mile proposed third track corridor. In this regard, the Draft Environmental Impact Statement (DEIS) must address numerous concerns relating to pre-testing of the soil before third track construction and grade crossing eliminations; remediation which, if necessary, is done with DEC and local oversight; and ongoing monitoring to insure that the communities, school children and staffs, and railroad workers are not exposed to hazardous materials in the soil or air. This dangerous possibility must be addressed along the entire 9.8 mile proposed third track corridor.

Tonight, I will address the limitations of the LIRR Expansion Project, Draft SEQRA Scoping Document, dated May 5, 2016, in providing adequate detail regarding other significant concerns:

- Use of the Floral Park recreation center, new swimming pool complex, and the John Lewis Childs Elementary School, field and playground – The scoping document doesn't even mention any of these important facilities, all of which about the proposed third track.

1. First, the DEIS must address staging areas for its construction teams and equipment. Will any of these large pieces of property which serve thousands of children, families and community members be used as staging areas at any time during the proposed construction? What about private and business properties, will they be designated as staging areas?

2. Second, as construction starts, there is the inevitable digging into the soil and placing it in large construction piles which, in Floral Park's case, will be directly alongside our school and village fields, and village swimming pools. I addressed the dangers of contamination this morning. However, in a best case scenario, even if the soil is free of hazardous materials, the DEIS must address breezy/windy conditions when the soil particles will become airborne and blow across areas while children are playing and community members are engaged in recreational activities. Furthermore, when driven by wind in the warm weather, airborne soil makes its way into open windows in homes, schools, businesses and any buildings which are not air conditioned. The DEIS must address the impact and mitigation of construction soil becoming airborne along the entire 9.8 mile length of this massive construction project.

3. Third, for those of us who have firsthand experience with prior MTA/LIRR construction projects, we know all too well of the problems of increased rodent infestation during major construction. The DEIS must provide assurances that the MTA/LIRR will prevent this serious health-related issue in the third track communities. Mitigation is not sufficient. Prevention is essential.

- Status of the LIRR station at Floral Park – Page 6 of the scoping document states, “No major station modifications would be made at Floral Park or Hicksville stations as part of the Proposed Project.” While the document goes on to state that plans are in place for platform reconstruction and new amenities, including a new elevator, at the Hicksville station, Floral Park is left to question what does “no major station modifications” include and not include? Will there be minor modifications? And since the Floral Park station is not handicapped accessible, the DEIS must also address ADA compliance. The only elevator is built for freight and is currently in disrepair.

It is our expectation that all of the public hearing comments and concerns will be given significant attention in the upcoming DEIS. Thank you.

Archie T. Cheng
Trustee, Inc. Village of Floral Park
Statement Submitted at Public Scoping Hearing, May 24, 2016

As a Trustee of the Village of Floral Park and the Chairperson of the Village's 3rd Track Committee, I am thankful for the opportunity to comment on the LIRR Expansion Project Draft SEQRA Scoping Document.

As a former Trustee of the Floral Park-Bellerose Union Free School District and Sewanhaka Central High School District, I was certainly caught off guard when Governor Cuomo resurrected the 3rd track project. A decade ago, Floral Park was caught in the crosshairs of the installation of a 3rd track from Queens Village to Hicksville. The last time, comments were made throughout the hearing process about 100 plus property takings, length of time of construction and its impact on our Village and School Districts, substantiated environmental concerns regarding contamination in the soil in and around the Railroad Right of Way, and temporary takings by the MTA/LIRR to enable the construction to take place.

The first page of the Scoping Document states "The LIRR Expansion Project represents a fresh approach to bringing the third track to fruition". It also states, as did Governor Cuomo, "that this project will set the standard for positive community engagement". I was thankful that I and colleagues from other Villages along the Main Line were invited to many meetings with representatives from the Governor's Office, the MTA, the LIRR and the NY State Department of Transportation. We were advised that our input was being sought so the Project Plan would address our concerns. I, for one, looked forward to advancing the concerns of the Village of Floral Park and its two School Districts. I also looked forward to seeing the Plan and how it addressed our concerns.

Discussions were had on numerous issues including the need for the 3rd track, where and how it would be constructed, impacts during construction, environmental concerns, impacts to our downtown area and Recreation Center, and safety issues. From day one I asked what I thought was the simplest of questions: Where is the LIRR's Right of Way? After all of our meetings and in reviewing the Scoping Document, that simple question has not been answered. In fact, at one of the meetings and after asking the question, I was admonished to not be so skeptical. While "community engagement" was sought, I do not believe at the present that it was "positive".

Nevertheless, I would like to limit my comments on the construction stage of the Project.

WHERE?

On Page 12 of the Scoping Document, it is stated that “The Project Corridor comprises the railroad right-of-way, station areas, and grade crossings from Floral Park to Hicksville and **an approximately ¼ mile buffer along the right-of-way and ½ mile area around the station areas and grade crossings.**”(emphasis added)

First, and again, where is the Right of Way (ROW)? It has been stated that there will not be any residential takings and only limited commercial takings at or near the planned grade crossing elimination areas. Without knowing where the ROW is, it is impossible to comment on behalf of my constituents. Furthermore, while there may not be any **permanent** taking of residential property, does the Plan anticipate the need for temporary construction easements over residential property? I personally went back into the records of our Building Department to review the surveys drawn when the tracks in Floral Park were elevated. Those surveys showed the permanent ROW to be 66 feet wide. They also showed that the temporary working easements substantially widened the area in which the LIRR conducted construction. So much so that the fenced in area of the temporary ROW was within 4-5 feet of the back doors of the houses on Charles Street. Even though that encroachment of residents' property was temporary (how many years did it take to raise the tracks?), I would like to know if the homeowners impacted saw the taking as temporary. Yes, they knew when they bought their house that they would hear trains that were in close proximity to their property. But did they ever expect that the LIRR would want to widen their ROW again? Could they enjoy their backyard? Could they open their windows without dirt and who knows what else came into their house? Could they sleep or enjoy the interior of their homes? Finally, even if they had to, could they sell their home? Temporary maybe, but how long will this Project take and affect the ¼ mile area around the ROW and ½ mile area around the Floral Park Railroad Station?

WHEN?

Our Recreation Center and new Pool Complex, two elementary schools, and numerous businesses about the existing ROW. What will the impact be during and after construction?

As to our Pool, we are concerned that necessary construction to build a 3rd Track will affect the integrity of the pool walls and the “patio” area around the Pool. We have yet to hear when construction will take place. If construction takes place in the summer months, our residents’ ability to enjoy our Pool Complex and our Village’s ability to continue to pay for the new Pool will be drastically affected. If it takes place during the winter, spring and fall, our children’s organized and non-organized sports programs will be affected. Truth be told, our Recreation Complex is utilized year round so any construction impact will greatly diminish our resident’s way of life.

As to our schools, due to their close proximity to the ROW during construction, instruction of our children will no doubt be impacted. In the warm weather, will the District have to close windows to cancel out construction noise and stop dirt, dust and other potential contaminants from entering the buildings? At the present time, the School District’s bus parking lot and part of the playground at the John Lewis Childs School is owned by the MTA/LIRR. As a holdover sub-tenant of an expired lease the Village had with the MTA/LIRR, the School District occupies a portion of the old Creedmoor Spur. Prior to the announcement of the Project, the School District had plans to expand and repave the bus parking lot. Discussions regarding a long term lease were about to take place. Without the new lease, the School District would not be able to obtain State Aid for the bus parking lot project. After many discussions with the State and MTA/LIRR, we were informed that no action would take place on this issue until the MTA/LIRR decided if it needed the Creedmoor Spur for staging and/or parking for workers during construction. Our School District needs this Lease now!

In the same vein, the Village needs the parking lot in the old Creedmoor Spur not only for revenue, but also parking for the numerous owners at the Flowerview Apartment complex, employees at our largest office building, and employees of the School district. If the MTA/LIRR decides to use our largest parking lot, where will all of the cars go? There is not enough room now for the cars in our Village and certainly loss of parking spaces will put a strain on the people affected if the Village loses this lot.

Finally, when will the hours of construction be? If the Project will be completed as promised in an expedited manner, does that mean 24 hour, seven days a week construction? If not, how long will the Project and its construction take?

HOW?

I am not an engineer and will let the experts discuss how a project of this magnitude is completed. I do not understand how new retaining walls will be built without impacting our Pool and Recreation Center. I do not understand how enlargement of the track area will be done without impacting homes and businesses. I certainly hope that the DEIS will address these issues and not merely state that this is a “design and build” project. We need to see the design before building commences. How else will we be able to address the issues facing our Village?

I would also like to know what is the plan for traffic? Page 6 of the Scoping Document states “No major modifications would be made at Floral Park or Hicksville stations as part of the Proposed Project.” Yet, during our meetings, we were told that the void between the tracks above South Tyson Avenue would have to be filled with new columns and track bed. I again do not understand how the work can be done without affecting our train station. If South Tyson Avenue is closed, how do school busses drop off and pick up students at JLCS? How does our Police and Fire Department respond not only to emergencies at John Lewis Childs School but the entire north side of our Village? The only alternative is to take a detour to Tulip and Plainfield Avenues and in so doing wasting valuable seconds.

I would like to understand how the NYS Department of Transportation plans to divert traffic during the elimination of grade crossings in New Hyde Park. We were informed that Covert Avenue would be first. The plan was to divert traffic north of the tracks westbound to Plainfield Avenue. As anyone in the Village knows, Plainfield Avenue is already over run with traffic and there is no chance Plainfield could accommodate additional traffic. South of the main line, traffic would have to travel to Tulip Avenue or, if more familiar with Floral Park, travel along Terrace, Stewart, Cisney, Beverly and Marshall. All side streets with only single family homes and all of them leading to access to our Recreation Center. To me, questions of safety certainly abound with the diversion of traffic during the approximately six months (as stated in the Scoping Document) it will take to eliminate the Covert Avenue grade crossings.

The above represents only a few of the numerous issues raised during the community involvement period that were not addressed in the Scoping Document. It is my hope that they will be answered in the DEIS and that we again will have sufficient time to review, engage experts, and express our comment before a final EIS is published.

Gerard M. Bambrick
Village Administrator, Inc. Village of Floral Park
Statement Submitted at Public Scoping Hearing, May 24, 2016

Good evening. Gerard Bambrick, 318 Carnation Avenue, Floral Park, NY. 11001. I am the Village Administrator for the Village of Floral Park. Also, I am a former Trustee of the Village and formerly I served as a member and Vice Chairman of the Nassau County Planning Commission.

I would like to address the alternatives that the MTA/LIRR has considered and will consider, as opposed to proceeding with the Third Track Proposal. At page 29 of the Scoping Document, you correctly state that SEQRA requires that the LIRR “describe and evaluate ‘the range of reasonable alternatives to the action that are feasible, considering the **objectives** and capabilities of the project sponsor.’”

Based on that statement in the SEQRA regulations and in the LIRR’s Scoping Document, before you can inquire into alternatives to be considered, first you must define what your objectives are. Here there seems to be some confusion on the part of the proponents of this Mega Project as to what the objectives of this Mega Project are. The Governor has informed the Mayors along the Third Track that the project has nothing to do with the reverse commute and nothing to do with increased freight. Yet many of the most vocal proponents of this plan say it will lead to a new era of reverse commuting.

So which is it? Is the Governor incorrect, and this project is, in fact, being undertaken for purposes of fostering a reverse commute? If so, what studies and analyses and data can you provide for the conclusion that there is a justification for this project based on the demand for a reverse commute?

If the Governor is correct, and this project has nothing to do with the reverse commute, and nothing to do with increasing freight capacity, as we have been told, then the only remaining rationale for this project would be to reduce service disruption and delays on the Mainline. That certainly is a worthwhile goal, but, as you acknowledge, SEQRA requires that you consider less disruptive alternatives as a means of obtaining that goal.

If that is the case, then we can address alternatives to be considered, and the questions become:

- (1) What other, less disruptive, alternatives has the LIRR considered to the Third Track Project to reduce service disruptions and delays on the Mainline?
- (2) What studies have been done and what professionals, such as engineers, have been retained to evaluate these alternatives?
- (3) Why do these alternatives fail to adequately address the service disruption and delays on the Mainline so that there is a need for this Third Track Mega Project?

Specifically, before the 3rd Track Plan was resurrected, LIRR President Nowakowski had set forth 7 very specific proposals to address service improvements along the Mainline . (President Nowakowski's 7 points are set forth in the Mainline Mayors' February 3rd letter, a copy of which is submitted with these comments. Also submitted is the follow up letter from the Mainline Mayors, dated May 16, 2016). In fact, at pages 4 and 5 of the Scoping Document, the LIRR states that the LIRR is "moving forward" with these 7 points of President Nowakowski's Plan.

If so, then:

What studies/analyses have you done to determine that implementation of these projects at pages 4 and 5 of the Scoping Document are insufficient to address the service disruption and delays along the Mainline?

Why is it not advisable or feasible to implement these already identified projects by President Nowakowski **first**, and **then** evaluate their effect on service disruption and delays along the Mainline before subjecting residents and businesses along the 9.8 mile stretch of this Third Track Mega Project to the years of disruption to their lives and businesses that the Third Track Project will necessarily entail?

Also, the introductory film at the beginning of this Scoping Hearing acknowledges that grade crossing eliminations would have a positive effect on service disruptions and delays along the Mainline in and of themselves and separate and apart from the balance of the Third Track Project. Why is it not advisable or feasible to complete the grade crossing eliminations as a separate

project first and then evaluate need of the Third Track Project before the LIRR subjects the residents along the Mainline to years of disruption?

Finally, I want to address the “No Action Alternative” that you state will be considered at page 29 of the Scoping Document. The Scoping Document states that the “No Action Alternative” “serves as the baseline condition against which” the potential benefits and impacts of the Third Track Project will be evaluated.

The No Action Alternative should include as its baseline an analysis of the positive impact that will result from implementation of President Nowakowski’s 7 Point Plan (which are essentially those projects set forth at pages 4 and 5 of the Scoping Document). In other words, the No Action Alternative should be measure the positive impact, if any, of the Third Track Project over and above the positive impacts that can be achieved from implementation of President Nowakowski’s 7 Point Plan. The No Action Alternative cannot, and should not be, a comparison of the services provided now, before implementation of President Nowakowski’s Plan, and then subsume the benefits resulting from Nowakowski’s Plan into an analysis what can be achieved if you proceed with the Third Track Project. That would unduly inflate the analysis of what can be achieved if you proceed with the Third Track Project.

Attachment 2: May 16, 2016 letter from 8 Mainline Mayors to Nassau County Village Officials Assn. (NCVOA)

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Attachment 3: February 3, 2016 letter from 8 Mainline Mayors to NCVOA

Susan E. Walsh
Clerk, Inc. Village of Floral Park
Statement Submitted at Public Scoping Hearing, May 24, 2016

As Village Clerk of the Incorporated Village of Floral Park, please accept the following as my statement to be placed on the record at the scoping hearing regarding the LIRR Third Track Expansion Project:

FACTS:

- ➔ Village of Floral Park is 108 years old;
- ➔ 1.5 square miles small;
- ➔ Population of approximately 16,000;
- ➔ Floral Park is one of the five full service Villages in Nassau County;

What does that mean – Floral Park provides the following services to its taxpayers:

Library – buffers the LIRR,

Recreation Building - buffers the LIRR & home to over 50 community organizations;

3 Firehouses – including an ambulance vehicle, hook & ladder truck & 3 fire trucks;

Pool Facility -buffers the LIRR & home to swim meets, swim lessons & recreational sport activities;

Police Department – 35 man police department with approximately 10 police vehicles and is located ½ block away from the mainline;

Public Works Building – includes sanitation trucks; parks equipment, auto mechanic repair garage; road construction equipment; recycling services – all services provided five days a week;

Re-fueling (Gas) Station – provide gasoline to school buses, all emergency vehicles in Floral Park and neighboring villages;

Village Hall – ½ block away from the railroad & employs approximately 50 employees;

Additionally:

Two (2) Elementary Schools both buffer the LIRR & require bus transportation;

2 High Schools – one located on Covert & Tulip Avenues;

3 Business Districts - two of three districts buffer the LIRR;

10 Houses of Worship;

Parking Permits: the Village issues approximately 300 parking permits for commuter/under the railroad parking; approximately 1000 permits for both residential & and commuter permits are issued at the Creedmoor Spur.

This is a brief snapshot of Floral Park and would like Governor Cuomo to understand Floral Park's complex demographics before decisions are made. Therefore, by way of this statement, I would like to take this opportunity to cordially invite Governor Cuomo visit Floral Park and the Village Administration would be happy to provide an up close and personal tour of our Village so that he may visualize the impact this project would have on the day to day operations of our community.

Please don't hesitate to contact me at (516) 326-6300.

MAYOR
NICHOLAS P. EPISCOPIA

TRUSTEES
BRIAN C. DAUGHNEY
JOHN A. DEMARO
ROBERT A. BOLEBRUCH
RICHARD V. SILVER
THERESA A. TROUVÉ
STEPHEN S. MAKRINOS
JOHN M. DELANY

VILLAGE ADMINISTRATOR
RALPH V. SUOZZI

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REGION 10 RDO
JAN 23 2017 PM 2:22

January 18, 2017

Mr. Joseph Brown
Regional Director
NYS Department of Transportation
State Office Building
250 Veterans Memorial Highway
Hauppauge, New York 11788

Dear Mr. Brown:

Receipt is hereby acknowledged of your letter dated December 27, 2016 in connection with the proposed Long Island Rail Road Expansion Project between Floral Park and Hicksville.

In your correspondence, you note that the Village of Garden City owns property adjacent to the project. You then state that "... as the project team has previously discussed with you, a portion of such property may need to be temporarily or permanently acquired by Memorandum of Understanding (MOU) or eminent domain in order to construct the project." (Emphasis added). First, we need to be clear regarding the details of discussions that have been held. We have not met with any NYSDOT or LIRR personnel; we have had only informal meetings with representatives of the MTA and the Governor's Office. Second, there has been no formal description of property to be taken, whether temporarily or permanently. Although the Third Track Team had made mention of the Project's need for the temporary use of some adjacent land (i.e., for the placement of construction equipment and vehicles during the construction phase, a use to which our Village readily acceded under appropriate licensing arrangements), **there has been no prior discussion involving representatives of Garden City concerning any permanent acquisitions of Garden City land, nor any discussion of the use of MTSA/IRR powers of eminent domain.** As noted in numerous public statements and the DEIS itself, the entire project is being presented as a "design build" and therefore there are many parts of the Third Track Project, including any temporary need for the use of Garden City and private property during the construction phase which have yet to be identified or determined.

Your letter makes a vague reference to information the Draft Environmental Impact Statement (DEIS) (we are writing to the DOT—it is not DOT's DEIS), issued by the MTA/LIRR. But no specifics on where to find information relevant to your letter in the DEIS is provided. In reviewing the DEIS, we note that it explicitly states that "... avoidance of residential property

acquisitions and minimization of all commercial property acquisitions are key guiding principles of the LIRR Expansion Project.” (See DEIS “Property Acquisitions” at page I-33.) We are gratified that the subsequent tables identify zero parcels in Garden City for “Anticipated Full Property Acquisition.” The DEIS identifies a partial parcel for “Anticipated Partial Property Acquisition” in Table I-10 of the DEIS “Property Acquisitions” at page I-34. Additionally three parcels of village-owned property are earmarked for acquisition due to the alleged need for “Retaining wall and sidewalk construction to accommodate New Hyde Park Road grade crossing elimination” and “Station platform at New Hyde Park station to accommodate new third track” (See “Anticipated Public ROW Impacts” at DEIS “Property Acquisitions” in Table I-12 at page I-35.).

Are these temporary or partial acquisitions? Are portions of the parcels to be acquired, or the entirety of the parcels? Neither your letter nor the DEIS provides this information the referenced, unless it is buried in some Appendix that you have not identified. This raises a fundamental question as to how you expect to Village to provide a substantive response. You have offered virtually no details or information on the acquisition.

In short, contrary to prior representations, and contrary to the recital in your correspondence of “prior discussions,” the DEIS now for the first time identifies village properties which are proposed to be “acquired” for the Project. We also note for the record, that although your letter is dated as of December 27, 2016, it was not received in Village Hall until January 10, 2017. Since DOT apparently seeks to bootstrap required hearings prior to any “takings” of Village land onto the MTA/LIRR DEIS hearings, in addition failing to provide the Village with adequate specifics, it appears DOT may not have followed lawful procedure. Therefore, since your letter attempts to adversely affect our legal rights and ability to respond, this letter should be viewed as our formal objection to this improper attempt to curtail our rights. Further, we reserve all of our rights related to this matter.

Sincerely,



*Nicholas P. Episcopia
Mayor*

NPE/kma

February 2017

Edward M. Dumas
Vice President Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road
MC 1131 Jamaica Station Building
Jamaica NY 11435

Dear Mr. Dumas:

Historically, local communities along the 9.8 mile Main Line have opposed the LIRR Third Track Expansion Project, installation of continuous third track between Floral Park (Nassau) and Hicksville. The second time, one hundred and forty one local organizations and officeholders voiced their opposition and 10,000 people signed a petition against it. The current Draft Environmental Impact Statement for the LIRR Expansion Project (DEIS) does nothing to ameliorate our steadfast opposition against the proposal.

I implore you to not waste any more time and tax revenue on this misguided project. I am against the Third Rail for the following reasons:

1. There is no substantiated justification of the reverse commute logic for this massive construction project – no demand for non-traditional trips, expanded corporate base, high paying positions, ability to pay LIRR fares, preferred alternative to expressways and parkways, supplanting of necessity for auto, etc.; current reverse peak ridership is exceedingly low;
2. Beveridge & Diamond, the attorneys hired by Floral Park, Garden City, and New Hyde Park, advised the MTA/LIRR is proceeding as lead agency under NY's State Environmental Quality Review Act rather than the Federal National Environmental Policy Act which would allow a federal body to act as the lead agency and the affected communities to participate in the review process.
3. MTA/LIRR stated they are foregoing federal funding of this project. The excessive expenditure of over two billion dollars is fraudulent; the financial cost will ultimately be borne by LIRR commuters (fares) and homeowners (taxes) along the main line.
4. The Proposed Project will add eight eastbound AM peak trains and only one westbound AM Peak train, and the opposite equivalent during PM peak. Currently 252 trains operate daily between Floral Park and Mineola and 215 between Mineola and Hicksville; this will increase to 297 and 260 respectively.
5. Suffolk County recently outlawed their garbage landfills and intends to utilize the NY & Atlantic Railway's freight trains to move their refuse through Nassau to Brooklyn and Queens sites; freight trains already transport construction materials and demolition debris, flour, food products, liquefied propane gas, bio-diesel, stone, aggregates, and lumber.
6. The five year construction period from 2017 to 2022, including overnight and weekend hours, would devastate communities. It would impede businesses; traffic flow for police, rescue, fire vehicles, and residents; decrease available parking; diminish quality of life; etc.

7. Agent Orange and herbicides were sprayed along the Main Line during the 1970s; unearthing the nondegrading toxin may cause adverse health effects on people and animals; drilling piles may contaminate our ground water wells;
8. Realization will cause an increase in the round-the-clock number of passing commuter and freight trains; acceleration of energy usage and carbon emissions; transport of hazardous materials and refuse; loud noise and damaging vibrations.
9. When the LIRR transformed the street-level Bellerose (Nassau) and Floral Park (Nassau) tracks to elevated lines in the 1960s, they secured 15 foot easements on bordering property.
10. Future construction of the East Side Access Project is scheduled from 2023 to 2040; the Hempstead line will operate through Jamaica to either Grand Central Station or Penn Station, not Atlantic Terminal; the Bellerose (Nassau) stop will be discontinued. This Project will add eight westbound AM peak trains. This will increase to 317 trains operating daily between Floral Park and Mineola and 279 between Mineola and Hicksville.
11. There are no cited or conceivable commensurate benefits to the effected Main Line Nassau communities from the Third Track Expansion Project and the East Side Access Project.

Please consider the following rational, cost effective, community-friendly alternatives that will actually improve system safety and reliability by rectifying root causes of legitimate issues; some were proposed by Pat Nowakowski, President of MTA LIRR:

1. Eliminate the seven street-level or grade crossing along the Main Line at New Hyde Park Road, Covert Avenue, South 12 Street, Willis Avenue, Main Street, Urban Avenue, and School Street.
2. Upgrade high-speed signaling and switches, passing sidings, and power equipment along the Main Line.
3. Institute positive train control on all Main Line trains;
4. Increase the number of cars on existing peak Main Line trains; e.g., from six to twelve.
5. Replace existing track from Jamaica to Floral Park (Nassau).
6. Institute more westbound morning and eastbound evening peak Main Line trains.
7. Institute express trains by eliminating Queens Village, Hollis, Jamaica, Kew Gardens, Forest Hills, and Woodside stops during peak hours on Mail Line.
8. Include the Floral Park (Nassau) stop on the Hicksville, Oyster Bay, Port Jefferson lines that already stop at New Hyde Park.
9. Purchase new trains for the Main Line.
10. Make the Floral Park (Nassau) station handicap accessible or ADA compliant.
11. Suffolk County should barge or truck their refuse.

A concerned citizen and taxpayer,

Signature 
Name Nicole Pastorelli
Address 91 Tulip Ave
City Floral PK, NY 11001



**TOWN OF OYSTER BAY
DEPARTMENT OF ENVIRONMENTAL RESOURCES**

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Commissioner

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February 14, 2017

Edward M. Dumas, Vice President – Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road, MC 1131
Jamaica Station Building
Jamaica, NY 11435

**Re: LIRR Expansion Project from Floral Park to
Hicksville – DEIS Comments**

Dear Mr. Dumas:

The Town of Oyster Bay Department of Environmental Resources (DER) has reviewed the Draft Environmental Impact Statement ("DEIS"), dated November 2016, for the above referenced project. Town staff worked with Cashin Spinelli & Ferretti, LLC ("CSF") to provide comments on the DEIS. While there are many issues of concern as it pertains to the DEIS for the LIRR Expansion Project ("Proposed Project"), the priority deficiencies from DER's perspective are as follows:

- There is no traffic study for Hicksville as part of the DEIS.
- Parking space availability in Hicksville will still be insufficient to meet existing and future demand even with the two proposed parking garages in Hicksville.
- There is no analysis for potential impacts to other communities in the Town of Oyster Bay (i.e., Syosset, Jericho and Woodbury on the Port Jefferson Branch, and Bethpage and Farmingdale on the Ronkonkoma Branch).
- The Land Use Figures for Hicksville are inaccurate; as parking and traffic are a function of land use, this is very problematic.
- The Cumulative Impacts Analysis is limited only to rail road-specific initiatives and does not include the cumulative and secondary impacts of local and regional planning projects.
- Hicksville Station Improvements Project was segmented from the environmental review process for the Proposed Project.
- There is no tree replanting or green space plan in place to offset the hundreds of trees planned for removal.
- Stormwater management and mitigation pollutants carried in stormwater runoff is not sufficiently addressed – not only is the historic chemical application information "unavailable", existing drainage ditches "appear" to meet stormwater management requirements.
- Information regarding contaminated materials and impacts of bioaccumulation of chemicals in soils and groundwater is insufficient. Impacts of decades of pesticide, herbicide, and rodenticide applications have not been adequately studied. Historical information as stated in the DEIS is "anecdotal", yet the DEIS arrives at the conclusion the Proposed Project will

not have a significant adverse impact to the environment (without the necessary substantiation to support that conclusion).

DER offers the following comments, submitted on behalf of the Town of Oyster Bay, for consideration in preparing the Final Environmental Impact Statement (FEIS) for the proposed action pursuant to the State Environmental Quality Review Act (SEQRA).

Summary

Page S-2

The second bullet point describing the proposed parking garages in Hicksville does not specify that the 675-space parking structure will have one level below deck whereas the 608-space parking lot does include notation of that feature. There should be consistency throughout the report (i.e., page I-32 and in the *Preliminary Technical Engineering Memorandum*, Appendix A) and an accurate description of the proposed structures regarding the subterranean feature.

Page S-25

Stormwater management practices for the Proposed Project have been designed for the current 100-year storm event. With the potential for substantial increases in the frequency and scale of downpour events it is possible that these systems may not be as resilient as possible. However, it would not be practicable to install stormwater management practices sized for a larger event given the space constraints of the right-of-way.

Installation of an appropriate stormwater management system is critical; implementing a sufficiently sized system should not be dismissed without full investigation of the feasibility of alternate stormwater management structures. A detailed discussion of the stormwater management practices should be included in the DEIS and innovative solutions should be explored to ensure that stormwater runoff is contained to the maximum extent practicable. LIRR/MTA should consider enhancing the stormwater management BMPs and increasing the stormwater containment capacity from the current 100-year storm to a system that can manage a 500-year storm event (particularly in areas that are prone to flooding and erosion).

Page S-25 discusses project alternatives raised during the public scoping session including maintenance only as the proposed action. Residents have expressed frustration and concern regarding the existing conditions of the LIRR, delays and deteriorating stations. Although the goals of the project are admirable, LIRR/MTA must ensure that routine maintenance continues or improves as the Proposed Project proceeds. There should be a plan in place to ensure that there will be sufficient, capable LIRR employees to provide the day-to-day maintenance needs of existing track while investing manpower in such a comprehensive, labor-intensive project.

Chapter 1 - Project Description

Page 1-6, Table 1-1 "Main Lines Events Causing 10 or More Late or Cancelled Trains* 2013-2016" indicates that "high water" conditions caused a significant number of late and cancelled trains. In 2015 alone, "high water" was responsible for 167 late or cancelled trains. Presuming that the locations of high water are due to storm-related activity and that the third track will be at the same or similar elevations to the existing grade where high water issues were problematic, it is unclear how the project serves its purpose of improving reliability by bypassing an impacted track when the new track will also be compromised by the same condition.

Page 1-10, Future Ridership Projections states, "...delays will only become exacerbated by anticipated increased future use of the LIRR. With or without the Proposed Project, LIRR is projecting a substantial increase in service to Manhattan by the year 2040 (see Table 1-3). The East Side Access Project (a separate project currently under construction) includes a new LIRR terminal beneath Grand Central Terminal that would result in a greater than 50 percent increase in peak hour capacity into Manhattan, thereby enabling the system to increase the number of trains run during peak periods. Ridership projections show: regional ridership growth; an increased need for reverse peak and intra-Island service opportunities; and planned future service growth to Manhattan terminals." However, it is unclear as to exactly how these figures were derived and which projects of regional significance, if any, were included in the future growth and ridership projections. The Long Island Regional Planning Council (LIRPC) has designated the following as "Projects of Regional Significance";

- The Third Track on the Long Island Rail Road
- The Islander East Pipeline
- Heartland Town Square, former Pilgrim State Property
- The Lighthouse Project / Nassau Hub
- Elmont Community Vision Plan
- Glen Isle Waterfront Redevelopment / City of Glen Cove
- Wyandanch Rising Initiative
- Nu-Health / NUMC Two Villages
- Canon
- Riverhead Resorts Project / EPCAL
- Downtown Patchogue Redevelopment District
- Renaissance Downtowns - renew Hempstead

The methodology for how LIRR has accounted for the cumulative impacts of these projects into the ridership projections and associated analysis as it pertains to the Proposed Project should be discussed. Furthermore, there is no mention of local projects ongoing or planned in impacted municipalities within the Proposed Project Study Area that also have the potential to affect future ridership projections. The focus of the text in this section appears to be almost exclusively based on the compounded growth projections of the East Side Access Project and is devoid of any significant consideration of cumulative impacts of smaller planned redevelopment and planning efforts in the municipalities that utilize the Study Area and nearby train stations. This is especially important to consider as page 1-12 of the DEIS notes, "In fact, the number of evening reverse peak commuters boarding at Hicksville (1,047) is greater than the number of evening peak direction commuters disembarking at several Main Line stations, including Floral Park (1,018), Merillon Avenue (636), and Carle Place (261)." As development and planning projects influence the economy, transportation and land use patterns on Long Island, ridership projections should be based on a comprehensive analysis and mitigation for any adverse impacts must also be provided. It is also important to recognize the potential disproportionate impacts on specific stations and communities based on the concentrations of redevelopment and potential synergistic effects with the Proposed Project. The DEIS assumes a uniform population increase without accounting for potential disparate impacts to communities and train stations where changes in land use intensity and population spikes would have particularly significant impacts (traffic, parking needs, etc.) This directly relates to the realization of the stated goals of the Proposed Project; as such, the aforementioned issues and mitigation measures as appropriate should be addressed in the environmental review for the Proposed Project.

Page S-24 states, "Moreover, the availability of well-connected transit systems also affects land use such that more compact and transit-oriented development occurs, resulting in further efficiency in travel, services, utilities, and more. Therefore, as part of the larger region-wide transit system, improving the overall reliability, attractiveness, and convenience of the LIRR supports New York State's long term GHG emission reduction policies." The DEIS acknowledges the region-wide significance of the project, yet does not delve into the analysis as to how other regional projects have a cumulative impact on the communities served by the LIRR. Furthermore, as the DEIS specifically states above, the project is expected to induce secondary growth, yet the document neglects to factor this into addressing associated negative impacts.

Figures 1-12 and 1-13 illustrate the typical proposed retaining walls without and with sound attenuation. In the proposed photo renderings it appears that there are evergreens proposed for planting, yet there is no description in the text that specifies the planting of vegetation adjacent to these walls. As the Project calls for the removal of hundreds of trees, it is important that the disturbed soil is stabilized and trees are planted where feasible. Furthermore, it would be helpful if there was a table of the projected noise attenuation at various receptor locations by the sound attenuation walls. The receptor locations are very limited and should be expanded to provide information on impacts to a range of locations in the Study Area (not just the nearest residential location, but impacts to Downtowns that some people already feel are too loud). There is no discussion if existing retaining and sound attenuation walls will be tested for structural integrity or if they will be upgraded as part of this project. The consistency of proposed new walls as compared to the existing wall design should also be discussed in the environmental review for this project.

Page 1-26

Figure 1-17 shows a photograph of a typical LIRR Substation. It would be helpful if photograph renderings were provided of the proposed typical new substations. Furthermore, as it pertains to visual impacts of utilities, there is no photo rendering of the proposed taller, steel utility poles to replace some of the wooden poles in the LIRR ROW. The environmental review document should include photograph renderings of proposed taller steel poles and existing poles for comparison of the visual impact as a result of the changes with respect to height, material and location (from the north side to south of the tracks, for example).

Page 1-37

Section F. Summary of Required Approvals indicates that consultation with various municipalities with regard to aspects of the work within each locality and street opening permits in connection with grade separation and/or utility installation work will be required. However, additional Town approvals, for example, maintenance agreements for the proposed parking garages, should be listed.

Chapter 2 - Land Use, Community Character, and Public Policy

Figure 2-1G Land Use Map should be checked for correctness and updated accordingly. Land use categories should be expanded to provide an accurate depiction of existing land uses. Some of the areas noted as "vacant" land are actually dedicated parking lots, commercial uses, or residential uses. Some areas designated as residential uses are actually "mixed-use" (commercial below with residential units above). Furthermore, some of the areas depicted as commercial and community services are also inaccurate. The area surrounding the mall is almost entirely "vacant" which significantly misrepresents the land use; in fact, the area north of

James Street west of Broadway is almost entirely labeled, “vacant” which is a gross misrepresentation of existing land use. There should be a distinct differentiation between vacant/parking lot, vacant/abandoned building, vacant/vegetated as the land use implications are radically different as it relates to existing land use and future planning efforts.

Most importantly, the deficiencies and inaccuracies in the land use map are particularly troublesome as it pertains to traffic and parking considerations which are monumentally important to the Town of Oyster Bay and the hamlet of Hicksville in particular. As there is a direct relationship between land use and transportation needs, the basis for sound transportation planning is critical. The LIRR/MTA should perform a full traffic impact analysis for the Project Area as defined in the DEIS which encapsulates the existing Central Business District Zone in the hamlet of Hicksville. Furthermore, traffic, parking and pedestrian safety impacts to surrounding communities, particularly Syosset and Bethpage should be an integral environmental review component of the Proposed Project. Potential direct and secondary impacts to areas along LIRR lines to the east, including other communities in the Town of Oyster Bay (i.e., Syosset, Jericho and Woodbury on the Port Jefferson Branch, and Bethpage and Farmingdale on the Ronkonkoma Branch). This is a major deficiency in the DEIS as the SEQRA regulations specifically require the analysis of secondary impacts.

The Proposed Project has the potential to adversely impact traffic, parking and pedestrian safety in these communities; direct and secondary impacts must be included in the environmental review along with mitigation measures as necessary.

Key land uses are omitted from Figure 2-1G and should be expanded for significant land uses in Hicksville. For example, The Hicksville Gregory Museum (Heitz Place Courthouse, which is on the National Register of Historic Places) and Top Hat Uniform (Duffy Avenue, which is an historic, archaeologically significant resource listed as “S/NR-eligible” in Chapter 6), are not identified on the figure.

Page 2-3, Planning Documents states, “Of the municipalities within the Study Area, only Mineola has a planning document, the “Comprehensive Plan for the Village of Mineola,” that both establishes a baseline condition in terms of land use and assesses the municipality’s prospective future land use patterns.” It should be noted that the hamlet of Hicksville, specifically the Downtown, has been the subject of multiple planning initiatives. As the LIRR train station is an integral component to the plans, it would be useful for the MTA/LIRR to be aware of local and regional planning efforts and consider the content of the plans as it pertains to the Proposed Project.

Page 2-5, State Smart Growth Public Infrastructure Policy Act

The DEIS notes that New York State Environmental Conservation law requires that the chief executive officer of a State Infrastructure Agency must provide a written, “Smart Growth Impact Statement” attesting that the project, to the extent practicable, meets the Smart Growth Public Infrastructure Criteria. Criteria E. is, “To foster mixed land uses an compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and the integration of all income and age groups.” The section is summarized by citing that it is understood that, “...future development and productivity in a densely developed area that is renowned for its congested highways will require capacity-

increasing transportation investments.” Therefore, it is critical that the DEIS analyze the traffic impacts of this project as a sound proactive planning measure in order to be consistent with this policy statement as the project progresses. As Hicksville is already plagued with traffic congestion and limited parking capacity, it is imperative that a comprehensive transportation, traffic, parking, pedestrian safety, multi-modal transportation components and ripple effects in surrounding Town of Oyster Bay communities are examined. Any adverse impacts must be mitigated prior to Proposed Project implementation.

Page 2-13

Community resources and significant features within the Study Area in Hicksville are identified as follows in the DEIS:

- Cantiague Park
- Hicksville Garden
- Town of Oyster Bay Hicksville Athletic Center
- U.S. Post Office
- Hicksville Public Library
- Hicksville Volunteer Fire Department
- Burns Avenue Elementary School
- Trinity Lutheran School
- St. Ignatius Loyola School
- Center for Spiritual Living Long Island

The DEIS does not include a comprehensive list of Hicksville community resources; this should be revisited and rectified in the FEIS. The FEIS should expand the list of community resources and significant features within the Study Area in Hicksville. For example, Hicksville Community Center, The Hicksville Gregory Museum, Hicksville Community Garden and Kennedy Memorial Park (which displays the John Bull locomotive replica) should be included in the bullet point list. Additionally, there are many dedicated municipal parking lots in the Downtown area which are generally highlighted as “community resources” in the land use map. The text should be consistent with the land use map. As residents frequently mention the overabundance of parking lots and paved areas in Hicksville, parking features, both public and private, cannot be overlooked as significant land uses in the environmental review for the Proposed Project.

Additionally, analysis of the potential adverse impacts to the numerous schools in Hicksville should be provided in the environmental review for the Proposed Project. The above-listed community resources have significantly different land use characteristics and considerations; as such, potential impacts should not be combined into a single category, but must be analyzed in terms of unique attributes, place in the community. Specific mitigation measure should be provided in the FEIS to address any potential adverse impacts to each resource as it related to the Proposed Project.

2-18 states, “No changes are proposed to zoning codes within the Study Area.” Through communication with MTA/LIRR, and as noted in Table 2-2, “A zoning code change is expected to foster TOD around the LIRR station.” Furthermore, the municipality is identified as “Hicksville” in this table, which should be changed to the hamlet of Hicksville in the Town of Oyster Bay, as the Town controls the zoning under municipal home rule. The text should be updated; incorporation of local planning/rezoning efforts and LIRR/MTA consideration of same in their environmental review for the Proposed Project should be consistent.

Chapter 3 - Socioeconomic Conditions

Page 3-11 states, "Surrounding the Hicksville station are primarily industrial uses, including construction companies, and service uses, including automotive services, car rentals, banks, and funeral homes." This statement is not indicative of the actual land uses surrounding the Hicksville train station as the area is within the Central Business District in the heart of the Town of Oyster Bay; the area is not "primarily industrial."

Page 3-11 provides a brief commentary on the jobs and the nature of the businesses in the Hicksville Study area. It is unclear if this information was derived from Census data or from field reconnaissance of the Downtown Area. The exact limits of the "Study Area" should be defined; it is unclear if the "Study Area" pertains to .5 mile radius from the train station, or if these figures were simply imported from previously prepared reports from other sources. The month and year this information was collected should be provided.

Chapter 4 - Environmental Justice

Page 4-6 states, "It should be noted there will be improvements to the Hicksville Station, a separate project that already has secured capital program funding and for which construction will start shortly, including platform reconstruction and new platform amenities." The FEIS should explain why this is not an example of segmentation as it pertains to the SEQRA process. There are significant environmental review considerations specific to the Hicksville Train Station that would have benefited immensely from the public outreach efforts and opportunity for community input that was not possible for the improvements to Hicksville Station because it was separated from this Proposed Project.

Page 4-7 states, "Socioeconomic Conditions. Overall, the Proposed Project is intended to improve mobility in the region, which would be beneficial to residents, transit users, employers, and employees in the Study Area." And then goes on to state, "Transportation. Construction of grade crossings would require the closure of roadways and the diversion of traffic to other crossings. This would result in increased congestion and travel times at these other crossings. These impacts would be temporary, as construction duration for each grade crossing would be between six and nine months." It is unclear how an increase in traffic and congestions at other grade crossings would improve mobility. Hicksville is already overwhelmed with congestion and while it is important to mitigate impacts during construction, adverse compounded impacts in the form of additional traffic and congestion due to elimination of grade crossings elsewhere should be discussed. Furthermore, adverse impacts would spill over into other communities beyond those identified in this plan. The focus is on impacts at grade crossings, but an in depth analysis of the impacts to the entire hamlet of Hicksville and other areas in the Town of Oyster Bay must be included in the environmental review and any adverse impacts must be adequately mitigated. Again, direct and secondary impacts must be considered in the environmental review process according to SEQRA.

Page 4-7 states there will be no adverse impacts to natural resources and that standard safety protocols will be followed at any contaminated sites to ensure there are no adverse impacts at these sites or to environmental justice communities. However, it appears that there may be adverse impacts from soil disturbance during construction activity that has the potential to adversely impact surface waters. A number of trees are planned for removal which would increase surface runoff velocity and decrease groundwater recharge. Furthermore, disturbance of contaminated soil that is not adequately contained on site has the potential to be transmitted

offsite during extreme storm events into neighboring MS4s which would be characterized as an illicit discharge.

Chapter 5 - Visual Resources

Figure 5-1G Visual Assessment Location Map does not have any visual representation of the Project Corridor from Broadway south of the tracks, Jerusalem Avenue south of the tracks, or Newbridge Road north of the tracks where significant visual impacts towards the train station will be significant. Also, The Hicksville Gregory Museum should be noted on the map as a significant visual resource as should the John Bull locomotive replica at Kennedy Park (and “Hicksville Graden” is misspelled).

Figures 5-1G-10. There are no close-up photographs of the pedestrian areas under the overpass which are chronically marred with debris and pigeon droppings. These existing adverse visual impacts and unsanitary conditions should be mitigated as part of the overall improvements plan. Updates to the Hicksville Station should address pigeon nesting under the overpass as current efforts have not proven sufficient to deter the activity – the unsightly and unsanitary condition does not promote walkability and detracts from the community character. Attached is correspondence (emails, photos) over the last few years from the Town’s consultant requesting LIRR investigations of pigeon droppings and implementation of mitigation techniques at the Hicksville Train Station. Today, residents and the Town are still very concerned about continued mitigation activity from these repulsive bird droppings.

Page 5-11, STATE/NATIONAL REGISTER OF HISTORIC PLACES Within the Study Area there is one resource listed on the State and/or National Register of Historic Places (S/NR) (16 USC §470a et seq., Parks, Recreation and Historic Preservation Law §14.07), which is located in the hamlet of Hicksville, Town of Oyster Bay and 13 resources that are either eligible for listing or for which eligibility has not yet been determined – 2 of these sites are located in Hicksville.

- Hicksville USPS Main Office (S/NR-Eligible)
- Top Hat Uniform (former Amperex Electronic Corporation) (S/NR-Eligible)
- Heitz Place Courthouse (NR)

These resources should be clearly identified in the Visual Assessment Location Map.

Page 5-15 identifies public parks in the Study Area. Catiague Park and Golf Course is the only park resource listed in the Hicksville Study Area. There are numerous parks and resources that are missing as it pertains to Hicksville. A comprehensive list of parks and community resources comparable to the included facilities in the other municipalities should be included as it pertains to the Study Area in Hicksville (i.e., Hicksville Community Garden, Kennedy Park, Hicksville Athletic Center, Hicksville Community Center, etc.).

Page 5-16 Similar to the comment above, the summary of inventory of locally sensitive receptors in Hicksville fails to mention significant Town Resources in the Study Area.

General Visual Resources Comments – There is no mention of visual impacts regarding the visual impacts of the new electrical substations, the new, taller steel poles that are replacing wooden poles and the changes proposed for the Hicksville Train Station. In certain parts of the DEIS the Hicksville Station is mentioned (for example, it is described in detail on page 6-15 in terms of historic resources) and in other areas where the impacts would be important to note, such as in this section, mention of Hicksville Train Station and proposed improvements are

completely omitted. Residents have comments on the importance of green features such as Green Infrastructure, solar power or even utilizing microgrid technology. If the Hicksville Train Station was included as part of the overall environmental analysis the community would have the opportunity to provide input on the station and associated improvements that directly impact residents and the surrounding community that utilize the station.

Chapter 6 - Historic Resources

Figure 6-3 Project Location and Architectural Resources Study Area - Carle Place, Westbury Hicksville. This Figure should include a call-out for the proposed parking garages as the garages are discussed on page 6-14 in terms of potential impacts to archaeological resources in this section.

General Historic Resources Comment –Although The Hicksville Gregory Museum is just outside the ¼-mile radius Study Area defined for this section, it is within the “Study Area” limits as defined in other sections. As it is the only resource listed on the State and/or National Register of Historic Places in the Study Area, it should be included in the analysis of Historic Resources.

Chapter 7 - Natural Resources

Page 7-1 states, Threatened, endangered, and special concern species were evaluated for a distance of ½-mile on either side of the Project Corridor.” Page 7-4 states, “On the basis of the NYSDEC Environmental Resource Mapper tool and site reconnaissance, there are no NYSDEC-classified surface waters within the Study Area....There are six stormwater ponds (or, recharge basins) that were constructed for stormwater drainage and groundwater replenishment located adjacent to the Project Corridor. Five of these stormwater ponds correspond with the NWI-mapped freshwater wetlands shown in Figures 7-2a and 7-2b.” However, the Figures do not extend to Hicksville. Based on the NYSDEC Environmental Resource Mapper, it appears that there are wetlands within the Study Area. While, NYSDEC regulated freshwater wetlands may not be substantially contiguous to the Project Corridor, impacts to existing drainage basins and wetlands on the National Wetlands Inventory should be included in the environmental review for the Proposed Project. Furthermore, as stormwater management is a significant concern on Long Island, especially as it pertains to runoff from construction activities, the proposed drainage facilities that will be receiving stormwater runoff should be identified. As the project is only sized for a 2-inch storm event, the environmental assessment should indicate where the stormwater will overflow during extreme storm events in excess of 2-inches.

Page 7-5 Ecological Communities. It appears that there should be more than thirteen different species of trees within a ½ mile radius of the Project Corridor. If the Study Area is a different radius as it pertains to Ecological Communities, the limits should be clearly defined.

General Ecological Communities Comments – As previously mentioned, there have been well-documented concerns regarding pigeons nesting under the LIRR overpass. It would be beneficial to incorporate an updated and effective management plan to address this issue. If there has been an improved methodology that is being applied to the new overpasses at the grade crossing eliminations, similar techniques should be provided in Hicksville as part of the overall project.

There is no discussion of incorporating green features or green infrastructure as part of the design for the Proposed Project.

There is also no discussion regarding potential habitat fragmentation due to the increase in the width of the LIRR tracks from the additional track and increased train activity. It is possible that certain wildlife will have difficulty traversing the additional track which may lead to eventual population fragmentation which leads to a decrease in genetic variability in the species involved. This decreases the fitness of the population and the decrease in genetic variability can cause an increased possibility a lethal homozygous recessive trait may be expressed; this decreases the average litter size reproduced, indirectly decreasing the population. When a population is small, the influence of genetic drift increases, which increased homozygosity, negatively affecting individual fitness. The performance of plants may also be compromised by less effective selection which causes an accumulation of deleterious mutations in small populations. Over time, the evolutionary potential and a species ability to adapt to a changing environment, such as climate change may be decreased. There is also the possibility that coyotes are using the LIRR corridor to migrate east from Queens. While they were not observed as part of the wildlife inventory, experts believe it is possible that their presence exists now or will in the future. Thus, consideration of the potential for habitat and population fragmentation and mitigation measures as necessary should be discussed in the FEIS.

Chapter 8 - Contaminated Materials

Page 8-1 states, "The Study Area, for the purposes of this Chapter, is the LIRR ROW, the area within 100 feet on either side of the right-of-way along the 9.8-mile project length, and the area within 200 feet where changes to grade crossings, including areas to be disturbed for utility installations/relocations, or potential property acquisitions are proposed." The environmental review as it pertains to contaminated materials should include the proposed parking garages in Downtown Hicksville.

The continued impacts of herbicide on enabling only invasive/opportunist species to become sparsely established and lack of soil stabilizing and bio-filtering vegetation should be discussed.

Page 8-5 Pesticide, Herbicides and Rodenticides states that, "Although the toxic elements of these chemicals can vary greatly depending upon the type, the toxins can include dioxins, organochlorines, phosphates/phosphides and other contaminants that can accumulate in the fatty tissues of humans and cause organ damage, cancer and various cardiovascular, metabolic and neurological disorders. LIRR has used a variety of pesticides, herbicides, and rodenticides along the right-of-way. Data regarding herbicide use are available for the years 2011 to 2015; only anecdotal information is available for the preceding time period. At this time, the history of pesticide and rodenticide use is not available."

The DEIS states that some of the chemicals used by the LIRR are known carcinogens, but there is no discussion regarding the impacts of bioaccumulation over time and the chemicals used historically. It can be reasonably presumed that prior to the advent of ever-increasing environmental regulations of pesticides, herbicides and rodenticides, that the chemicals were potentially more hazardous and more liberally applied as compared to today's standard. Based on the lack of historic records regarding past chemical application, the conclusion that there will be no adverse impacts should be substantiated. LIRR/MTA should provide the historical information and studies relative to the application and impacts of chemicals utilized along the Project Corridor. Cumulative impacts and chemical interactions (are rodenticides and pesticides applied at the same time and do they have any chemical properties that would amplify adverse impacts) should be discussed in the environmental review. Furthermore, studies specifically regarding impacts to groundwater and human health and safety should be provided to

☐ Other:

MS4 Annual Report Form

This report is being submitted for the reporting period ending March 9, 2016

If submitting this form as part of a joint report on behalf of a coalition leave SPDES ID blank.

Name of MS4/Coalition

MTA-LONG ISLAND RAIL ROAD

SPDES ID

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Minimum Control Measure 1. Public Education and Outreach

The information in this section is being reported (check one):

- ☒ On behalf of an individual MS4
☐ On behalf of a coalition

How many MS4s contributed to this report?

1. Targeted Public Education and Outreach Best Management Practices

Check all topics that were included in Education and Outreach during this reporting period:

- ☒ Construction Sites
 - ☒ General Stormwater Management Information
 - ☒ Household Hazardous Waste Disposal
 - ☐ Illicit Discharge Detection and Elimination
 - ☐ Infrastructure Maintenance
 - ☐ Smart Growth
 - ☒ Storm Drain Marking
 - ☐ Green Infrastructure/Better Site Design/Low Impact Development
 - ☐ Other:
 - ☐ Pesticide and Fertilizer Application
 - ☐ Pet Waste Management
 - ☒ Recycling
 - ☐ Riparian Corridor Protection/Restoration
 - ☒ Trash Management
 - ☐ Vehicle Washing
 - ☐ Water Conservation
 - ☐ Wetland Protection
 - ☐ None

Other

2. Specific audiences targeted during this reporting period:

- ☐
- Public Employees
- ☐
- Contractors

The Stormwater Management Plan for the MTA/LIRR does not include Illicit Discharge Detection and Elimination, Infrastructure Maintenance, Smart Growth, or Green Infrastructure/Better Site Design/Low Impact Development in their Public Education and Outreach Plan for the 2016 Reporting Period. And **no** Outreach Methods were targeted.

"Inspection of drainage ditches" regarding condition and capacity and testing for pollutants potentially transported via stormwater runoff should be part of the investigation ("Other" category).

3.a. What types of generating sites/sewersheds were targeted for inspection during this reporting period?

☐ Auto Recyclers	☐ Landscaping (Irrigation)
☐ Building Maintenance	☐ Marinas
☐ Churches	☐ Metal Plating Operations
☐ Commercial Carwashes	☒ Outdoor Fluid Storage
☐ Commercial Laundry/Dry Cleaners	☒ Parking Lot Maintenance
☐ Construction Vehicle Washouts	☐ Printing
☐ Cross-Connections	☐ Residential Carwashing
☐ Distribution Centers	☐ Restaurants
☐ Food Processing Facilities	☐ Schools and Universities
☐ Garbage Truck Washouts	☐ Septic Maintenance
☐ Hospitals	☐ Swimming Pools
☐ Improper RV Waste Disposal	☒ Vehicle Fueling
☐ Industrial Process Water	☒ Vehicle Maint./Repair Shops
☐ Other:	☐ None

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☐ Sewersheds:

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The amount of chemicals applied should be quantified and means of notification for application should be discussed as it applied to the Proposed Project. According to the March 9, 2016 MS4 Annual Report for the LIRR, herbicides were machine applied to 2,700 acres and hand applied to 660.6 acres of land and 10 Spills were reported to NYSDEC. This information should be reviewed and discussed within the context of the environmental review for the Proposed Project. Information on pesticide, herbicide and rodenticide application specifically applied to the Project Corridor and the environmental and human impacts regarding same should be incorporated into the discussion as it pertains to the Proposed Project and any secondary impacts should also be included.

Page 8-9 States, "Structural elements of rail line operations often contain hazardous substances in the building materials, including lead-based paint and asbestos. Suspected structures include bridges, pedestrian tunnels, overpasses, station buildings, and signal huts. Based on the above historical uses, some of the potential contaminants of concern are described below. The list is a summary only and not a comprehensive list of all contaminants that could be encountered: • Creosote- and Arsenic-Treated Railroad Ties. Wooden railroad ties are treated with creosote as a wood preservative. Railroad ties were also historically treated with an arsenic-based

preservative. Railroad tracks and rights-of way are often treated with herbicides to limit vegetation growth. Impacts from rail yards may also include spills from herbicides, solvents,

diesel and other petroleum products associated with cargo loading and unloading, train car maintenance, fueling, etc." Volatile organic compounds (VOCs), PCBs, and metals are also identified as potential contaminants. However, there is no discussion of potential impacts to groundwater nor is there a plan in place to test the drainage ditches that collect stormwater runoff and where contaminants may overflow during an extreme storm event. A drainage map should be provided to determine where runoff is directed.

General – Referring to the previous discussions in this document, it is possible that the lack of diversified wildlife is directly related to the chemicals applied and utilized in the materials that limit supporting vegetative communities and suitable habitats for native species.

The impacts of vegetation removal and limits should be included in the environmental review. A tree survey should be provided to identify the species, caliper and number of trees. Furthermore, the LIRR/MTA should institute a tree replanting program in other safe locations to offset the impacts of the removal of vegetation. As trees and established vegetation provide phytoremediation and stimulate groundwater recharge that slows runoff velocity and soil scarification thereby decreasing soil erosion, the impacts of tree removal that keep potentially contaminated soil stabilized should be discussed in the environmental review.

The DEIS discusses New York & Atlantic Railway (NY&A) as it pertains to freight trains, but does not explain how transportation of hazardous materials will be removed. It is generally the Town's policy to minimize truck traffic on local roads in order to minimize the potential for accidental exposure to residents and as it pertains to the impacts to an already congested roadway network. Will all hazardous materials be transported via freight train, where will soil be stockpiled and for how long? What is the ultimate proposed destination for the material?

Chapter 9 - Utilities and Related Infrastructure

Page 9-1 States, "The Proposed Project would require new LIRR-specific utility infrastructure and the relocation of some existing utilities both within the LIRR right-of-way and grade crossings where improvements are proposed. As these improvements are made, in close coordination with the respective utility companies, LIRR will explore opportunities to improve the existing infrastructure or upgrade it to current design standards. For example, in the case of utility poles carrying overhead electric power lines, design standards were modified after Hurricane Sandy to avoid or minimize impacts that may occur from similar storms in the future. As a result, all overhead electric power lines running longitudinally in the Project Corridor that would be relocated for the Proposed Project would be installed on new, approximately 90-foot-tall steel poles. Since all existing utilities would be replaced in-kind or redundant utilities removed during construction of the Proposed Project, and since no long-term disruptions in service to Study Area customers would result, there would be no significant adverse impacts to utilities within the Study Area."

It should be noted that PSEG-LI has been working in various locations in the Town of Oyster Bay performing storm resiliency/storm hardening work which includes pole replacement as an integral component of the work. Some residents have expressed concern to the Town regarding the pole replacement activity whereby poles are significantly taller than older poles and that the physical removal of the old poles takes longer than anticipated. The aesthetic impact of the

taller poles is not discussed in Chapter 5 Visual Resources, nor is there a discussion regarding how LIRR will ensure cooperative, efficient pole replacement work that adheres to the timelines established in the construction schedule. The FEIS should include the method for coordinating

pole replacement work, an explanation of how LIRR will handle delayed pole replacement, and an outline on how to mitigate construction activity delays that are contingent upon overhead utility work and new electrical substations. The FEIS should include a comprehensive analysis of the visual impact of wooden pole replacement with potentially taller metal poles and should be accompanied by visual renderings that depict the aesthetic impact of the new poles. The FEIS should also include renderings for the new planned substations.

Page 9-6 states, "There is very little stormwater drainage infrastructure within the Project Corridor or serving the surrounding residential, commercial, and industrial properties. As confirmed by information received from local utilities and review of publicly available topographical mapping, virtually no drainage structures exist within the Study Area, i.e., perforated storm pipe, leaching pits, basins, or buried storm pipe. However, based on review of valuation maps, sporadic drainage pipe systems exist paralleling the right-of-way to both the north and south; the functionality of these systems has not been verified at this time. There may also be some under-drain pipe installed, but not shown on existing topographical and utility survey information.

Stormwater from the LIRR right-of-way predominantly discharges directly into soil consisting mostly of sand and gravel with little silt through ditches and channels on either side of the LIRR right-of-way. The existing ditches or channels on either side of the right-of-way appear to handle the drainage runoff during typical storm events. Since groundwater table elevations are approximately 45 to 50 feet deep below the surface, sufficient room for the surface runoff to percolate deep into the sub soil layers exists.

It should be noted that in some fill sections along the Project Corridor, drainage runoff appears to flow outside of the LIRR right-of-way to adjacent properties. In a few cut sections, the reverse also occurs, storm water runoff from adjacent properties appears to flow into and contribute to Project Corridor drainage discharge. There are at least six drainage culverts crossing the LIRR right-of-way with pipe diameters ranging from 12-inches to 48-inches. Some of these crossings may be inactive or plugged, since they were built prior to 1916. If functional, these culvert crossings allow water to pass through the LIRR right-of-way, but do not contribute to the Project Corridor drainage runoff. At each cross street intersection along the LIRR right-of-way, a separate nearby roadway storm drainage system exists, owned and maintained by Nassau County, which eventually discharges into recharge basins well off the LIRR right-of-way. It appears that no stormwater runoff from LIRR property contributes to the Nassau County drainage system.

There are a number of issues with the above paragraphs. The adequacy of an appropriately sized drainage system for a project with an "anecdotal" history of chemical application is essential. The fact that there is historical uncertainty regarding contamination is completely unacceptable. The drainage system should be mapped and appropriately sized and designed for water quality and well and quantity controls. Areas where stormwater could have been comingled with the Nassau County System should be tested. Drainage basins require routine maintenance; there is no indication that LIRR has reached out to Nassau County to confirm that runoff from treated LIRR materials and herbicide, pesticides and rodenticides application has

not compromised the integrity of the County drainage structures and/or conveyance systems. Calculations should be provided to demonstrate the water quality volume required is at least equivalent to the storage volume provided as part of the SPDES Stormwater Management Program.

Illicit Discharges should be prevented and the soil in LIRR ROW drainage ditches should be tested for soil contaminants carried in stormwater runoff. Furthermore, any area where pollutants could have been transported offsite during an extreme storm event should be tested and remediated as necessary. Again, consideration should be given to increasing the stormwater retention capacity beyond a 2-inch rain event.

Page 9-10 states, "Installation of the Proposed Project, including the third track, new station platforms, new parking lots and garages, and new grade crossings, presents an opportunity to install stormwater best management practices that would help to manage stormwater flows from existing and new impervious surfaces, alleviate any existing flooding problems, and to prevent future flooding from storms up to the 100-year design storm. Due to differences in the elevation of the LIRR right-of-way and the proposed NYSDOT grade crossing improvements, separate stormwater management strategies have been developed for the LIRR right-of-way and the NYSDOT grade crossings. All stormwater management strategies implemented for the Proposed Project would comply with the State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activities (GP-0-15-002)." The DEIS goes on to state, "The Proposed Project track vertical alignment predominantly follows existing ground topography. Where the proposed alignment will be raised from the existing elevation, retaining walls will be used to minimize or avoid impacts to property outside of the LIRR right-of-way. Ten drainage areas, separated by high points along the alignment, will be affected by changes in the vertical profile for the Proposed Project. In most cases, project improvements will occupy the existing ditch line along the south side of the right-of-way and/or will displace station platform areas. This in turn will increase surface runoff volume, since bare ground will need to be converted to ballasted area; soil below ballasted areas is generally compacted and may not have adequate infiltration compared to natural soils away from ballasted areas. As a result, modifying certain station facilities and relocating and upgrading the drainage ditches/channels will be necessary. For purposes of conducting a conservative analysis of potential stormwater volume, it has been assumed that any existing stormwater management structures within the Project Corridor would not be able to accommodate additional stormwater flow and that drainage structures for the 100- year storm event volume would be provided within the LIRR right-of-way. The preferred options for providing adequate stormwater storage volume are: 1) where possible, to increase the size of existing drainage ditches alongside the track structure (upgraded side ditches/channels would be planted with short grass to intercept any oil or other contaminants which might flow from track areas). A minimum of 6-inch diameter perforated under-drain pipe would be constructed sufficiently underneath the track structure to provide runoff infiltration; and 2) where necessary, using perforated pipe, to construct under-drains on the north and south sides of the right-of-way, away from the track footprint, interconnected to support each other. Each of these two options would improve drainage conditions by preventing stormwater runoff in fill sections from flowing into adjacent properties. Periodic maintenance of grass-lined ditches/channels would be necessary to ensure the quality of water seeping into the groundwater table." There should be a plan in place to discuss how any contaminants encountered during the installation of drainage structures will be remediated. It is problematic that the DEIS assumes inadequacy of the existing drainage system where pesticides, herbicides, rodenticides and chemicals leached from

treated materials have been overflowing untreated and does not address the cumulative adverse environmental impacts of this insufficient practice over time. Furthermore, the

application of herbicides and systematic removal of vegetation limits the positive impacts of phytoremediation on breaking down pollutants.

Page 9-11 discusses potential alternatives for stormwater management. Details should be provided as to the selected method(s) and at which locations the chosen practice will be utilized. As illicit discharges are prohibited, the section should include the methodology for handling contaminants and maintenance of these structures. As illustrated in the SWMP for the LIRR, stormwater management and implementation of minimum control measures and best management practices could be improved and should be an integral component of the Proposed Project.

Chapter 10 – Transportation

Page 10-3 States, "PEDESTRIAN CONNECTIVITY AND BICYCLE ACCESS The Proposed Project would not significantly increase the volume of pedestrians crossing the tracks, but would provide for the safe crossing of pedestrians at locations where underpasses or pedestrian overpasses would be built or where street closures would occur. There would be no conflicts between pedestrians and vehicular traffic crossing from one side of the tracks to the other. Pedestrian connectivity would be maintained wherever underpasses and overpasses are built. Bicycle access at New Hyde Park, Mineola, and Westbury would remain similar to existing conditions." There will be an increase in pedestrian activity from the two new proposed parking garages in Hicksville, and based on projected growth and increased ridership, overall there will be an increase in pedestrian activity. Additionally, specific consideration should be made in the FEIS regarding pedestrian connectivity as it pertains to Downtown Hicksville, improvements to the Hicksville station, and coordinating Complete Streets and Downtown Revitalization/Rezoning as it pertains to pedestrian activity and safety.

LIRR should provide commuter connector services in the form of a shuttle trolley system. This service is provided in many other communities across the country, and as the congested streets are dangerous to pedestrians, shuttle buses should offer convenient service for LIRR commuters. This will take cars off the road and lessen the traffic impacts and congestion that will be exacerbated by the Proposed Project. Attractive trolleys will add to the Downtown character which will help to balance the adverse impacts of traffic and congestion. In addition, these improvements are consistent with sustainable transportation planning efforts as discussed below.

The Long Island Regional Planning Council, Sustainable Strategies for Long Island 2035 Regional Comprehensive Sustainability Plan indicated that responding to existing needs while also anticipating future requirements, infrastructure modernization, improvement, and, in some cases, expansion is essential. The following environmental and infrastructure strategies are focused on addressing existing needs, anticipating future growth and protecting Long Island's natural resources and are set forth as Selected Sustainable Transportation Goals:

- T-1 Create alternative, local, dedicated funding sources for Long Island transportation and environment
- T-2 Create vibrant, transit-supported communities
- T-3 Establish transit-served job centers

- T-4 Implement a meaningful suburban transit system
- T-5 Create a dedicated funding source for mobility improvements in transit-supported developments and downtowns
- T-6 Pursue the viability of establishing Long Island as a federally-designated Metropolitan Planning Organization (MPO)
- T-7 Improve and create new regional connectivity to include off-Island connections and network expansion
- T-8 Conduct a feasibility study for a deepwater port on Long Island Sound in eastern Suffolk County
- T-9 Take action to manage congestion and make transit competitive
- T-10 Expand active transportation options

The FEIS should discuss how this planning document was reviewed and sustainable transportation design was factored into the environmental review process.

Page 10-14 states, "Beyond the forecast ridership increases, added capacity and flexibility provided with the Proposed Project would improve overall service reliability, particularly during the morning and PM Peak Periods. While it is difficult to capture the effects of improved reliability on ridership forecasts, the Proposed Project improvements are fundamental to sustaining the ridership forecasts. Although not captured in this initial ridership forecast, there is also further potential for additional ridership growth as a result of improved on-time performance." Previous studies of increased ridership should be used to estimate and project the impacts of station and service improvements on increased ridership to properly account for the increase and associated impacts.

Table 10-37 on page 10-67 displaying "Existing Station Parking Capacity and Usage" should be substantiated. There are no maps or figures illustrating the limits of the parking study or an explanation of the methodology. Furthermore, it provides a discrete number of usages without any indication of the time of day the information was recorded and various times of day obviously have varying degrees of utilization. The month and days the information was collected is not discussed (averaged over a number of days, only one day, etc.). It is also important to note if information was gathered when school was in session, during the summer months, immediately prior to or after a holiday. A full Parking Study must be completed and provided with figures and maps and a comprehensive discussion of the methodology and analysis which lead to the findings as part of the environmental review for the Proposed Project

Page 10-69 fails to mention the private commuter parking lots in the study area which are significant land uses and are directly correlated to the parking needs of commuters that utilize the LIRR station at Hicksville. Also, figures should be provided to substantiate the numbers presented in the study. The existing information presented is neither accurate nor comprehensive (and correct typo regarding "Duffy Avenue").

Page 10-70

The basis for future conditions with/without the proposed project is not described and the projected additional demand for 279 parking spaces in Hicksville should be substantiated. The proposed impacts and projections should be explained in detail, especially as the land use component of the subject is substantially flawed, it is likely if the land use data was used to guide these values, that the subsequent information is also inaccurate.

Page 10-72 indicates that by year 2020, under conditions with background growth in LIRR ridership but before completion of the East Side Access project which is expected in 2023, parking demands at the stations are expected to increase to 279 additional parking space

demands at Hicksville. Also, the DEIS states that, "The Proposed Project is not expected to significantly increase station area parking demand for the following inter-related reasons: there would only be one additional train operating in the peak westbound direction in the AM Peak

Period; and there would be more new riders alighting from eastbound trains in the AM Peak Period vacating parking spaces in the parking lots than new riders parking in the lots and boarding eastbound trains. Additional parking facilities would be built at New Hyde Park, Mineola, Westbury, and Hicksville stations." However, the DEIS fails to adequately account for the impacts to Hicksville, Syosset and Bethpage train stations and the presumed increase in ridership associated with purported increased reliability and improvements to the train stations in the Project Corridor. Furthermore, as consistently noted throughout this correspondence, all direct and secondary impacts to train stations and the downtown communities in the Town of Oyster Bay that may be affected by the Proposed Action must be addressed in the FEIS. More importantly, there is a significant projected additional parking space demand at Hicksville, which according to the DEIS still falls short of the parking needs of the community. In fact, the DEIS states, "Hicksville—Off-street parking capacity would increase to 4,543 parking spaces and the parking space shortfall would decrease from 3,043 spaces in year 2040 without the Proposed Project to 2,134 spaces with the Proposed Project. Some of this shortfall could be further alleviated by the proposed addition of parking spaces at Westbury with Westbury area residents more able to obtain parking at Westbury than at Hicksville. The LIRR would work with local officials to monitor whether shortfall actually occurs once East Side Access is operational and in the event ridership increases consistent with projections." A decreased deficit is not sufficient; the fact remains there is a parking deficit as a direct result of the LIRR commuter parking needs and adequate parking must be provided, not just a decrease in the overall deficit since overall the adverse impact on the community will remain and only be exacerbated over time.

The DEIS indicates that after completion of the East Side Access Project stations will be monitored and at that time will be considered for on a station-by-station basis for parking mitigation to address accommodating increased parking demand. However, it is clear parking availability is insufficient now and will only get progressively problematic. Measures should be planned now to address this foreseeable issue. LIRR should actively work with the Town of Oyster Bay to implement improved parking capacity and this should be thoroughly addressed in the FEIS. The DEIS mentions potential measures such as,

- Restriping of existing surface parking lots to increase capacity, expansion of existing lots, or construction of additional new lots beyond those described above.
- Construction of parking garages atop existing surface lots beyond those described above or at new locations.
- Modification of train service and schedules to improve or increase service at stations with available parking or where parking could be added more easily.
- Increase of existing bus service to stations to promote bus use. Free or heavily subsidized fares and combination fare tickets could also be considered.
- ***Implementation of new station-oriented feeder bus service or jitney service, with local input.***

- Improvement and prioritization of kiss-and-ride facilities to increase pick-up/drop-off activity and reduce parking demand. Long Island Rail Road Expansion Project November 2016 10-74
- Provision of preferential parking areas for carpoolers, with enforcement. Consideration could also be given to decreasing parking charges for carpoolers.
- Provision of additional bicycle racks and/or lockers to promote increased bicycle use for access to stations.

The aforementioned measures should be part of the plan now, with specific actions plans in place, and not merely mitigation menu items listed for potential future consideration.

Page 10-75 Regarding Pedestrian activity and bike access, the environmental review should discuss the connectivity planned for pedestrians from the proposed parking garages. The environmental review should incorporate "Complete Streets" policies in this transportation improvement project to show consistency with the State's Programs and Policies. The DEIS states, "Bicycle racks for bicycle parking are currently provided adjacent to the station houses and westbound LIRR platforms at the New Hyde Park, Mineola, and Westbury stations. Bicycle racks are typically utilized by LIRR commuters who park their bicycles at the stations during the AM peak period and retrieve their bicycles during the PM peak period. Bicycle racks would remain available to LIRR riders in 2020 and 2040, with and without the Proposed Project." Bicycle racks and safety improvements for bicyclists who utilize the Hicksville Station should be incorporated as a fundamental component to the Proposed Project and reviewed accordingly in subsequent documents as part of the comprehensive environmental review process.

Page 10-76 identifies the safety study areas for the proposed project. These safety study areas are limited only to the sections of roadways where grade crossings are proposed for elimination – none of the seven areas are located in Hicksville. It is completely unacceptable that there have been no safety studies in Hicksville as part of this project, yet it is the busiest station impacting the greatest number of riders in the overall Project Study Area. A safety Study should be conducted at all major intersections utilized by pedestrians for access to the LIRR Station. Previous sections have highlighted pedestrian fatalities in Hicksville as it relates to train delays – safety is obviously a significant concern and should be addressed in the FEIS. Furthermore, pedestrian safety studies should be conducted in Bethpage and Syosset. Intersections which are known to be dangerous should be studied and appropriately mitigated as part of this study. The Proposed Project has secondary impacts to these stations during construction and upon future build conditions and must be included in the Project review as part of the SEQRA process. One of the Project goals is to improve safety and reliability. Spillover from Hicksville where parking is challenging, directly impacts users of Syosset and Bethpage Stations which are used as an alternative to the Hicksville Station. As such, it should be discussed and addressed in the environmental review for this project.

General Transportation Comment – The Transportation Section of the DEIS is fundamentally inadequate. A traffic impact study MUST be provided for Downtown Hicksville and should extend beyond the CB District boundary to address how the hamlet as a whole will be impacted. Secondary Impacts to Bethpage and Syosset are also critically important and should be considered as it pertains to transportation impacts in the FEIS. Additional parking capacity must be provided by LIRR/MTA in the Town of Oyster Bay in addition to what is being proposed in the DEIS. MTA/LIRR should also include a convenient shuttle service in Hicksville as part of the Proposed Plan.

Chapter 11 - Air Quality

General Air Quality Comments

While air quality impacts relative to construction impacts are discussed in Chapter 13, there is a lack of information on the potential impacts in terms from additional singular use vehicles driving to the planned parking garages in Hicksville.

There is no discussion regarding the air quality impacts from the routine pesticide, herbicide and rodenticide spraying applications that will continue with or without the proposed project. As this scenario has been included in other sections, information on same should be consistently

provided in Chapter 11 and should substantiate consistency with all applicable regulations protective of human health and the environment as it pertains to air quality.

Given the projected population increase and impacts to air quality based on normal human activities, it is not certain that, "Future air quality conditions with or without the Proposed Project would be improved in the Study Area, as compared to existing conditions, primarily due to continuing federal and statewide efforts to reduce pollution from both mobile and stationary sources" as is stated in the DEIS.

Chapter 12 – Noise

General Noise Comments

Noise analysis has only been provided in Hicksville at Holman Boulevard and Keats Place. This is a prime example of why the Hicksville Station Improvements should have been included in the DEIS. Noise impacts to the Downtown during construction of the buildings as well as impacts of additional trains running through Hicksville (both freight and passenger rail) should be included. Additional sound receptor locations should be analyzed and mitigation impacts should be incorporated as needed. It appears that the main focus of this section was to note the decreased noise from train horns at grade crossings; however, a figure of noise receptor locations adjacent to the Project Corridor in the Study area should be provided with existing and proposed noise impacts. The number of locations should be expanded, as previously noted, to give a comprehensive understanding of noise impacts.

Chapter 13 – Construction

General Construction Comments

Again, it appears that modifications to the Hicksville Train Station are randomly included and completely omitted in other sections of the DEIS. It would have been very useful to include the improvements to the Hicksville Station as part of the larger plan as a whole in order to provide the community with the opportunity to fully review the Hicksville Station Improvements within the context of the Proposed LIRR Expansion Project Planning Process. Residents have expressed their interest in incorporating solar features, green infrastructure, and other greening initiatives in Hicksville which has not been facilitated by this segmented process.

Page 13-4, "Construction of the Proposed Project would generate construction worker vehicle trips and construction truck trips. Satellite parking would be provided to keep personal construction worker vehicles out of residential streets and parking near the stations. In lieu of construction truck deliveries and to reduce the effects of construction truck traffic on local roadways, existing track would also be used to transport materials to and from the work sites to the extent practical. In addition, construction deliveries would be scheduled outside of the school and commuting traffic peak hours to the extent practicable while school is in session." In

order to minimize the need for satellite parking, LIRR should encourage workers to use passenger rail to arrive at their work stations. Construction debris estimates should be provided as well as proposed locations of stockpiled materials. Again, on page 13-23 where station parking north of existing station platforms east of Newbridge Road is mentioned as potential staging areas more definitive limits and locations should be provided. Furthermore, utilizing existing rail to minimize space requirements that may occupy needed commuter parking spaces should be discussed. Location of “satellite” parking areas should be provided as well as the number of parking spaces and areas that will be utilized by construction workers.

Page 13-23 indicates the following construction impacts for Hicksville:
Section 6D. Hicksville Station Construction elements in this subsection would include:

- Relocate PSEG electric transmission, LIRR signal and communications, Verizon, and Cablevision lines from south to north of LIRR ROW
- Potentially construct a new parking garage near Hicksville station
- Install new double-slip switch east of Hicksville station platform near Jerusalem Avenue
- Shave east end of platform at Hicksville station
- Construct track drainage, ballast, switches, third rail, traction power, communications, and signals

The primary truck access route to construction areas in this subsection is anticipated to be from Jericho Turnpike to Newbridge Road. Staging areas would generally include the LIRR ROW or ancillary property. In addition, the following area has been identified as potential staging areas for activities in this subsection, though final decisions with regard to Project staging areas will be made by the construction contractor:

- Station parking area north of existing station platforms east of Newbridge Road

This section should be updated to include the provisions for 2 parking garages as discussed throughout the body of the DEIS. The number of truck generated traffic should be quantified as compared to the construction materials transported to Hicksville via freight train. Staging areas should be situated as to minimize any adverse impacts to parking capacity and interference with traffic flow and line-of-site as vehicles bypass loading and unloading of construction materials. All stored sediment stockpiles should be properly covered and best management practices applied to minimize the potential for sediment transport via stormwater runoff.

It is important that the aesthetic impacts of construction materials are mitigated and that stored construction materials are safely stored from high pedestrian traffic areas. Information on these issues should be included in the FEIS.

Page 13-30 States, “Vegetation removal would be limited to trees and shrubby and herbaceous ruderal and nonnative species that offer no habitat of value to native wildlife. The loss of these habitats would not result in significant adverse impacts to the urban-adapted species using these habitats...Replacement trees would be planted as necessary and where feasible in accordance with any local tree replacement requirements.” This aforementioned text appears to be an oversimplification of the impacts to wildlife. The animals living in a tree to be removed holds value to the species depending upon it and is inherently valuable as it pertains to groundwater infiltration, slowing runoff velocity, oil stabilization, and sound attenuation, among other benefits. Furthermore, there is no discussion in Chapter 14 of the cumulative impacts of

mass tree and shrub removal. As a “Tree City USA”, Oyster Bay places significant value on tree preservation and promotes tree replanting efforts. The number of trees to be removed should be

mapped and quantified as previously noted and a detailed plan for tree replacement in terms of species, caliper and location. If trees cannot be replanted in the immediate vicinity where they are planned for removal, appropriate soil stabilization techniques should be discussed and alternate locations should be called out on plans. LIRR should also consider working with the Town for off-site tree planting to offset the impacts of tree removal.

Page 13-45, Table 13-7 includes information on hours for construction as it pertains to local noise ordinances. Although the DEIS specifically mentions that MTA and LIRR are exempt from these noise codes, every effort should be made to work with the local municipalities to minimize adverse impacts from noise as it pertains to construction activity. Furthermore, it is important that the information presented is accurate; the Town of Oyster Bay Code does not permit Noise from Construction Activities on Sunday, which is not included in the corresponding Table.

Chapter 14 - Cumulative & Secondary Impacts

Page 14-1 indicates that the methodology for determining cumulative and secondary impacts was, “... developed through research and consultation with municipal and planning officials within the Study Area.” As such the secondary and cumulative impacts in the Town of Oyster Bay must be considered. Specifically, there is no discussion at all regarding the impacts to Bethpage and Syosset Train Stations during construction activity and upon project completion. This is a significant oversight. Furthermore, direct impacts to the hamlet of Hicksville beyond the immediate Study area are also lacking and must be included in the environmental analysis in order to provide comprehensive review and mitigation as necessary.

Page 14-1 also indicates that the NEC Future Program is not being considered for potential secondary and cumulative impacts due to a lack of funding for the project. Specifically, the DEIS states, “The NEC FUTURE program, which is being led by FRA, is a comprehensive planning effort to determine the appropriate role for passenger rail along the Northeast Corridor, the 457-mile rail transportation system extending from Boston’s South Station in the north to Washington D.C.’s Union Station in the south, and the infrastructure and service improvements necessary to achieve that role for passenger rail. The proposed Cross Harbor Freight Movement Project also was assessed under a Tier 1 EIS that included an alternative that would increase freight traffic throughout the LIRR system. However, there currently is no Tier 2 EIS funding for either the NEC FUTURE project or the Cross Harbor project. Because of the lack of funding, neither project may be considered reasonably foreseeable for the purpose of cumulative impacts analysis.” The FEIS for the NEC Future Project was recently published for public comment and a selected alternative is pending. It appears that this project is indeed moving forward and should be considered in terms of potential cumulative impacts as it pertains to the Proposed Project.

The DEIS goes on to state that other LIRR projects would not contribute to cumulative impacts and that other planned projects are located mostly outside of the Study Area. There is no discussion of other significant planning projects that would directly impact increased ridership and the fact that taken as a whole, the LIRR projects may still have a cumulative impact when viewed comprehensively. This section fails to even consider other regional planning efforts and the on-going rezoning efforts in Downtown Hicksville in the DEIS. The DEIS merely speculates that the Proposed Project would make transit-oriented development more feasible by rendering

transit services more reliable. The DEIS notes that the Proposed Project is located in a densely developed area, but does not consider redevelopment activity, subsequent land use, parking and traffic considerations with regard to secondary impacts.

Contradictorily, the DEIS states on page 14-6, “the Proposed Project would support projected growth as anticipated by several regional and local planning agencies.” There is no detailed analysis of the vague statement.

Overall, there is a complete disregard for Area outside of the immediate Project Area which is the fundamental component of Secondary and Cumulative Impacts as part of the environmental review process. It appears that only select LIRR/MTA projects were reviewed within the context of the Proposed Project and Regional and Local projects were completely omitted from consideration, analyses and substantial review.

Page 14-4 states that, “The Proposed Project would not result in significant adverse cumulative impacts.” As detailed throughout this comment letter, this conclusion is not substantiated. ***Detailed additional analysis is imperative and must be provided.***

Chapter 15 - Safety & Security

Table 1-1 “Main Lines Event Causing 10 or More Late or Cancelled Trains* 2013-2016” indicates that on 2/6/2014 Train 2703 struck an unauthorized person at Hicksville Station, 8/26/2013 NYAR striking an unauthorized person in Hicksville Station, 10/16/2013 Train 4703 with a trespasser strike east of Hicksville Station” causing 82 cancelled or delayed trains. As pedestrian safety is of paramount concern there should be a meaningful discussion as to how these accidents can be avoided in the future, especially considering there is no grade crossing at the Hicksville station, which are the locations seemingly targeted for safety improvements by this Project.

The aforementioned Table and the Proposed Project overall should include information on surrounding stations, particularly Bethpage and Syosset. Many Town residents that board the train at Hicksville also alternatively use the Bethpage and Syosset Stations. There have been serious safety issues, particularly at grade crossings which should be a component of the analysis. THE DEIS cannot look at just the stations within the Project Corridor without acknowledgement and analysis of the interrelated relationship on surrounding stations. The safety of grade crossings and lack of delays/cancellations at surrounding stations should be discussed and the ripple effects mentioned numerous times in the document are directly impacted by the safety of these stations and prevention of accidents causing delays and cancellation, but more importantly, a tragic condition for the community and affected families. The Summary on page 1-9 highlights the associated cascading effects and states that the delays would be substantially alleviated by the Proposed Project; however, there is no consideration of the cascading impacts to users of the trains within the Project Corridor by not implementing or at least analyzing the feasibility of implementing grade crossing and pedestrian safety improvements that cause some of the problems this project seeks to mitigate.

Page 15-6 states, “Because the Proposed Project would not result in any significant adverse impacts in terms of safety and security, no mitigation is required.” This Chapter focuses mainly on safety improvements relative to grade crossings, but Hicksville residents have expressed concern pertaining to the need for enhanced lighting, graffiti removal, debris maintenance and

complete streets initiatives which positively contribute to feelings of safety in an around the train station. Existing issues should be addressed as part of the Proposed Project and mitigation for

current problematic conditions should be included in the mitigation section. Furthermore, there is no consideration for the potential need for increased police presence or impacts to MTA Police, Nassau County Police and Town Public Safety as part of this project. Anticipated population growth and increased reliability which will presumably create a need for additional safety measures should be discussed in the environmental review. The MTA Police should analyze relocating its Garden City location or adding another permanent site to the Hicksville Train Station.

Chapter 16 - Electromagnetic Fields

Page 16-4 indicated that Substation G20 in Hicksville is adjacent to the LIRR and the following sentence states that each substation is within the LIRR. This should be corrected/clarified for consistency.

General Electromagnetic Field Comments

There is no discussion of potential impacts from EMF fields to wildlife. The heightened utility poles are viewed in the context of if they are higher from the ground they will impact those below less as they are farther away from the field.

The DEIS states that the typical maximum magnetic fields strength at locations immediately adjacent to new substations would be expected to be in the range of 1 to 25 mG, and maximum fields would be expected to be within 0 to 2 mG at distances of 100 feet or more from the substation. At all locations near the proposed site of the expanded substation, off LIRR property, the maximum strength of any magnetic field would be significantly below the exposure values established for the general population by the PSC and the ICNIRP." However, it does not provide a comparison of the EMF from the existing to the proposed substation with and without the EMF shielding, or a discussion regarding building maintenance and inspection to ensure protection of human health and the environment should the shielding deteriorate or be damaged.

Chapter 17 - Climate Change

Page 17-2 States, "Stormwater management practices for the Proposed Project have been designed for the current 100-year storm event. With the potential for substantial increases in the frequency and scale of downpour events it is possible that these systems may not be as resilient as possible. However, it would not be practicable to install stormwater management practices sized for a larger event given the space constraints of the right-of-way." Given the significance and potential adverse impacts of stormwater management concerns on Long Island, dismissing utilization of enhanced stormwater management control as impractical without in depth discussion as to why alternative solutions cannot be installed to enhance stormwater management should be discussed.

Page 17-4 States, "In 2007, MTA convened a Blue Ribbon Commission on Sustainability. The Commission published a final report Greening Mass Transit & Metro Regions, recommending actions and approaches for enhancing the sustainability of MTA operations and the MTA region by addressing energy and GHG emissions, facilities, smart growth and transit oriented development, material flows, water management, and climate adaptation.

MTA subsequently published two reports in 2011 and 2012 highlighting projects and activities that reduce the carbon footprint of MTA's operations and of transportation in the region overall. LIRR applies the approach outlined in the above reports for planning purposes. In addition,

LIRR's Environmental Management Corporate Policy and Procedures includes the following principles:

- Review and continuously improve all activities to ensure consideration of environmental impacts, risks and costs in all planning, acquisition and operational decisions.
- Encourage and promote pollution prevention efforts through material substitution, waste minimization, recycling, and resource conservation and recovery.

LIRR's Station Design Guidelines recognized that the MTA Blue Ribbon Commission on Sustainability Report recommended that all building projects, new construction and major renovations achieve certification at a Silver level under the Leadership in Energy & Environmental Design (LEED) program

This verbiage is particularly important as it pertains to other project components where the aforementioned documents are not applied. This is a prime example of why the Hicksville Station Improvements Project should be incorporated in the environmental review of this project. Furthermore, consistency to other project components, such as, but not limited to, contaminated materials, stormwater management, land use and community character, natural resources, etc. are critically important.

Page 17-6 states, "The Proposed Project will support on-going and existing development in the Project Corridor that is associated with livable, walkable communities, thereby encouraging network emissions avoidance." However, there is no substantial discussion of the projects that were reviewed to arrive at this conclusion.

Page 17-6 States, "The removal of trees from the right-of-way would result in some GHG emissions and a reduction of future sequestration capacity. It is estimated that a few hundred trees would be removed from the right-of-way." The cumulative impact of removing hundreds of trees should be quantified, and as previously noted, additional impacts of tree removal should be discussed in details and appropriate mitigation measures should be selected.

Page 17-8 states that remote-controlled third rail heaters would be considered for the Proposed Project. Consideration should also be given to the feasibility of geothermal heating and cooling as part of a comprehensive review of the applicability of green features for the Project. Many other states effectively utilize geothermal systems for cost-effective, environmentally friendly heating and cooling of the rails. The Geothermal Rail Cooling and Heating System is a reversible system process that accelerates heat transfer between the steel rail used in railway track and the adjacent earth. It is comprised of the Rail Heat Exchangers specially shaped to fit tightly inside the rail web, a refrigerant cycling on its physical condensing and evaporative characteristics, a mechanical and power supply system, and an underground tubing loop system for heat dissipation or absorption. When the railroad track undergoes a range of temperature changes that results in rapid rail expansion, it may cause track buckling or sun kink. Upon detection of such occurrence, the system responds with cooling effect to slow down expansion and simultaneously reduce the risk of track failure. By switching the direction of refrigerant flow utilizing the system built-in reversing valve, the function is alternated for the

evaporator and condenser to enable heating instead of cooling. It would be helpful if the FEIS reviewed the feasibility of installing a similar system.

This section also fails to consider the feasibility of solar power for station improvements or as part of lighting for proposed parking garages. Residents have also expressed interest of installing microgrids at the LIRR stations; as such, microgrid technology should be explored in the environmental review as it pertains to the Proposed Project.

Page 17-9 States that due to the high volume of trains within the Main Line corridor, the Proposed Project would be constructed using concrete ties. The life expectancy of these concrete ties should be discussed as well as the methods involved in maintenance and disposal as the concrete deteriorates.

Page 17-10 discusses recycling and indicates that setting a minimum target of 75 percent is a common approach for ensuring recycling, but makes no affirmative statement that that is the target number for this project. There is also no substantial discussion regarding the process for recycling materials and how materials will be selected for the process. Potentially appropriate recyclable materials such as wooden pallets, scrap steel and crushed concrete are mentioned, but there is no analysis regarding how recycling practices will be utilized and if the practice will occur for the station improvements, parking garages, electrical substations, etc.

Page 17-11 States, "In July 2014, LIRR approved its formal design guideline "to ensure long term protection and resiliency of railroad facilities and/or significant infrastructure assets against future flooding." There is a fundamental disconnect between this design guideline and statement on page 9-6 that states, "The existing ditches or channels on either side of the right-of-way appear to handle the drainage runoff during typical storm events." There are no calculations of substantiation to ensure that drainage design criteria are met and that the drainage system will be upgraded to provide adequate drainage to handle stormwater and prevent flooding from future storm events.

Page 17-12 states, "SLR (sea level rise) and Storm Surge: NPCC projects that sea levels are likely to increase by up to 75 inches ("High" scenario) by the end of the century. In general, the occurrence of SLR is characterized as "extremely likely," but there is uncertainty regarding its magnitude and rate. Major hurricanes are characterized as "more likely than not" to increase in intensity and/or frequency, and the likelihood of changes in other large storms (e.g., "Nor'easters") are characterized as unknown. Therefore, the projections for future 1-in-100 coastal storm surge levels for the area include only SLR at this time, and do not account for changes in storm frequency." The DEIS goes on to states, "NPCC projects that annual average precipitation is likely to increase by up to 25 percent by the end of the century. The number of downpours (intense precipitation events shorter than a day and often shorter than an hour) is "very likely" to increase. By the 2080s, downpours of 1 inch or more could increase from an annual average of 13 events in the baseline to 18 events, and 4 inches or more from an average of 0.3 to 0.7 events." Given these projections, the Proposed Project should consider the worst case scenario in stormwater management design and incorporate appropriate mitigation measures into the environmental review for this project.

Page 17-13 States, "With potentially substantial increases in the frequency and scale of downpour events, design of drainage for the main line and for depressed roadway areas of the grade crossings would need to account for potentially larger stormwater capacities in order to

avoid local flooding during these events. However, due to space constraints within the right-of-way, stormwater practices can only be designed for the current 100-year storm event.” Again, simply stating the limits of the LIRR ROW does not obviate the LIRR of investigating feasible alternatives to appropriately manage stormwater.

Chapter 18 – Alternatives

Stated project goals include improving mobility with additional peak service, providing additional track capacity to accommodate projected system-wide service growth and improving public safety and roadway conditions, and improving quality of life (among other goals). The fact that impacts to the entire hamlet of Hicksville, Bethpage and Syosset Stations have not been included in the DEIS is unacceptable. Increased growth will have significant environmental impacts which must be analyzed as an integral component to the environmental review for this Project.

Overall, this section fails to consider additional reasonable alternatives that would both satisfy the project needs and provide added benefits to the surrounding communities. For example, the “Transportation Systems Management Alternative” does not consider the comprehensive approach of expanded features in addition to the measures proposed in the project such as adding a shuttle service to commuter parking lots, incorporating improvements to Bethpage and Syosset Train Station, adding bike lines and enhanced pedestrian connectivity (in addition to what is proposed), an aggressive tree replanting program, providing additional parking capacity (not just to decrease the deficit but to meet future demand), as well as other reasonable traffic mitigation and quality of life improvements. Overall, impacts to the entire downtown hamlet of Hicksville should be incorporated and studied. The Proposed Project Study area should be expanded beyond impacts related to the elimination of grade crossings, BRT, enhanced use of rail siding, only north or south added track, longer train lines and platforms, bi-level trains and the no action alternative. The Alternatives appear to immediately discount less intense alternatives, such as “Grade Crossing Only Alternative” and an “Implement Other LIRR Capital Projects Only” as discussed during public scoping session, while failing to consider a significantly expanded scope that would better serve to improve the quality of life of the surrounding communities impacted by the Proposed Project. The Alternatives studied should include a comprehensive assessment of the feasibility of additional combined approaches beyond what has been presented in the DEIS.

Chapter 19 - Irreversible and Irretrievable Commitment of Resources

Page 19-1 States, “The Proposed Project would result in irreversible clearing and grading of vegetation within the LIRR ROW as well as modification to topography along the ROW and at grade crossings. The loss of vegetation is considered an irreversible commitment of resources as it is unlikely that replacement vegetation would be included in the ROW due to safety concerns.” This Chapter should include discussion on the mitigation of the irretrievable commitment of vegetation with a tree replanting program and efforts to work with local municipalities to effectively institute a replanting initiative. Furthermore, discussion regarding recycling measures and other green initiatives should be discussed in terms of mitigation and minimization of irreversible and irretrievable commitment of resources.

Chapter 20 - Unavoidable Adverse Impacts

Page 20-1 states, “Construction of bridge repair and grade crossing elements would require temporary road closures and traffic diversion, resulting in temporary adverse impacts to vehicular and pedestrian traffic.” While other unavoidable adverse impacts, such as

noise/vibration and fugitive dust from construction activities are specifically identified for mitigation, one of the most significant impacts – traffic, is not selected for mitigation in this Chapter. All reasonable measures to minimize adverse traffic impacts to already congested roadways should be specifically noted in the environmental review. Furthermore, should traffic impacts be insufficient, a plan should be in place to re-evaluate and promptly correct traffic impacts during construction. The FEIS should include a plan for utilizing a shuttle service and potentially entering into an agreement with Broadway Mall to provide temporary additional parking during construction activity.

Page 20-1 states, “As described in Chapter 7, ‘Natural Resources,’ the Proposed Project would result in the unavoidable removal of vegetation within the LIRR ROW. Since the vegetation does not constitute significant habitat, its loss is not considered significant and adverse, but the loss of the vegetation itself is considered unavoidable.” Again, as discussed in various sections of this correspondence, removal of hundreds of trees is significant. Efforts should be utilized to

institute a tree replanting program with municipalities to offset the unavoidable adverse impacts of tree and shrub removal.

Chapter 21 - Public and Agency Participation

Page 21-1 states, “To effectively engage stakeholders, various communication tools are being employed, including the use of a website (www.AModernLI.com). The website was launched in May 2016. It is regularly updated to notify viewers of available documents, responses to frequently asked questions, upcoming meetings, helpful graphics, press releases and other project information.” LIRR/MTA should consider creating a Facebook page specifically for the Proposed Project. While the existing website and email notifications are helpful, they do not provide the public with the opportunity to view the concerns of their neighbors and constituents of other impacted municipalities. The existing website and social media tools do not provide sufficient character space to express real-time concerns and to receive publically viewable responses to those issues. Providing a Facebook page would also provide a method to inform the public of interim milestones, with an opportunity to comment on progress and potential problems for immediate issue-resolution, and would also avoid redundancy of concerns in that if multiple emails are sent to MTA/LIRR the public may not be aware that the issue has been noted and will be addressed, whereas if comments/questions were posted on Facebook along with MTA/LIRR conflict resolutions a wider network of people would be reached.

Page 21-2 states, “Meetings with elected officials will continue to take place throughout the environmental review process (including pre- and post-release of the Draft and Final Scoping Documents and the DEIS and Final EIS).” As expressed throughout this correspondence, it is apparent that there are many outstanding and unresolved issues that require additional meetings with Town of Oyster Bay elected officials and staff. LIRR/MTA should reach out to Town personnel as soon as possible to discuss concerns relative to the Proposed Project.

Page 21-2 indicates, “Since May 2016, the project team has been maintaining a Project Information Center, in the Mineola Station adjacent to the south platform waiting room. The current Project Information Center schedule is available on the Proposed Project website (www.AModernLI.com). The Project Information Center has displays, exhibits, and interactive elements. Comment forms are available, along with a trained staff representative to answer inquiries and provide general project information.” It would be helpful if project representatives

considered adding a "mobile office" or setting up an information kiosk at the Hicksville Station prior to and during construction activity.

Appendices:

Chapter 1 – DRAFT *Preliminary Engineering Technical Memorandum*, November 22, 2016

Page 3-6 of the DRAFT Preliminary Engineering Technical Memorandum (PETM), indicates the installation of Positive Train Control (PTC) requirements consistent with LIRR's latest PTC standards. Positive train control is intended to remove the possibility of human error in potentially deadly situations; some experts have said that PTC could have prevented several train accidents in the Northeast in recent years. News reports indicate that LIRR has begun installing some components of a new \$1 billion crash-prevention system before a full design is complete in an effort to meet a 2018 federal deadline and that designing and installing positive train control technology at the same time raises the possibility of having to undo and redo some work. The entire project must be finished by December 2018 or LIRR will be subject to fines of up to \$25,000 a day. (Newsday, "LIRR pushes to meet 2018 federal crash-prevention deadline", November 13, 2016). Project officials have said the risks associated with beginning PTC installation without a final design in place are relatively low, but it is possible that workers would have to reprogram hundreds of radio transponders along the LIRR's tracks — extra work that could further burden the LIRR's PTC installation workforce. There is no discussion in the body of the DEIS regarding PTC and potential project impacts. At a minimum, a thorough discussion of PTC should be included in the DEIS as it pertains to public safety, but failing to review how potential impacts of not meeting project deadlines and how the Proposed Project will effectively be coordinated with other project components is a significant environmental review deficiency that must be corrected.

Page 3-16 discusses electric power lines and utility poles. The main body of the DEIS indicates that some of the wood utility poles to be replaced will be made of steel. The PETM mentions a third "hybrid" material which is not described or explained anywhere else in the document. This is particularly important as it pertains to the composition and potential treatment of the poles as well as visual impacts; as such there should be an elaboration of how many poles will be hybrid poles, where they will be located and any additional pertinent information.

Page 3-44, Table 3-9, "Station Use Level and Ridership", should include information pertaining to the Hicksville Station.

Page 3-45 should include discussion regarding the two proposed parking garages for Hicksville. Also, the Hicksville Station Improvements should receive full environmental review and specific public concerns regarding green features should be included as part of this overall LIRR Expansion Project.

Page 3-49 indicates that two of the seven substations may be taken out of service to support the initial construction phasing of the project but does not identify which two substations are being considered. Furthermore, in order to mitigate any potential long-term outage situation, three mobile traction power stations would be designed and provided under the project. The PETM does not indicate where these mobile units will be staged, if they will occupy parking spaces, and the protective measures to provide adequate public safety as it pertains to these units. The visual and aesthetic impacts of the proposed new prefabricated structures is not discussed, nor is there mention if the proposed building footprint will be increased as compared to the existing substation.

Page 3-51. As consistently expressed throughout this correspondence, parking capacity is a paramount concern. While it is understood that the PETM is in draft form, there are various permits and approvals that are required as it pertains to the proposed parking garages as well as other components of the proposed project. It is advised that LIRR initiate planning and coordination meetings with the Town to discuss concerns and protocol for approvals, access and maintenance agreements, and other permits and approvals as necessary. The PETM and DEIS should also discuss the plan for providing interim parking for the spaces which will be unavailable during construction of the proposed parking garages in Hicksville. Again, parking impacts to Bethpage and Syosset Train Stations should be an integral component of the parking analysis for this project.

Appendix 7 –Natural Resources, Figure 7-15, Photos 27 and 28 of Hicksville Station from the parking lot show poorly stabilized, non-vegetated steep slopes. LIRR should consider hydroseeding areas such as this, or perhaps installing an “educational raingarden corridor” between the sidewalk and the LIRR ROW to improve the aesthetics, engage the community and

mitigate the impacts of stormwater runoff. There also appears to be an overabundance of staggered utility poles. Reference should be made in the DEIS in Chapter 7 Utilities and Infrastructure regarding the utility pole redundancy and the plan and schedule to remove poles to be replaced. Overall, the unappealing aesthetics apparent in these photos is obvious; plans for improving upon the existing condition should be integrated into the Proposed Project.

Appendix 13 Construction

There is no construction traffic or parking analysis provided for Hicksville which must be included in the FEIS. Additionally, secondary impacts to areas such as Syosset and Bethpage and other areas in the Town of Oyster Bay as consistently discussed throughout this correspondence must be provided as it is very likely that traffic and parking needs may be diverted to other communities. Direct and secondary impacts as it pertains to traffic and parking concerns in Hicksville and surrounding Town train stations requires thorough analysis, planning and appropriate mitigation and must be included in the FEIS.

Scoping

It should also be noted that many of the Towns concerns which were noted after the public scoping session were not addressed in the DEIS for the Proposed Project. As stated in correspondence to MTA/LIRR as follows:

1. The Draft Scope provides a general discussion of project purpose and need, pointing to broad goals of mitigating existing train traffic congestion and delays, accommodating demand for reverse-peak travel and expected future increases in ridership, and anticipated social and economic development benefits. However, the Draft Scope does not provide clear guidance as to how these issues will be addressed in the DEIS. It is hoped that such questions will be subjected to a meaningful, detailed analyses of pertinent data to substantiate the assumptions and conclusions. The scoping document should provide a descriptive outline of what those analyses will entail.
2. Some of the testimony from project proponents during previous public meetings described potentially negative aspects of the proposed action as “temporary inconveniences”, seeming to imply that there are no real impacts. However, as discussed below, a number of aspects

3. of the proposed action with respect to areas in the Town of Oyster Bay pose the potential for significant, long-term adverse impacts, which merit a “hard look” as required under SEQRA.
4. The Draft Scope does not indicate that the DEIS will analyze project-related traffic impacts at and around the Hicksville station. A number of area intersections currently experience poor operating conditions during peak periods. The proposed project is specifically intended to increase ridership through Hicksville station and, thereby, inevitably will exacerbate such impacts in the absence of suitable mitigation measures. Accordingly, the DEIS should fully characterize current operating conditions at key intersections in proximity to the Hicksville station, quantify the projected increase in ridership and associated effect on vehicular volumes and operating conditions at the study intersections resulting from the proposed facility expansion, and identify measures for inclusion in the proposed action to mitigate any such impacts. This should be outlined in the scoping document.
5. Analysis of project-related impacts at the Hicksville station should include any effects that increased passenger activity would have on intermodal operations, especially bus traffic. As noted during the May 25th public scoping session in Hicksville, the existing arrangement for bus service at the train station is deficient, and available options for mitigating this problem should be explored in conjunction with the proposed project.
6. The Draft Scope indicates that a parking analysis will be performed for “affected stations”. Hicksville should be among the LIRR stations included in this analysis since the anticipated project-induced increase in ridership would intensify parking demand at this location, where the available parking resources already are seriously stressed.
7. The Draft Scope does not indicate that the DEIS will analyze project-related impacts at Hicksville station with respect to pedestrian conditions; only the seven locations proposed for grade-crossing modifications and the station areas in New Hyde Park, Merillon Avenue, Mineola, Carle Place, and Westbury are identified for such analysis. However, pedestrian safety is a significant issue in Downtown Hicksville, since travel routes between the train station and associated parking facilities traverse several major roadways (including two New York State highways) at grade. Project-induced increases in both vehicular and pedestrian traffic in Hicksville likely would aggravate this problem without the implementation of suitable mitigation measures.
8. The Draft Scope generally limits the geographic extent of the DEIS’s analyses to the area encompassing the proposed modifications, without considering the potential for impacts to areas along LIRR lines to the east, including other communities in the Town of Oyster Bay (i.e., Syosset, Jericho and Woodbury on the Port Jefferson Branch, and Bethpage and Farmingdale on the Ronkonkoma Branch). This is a major deficiency in the Draft Scope, as the SEQRA regulations specifically require the analysis of secondary impacts.

A number of issues arise on the topic of secondary impacts at locations to the east of the proposed project corridor:

- a. It seems likely that any increase in activity along the Main Line between Floral Park and Hicksville would also be reflected in increased activity at stations to the east. These potential secondary impacts at Syosset, Bethpage and Farmingdale stations should be

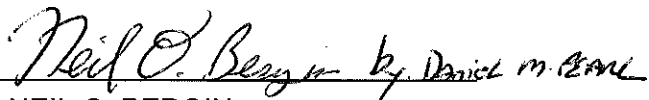
examined, in a similar manner as for stations in the project area, with respect to parking capacity, roadway traffic congestion, pedestrian safety, and other relevant parameters.

- b. A number of existing grade crossings in the Town of Oyster Bay to the east of Hicksville station would be retained under the proposed action. The scoping document should describe the analysis that will be undertaken in the DEIS to assess potential impacts at these locations – e.g., with respect to vehicular and pedestrian movement and safety, emergency response, etc. – due to increased train volumes along these lines (and associated crossing gate down time), as well as increased passenger activity at Syosset, Bethpage and Farmingdale stations, which are all significantly impacted under current conditions.
 - c. One of the stated purposes of the proposed project is to eliminate delays within the Main Line segment that would be expanded. The Draft Scope does not indicate that an analysis will be undertaken to demonstrate that the proposed project will not result in the existing bottleneck between Floral Park and Hicksville being shifted further to the east.
9. The Draft Scope makes note of the pending Hicksville station improvement project, but does not discuss the timing of that work in reference to the proposed third track project and does not indicate that the DEIS will analyze the potential for cumulative impacts, particularly during construction.

In summation, we trust that the MTA/LIRR will take these comments under advisement as the FEIS is prepared.

If you require any clarification or additional information to the above, please contact Jaime Van Dyke directly at (516) 677-5853.

Very truly yours,


NEIL O. BERGIN
Commissioner of Environmental Resources

NOB/JVD

Attachments

cc: Office of the Supervisor
Hon. Members of the Town Board

On Nov 26, 2014, at 2:00 PM, Julia Schneider <JSchneider@csfllc.com> wrote:

Hi John,

I spoke with Bryan Grapes this morning regarding the pigeon droppings issue in Hicksville. LIRR coordinated with NYSDOT and power washing of the area under the LIRR was conducted on November 5th.

While I expressed gratitude at the effort, I inquired as to the long-term solution. He indicated that he understands the Town's concern and LIRR is currently reviewing estimates from contractors for installation of netting and spikes to humanely deter pigeons from roosting and adversely impacting the area of concern. Please see attached photographs and email below.

If you have any questions or would like to discuss further please do not hesitate to contact me.

Thank you,
Julia

Julia Schneider, AICP, CPESC
Environmental Planner

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Julia Schneider, AICP, CPESC
Senior Environmental Planner

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email: jschneider@csfllc.com
www.csfllc.com

From: Grapes, Bryan J [<mailto:bgrapes@lirr.org>]
Sent: Wednesday, November 26, 2014 1:18 PM

To: Julia Schneider <JSchneider@csfilc.com>

Subject: Pigeon Clean-Up at Hicksville

Hello Julia,

Attached are the photos of the areas we that were mentioned in your initial letter.

And as I mentioned, Matt (the Branch Line Manager for Hicksville) has been awaiting estimates on the installation of bird-control apparatus in these areas.

Thanks and have a great Thanksgiving.

Bryan Grapes

LIRR Public Affairs Department

718-558-7357

bgrapes@lirr.org

From: Howell, Scott [<mailto:showell@lirr.org>]
Sent: Tuesday, October 7, 2014 3:31 PM
To: Julia Schneider <JSchneider@csfllc.com>
Cc: McGraw, Kyle F <kmcgraw@lirr.org>; Brennan, Robert J <rjbrenn@lirr.org>
Subject: RE: 40:1409 TOBAY/Pigeon Management Issue

Hey Julia;

Thanks for sending the letter and the photos. The pigeon issue will be brought to the attention of the Branch Line Manager who is responsible for the Hicksville Station. You should be receiving a formal response from LIRR's Public Affairs Dept. in the next couple of weeks. If you don't receive a reply within that timeframe, please let me know and I will follow up with them.

From: Julia Schneider
Sent: Thursday, September 13, 2012 3:31 PM
To: 'ecpicca@lirr.org' <ecpicca@lirr.org>
Subject: Hicksville Train Station

Hello Elisa,

I am just writing to follow-up on the status of the LIRR improvements for the Hicksville station since the press release. Is the project still on schedule?

Also, as you are aware, in addition to the track extension and general station improvements plan, the area under the trestle was noted as an area of concern by local civic groups. Specifically, pigeon droppings and safety concerns. I've attached a few pictures of the problems nesting pigeons are imposing under the trestle. It appears that attempts have been made by LIRR to prevent avian nesting activity, but it does not appear to be an effective mitigation measure. At the close of the meeting LIRR was going to investigate methods to mitigate the problems and I was wondering if new design techniques are planned that are anticipated to have more success.

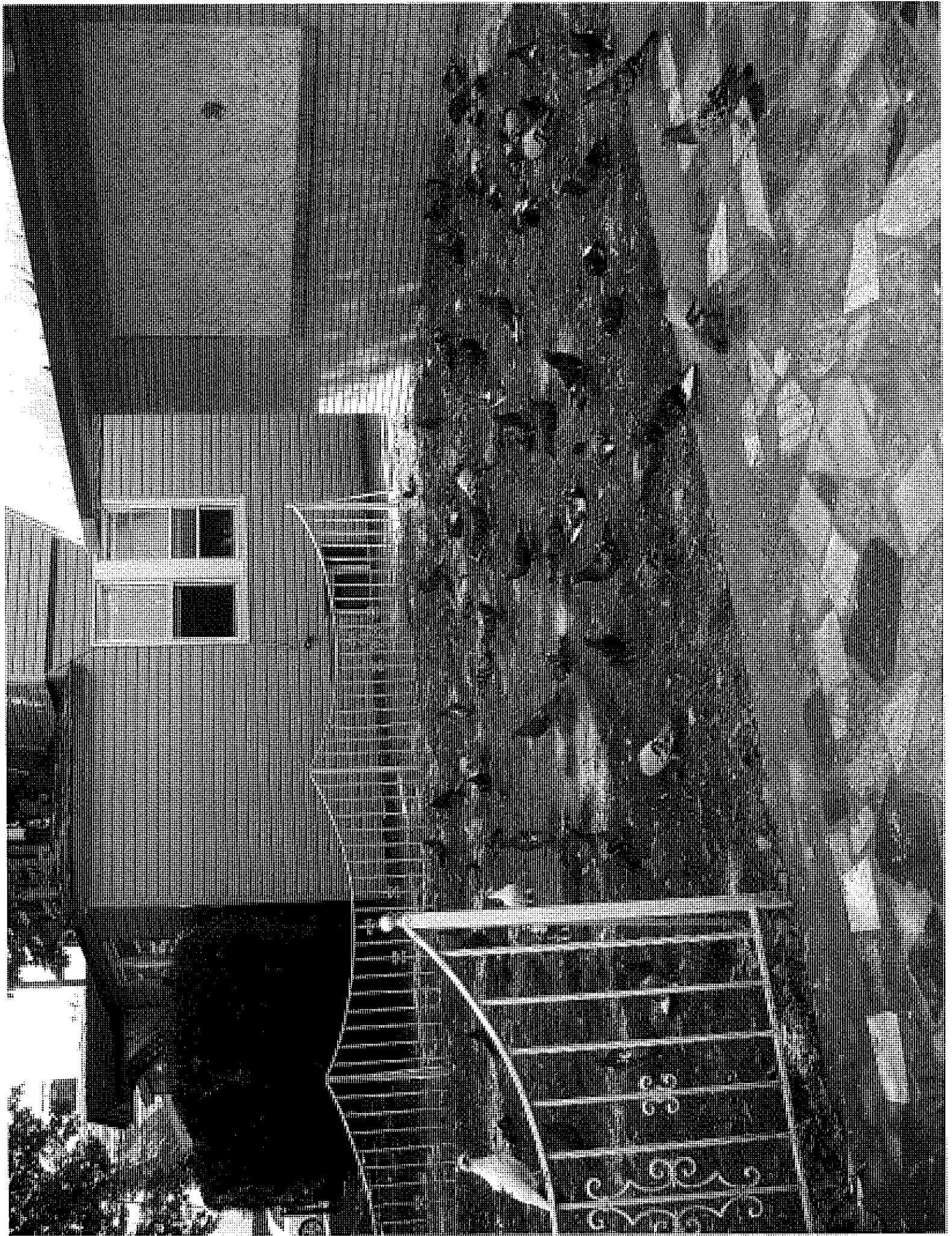
The Town Public Safety Department has served to improve the safety of the area and the public perceptions of protection. I recall Mr. Brennan indicating that he would discuss the public safety concerns with the Chief of the MTA Police and LIRR President; as well as the other concerns brought to light in this meeting (aesthetics, sensitivity to parking needs, etc.) to further improve safety conditions. Do you have any updates on the outcome of these discussions?

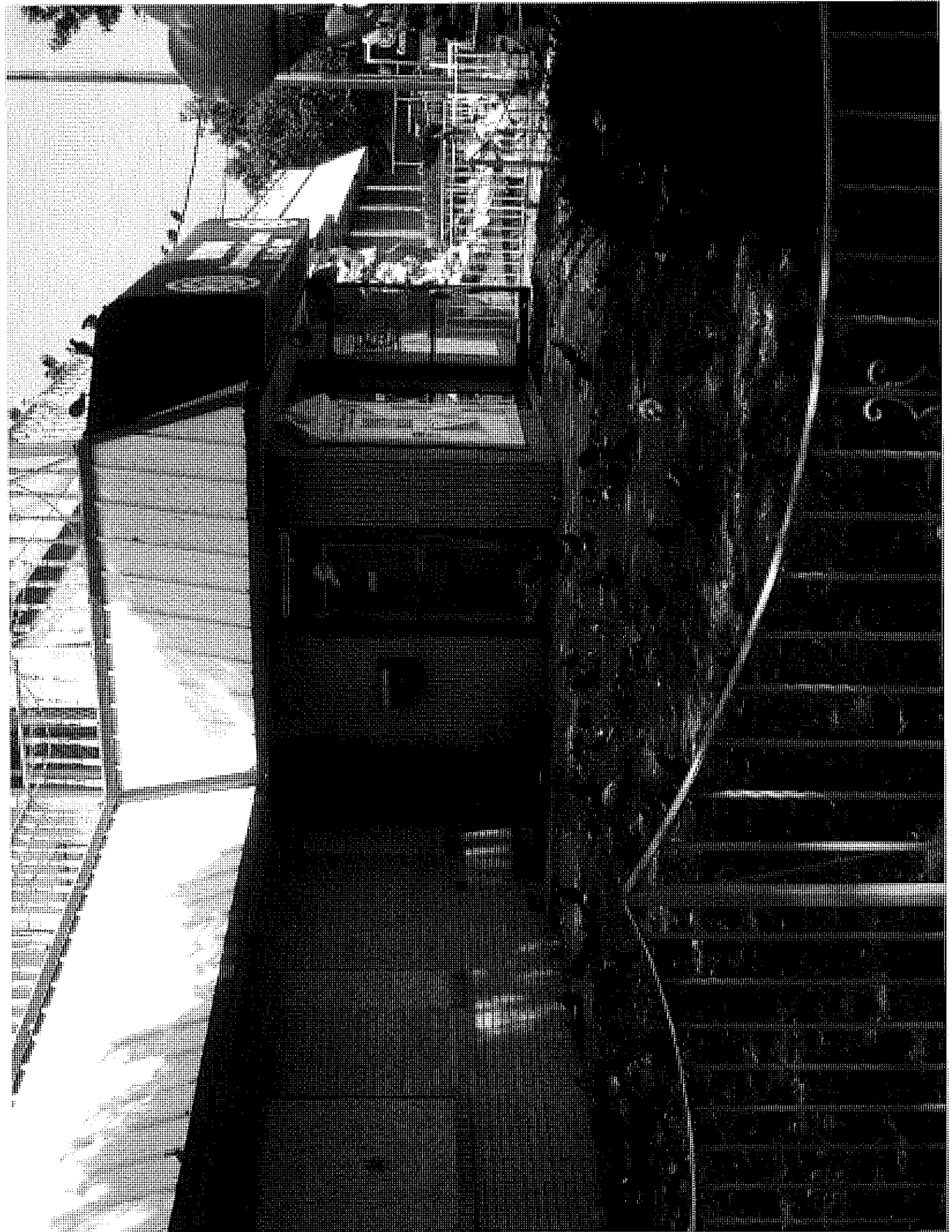
Thank you so much for your time and consideration to these matters. If you have any questions or would like to discuss further please do not hesitate to contact me.

Sincerely,
Julia Schneider

Julia Schneider, AICP, CPESC
Environmental Planner

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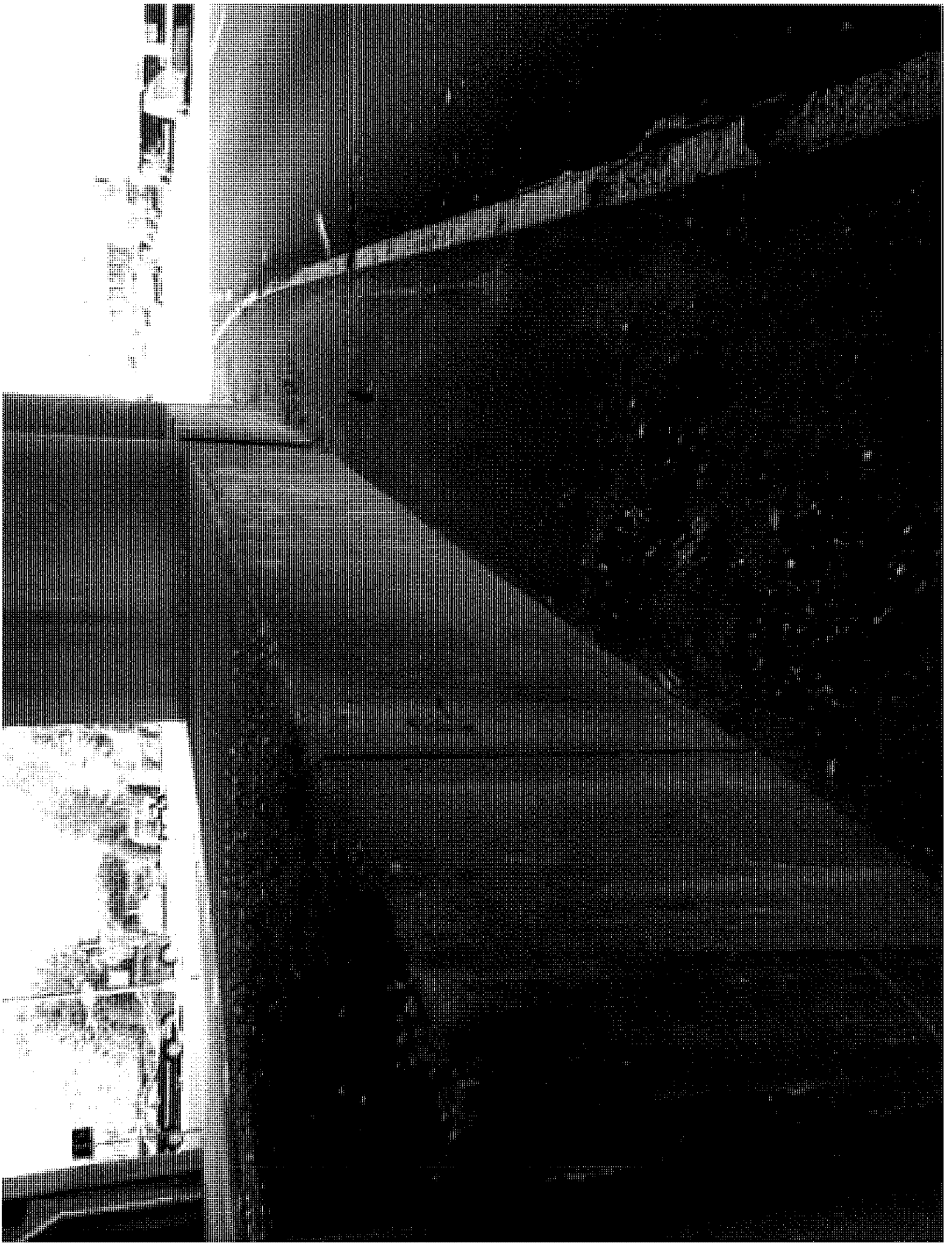




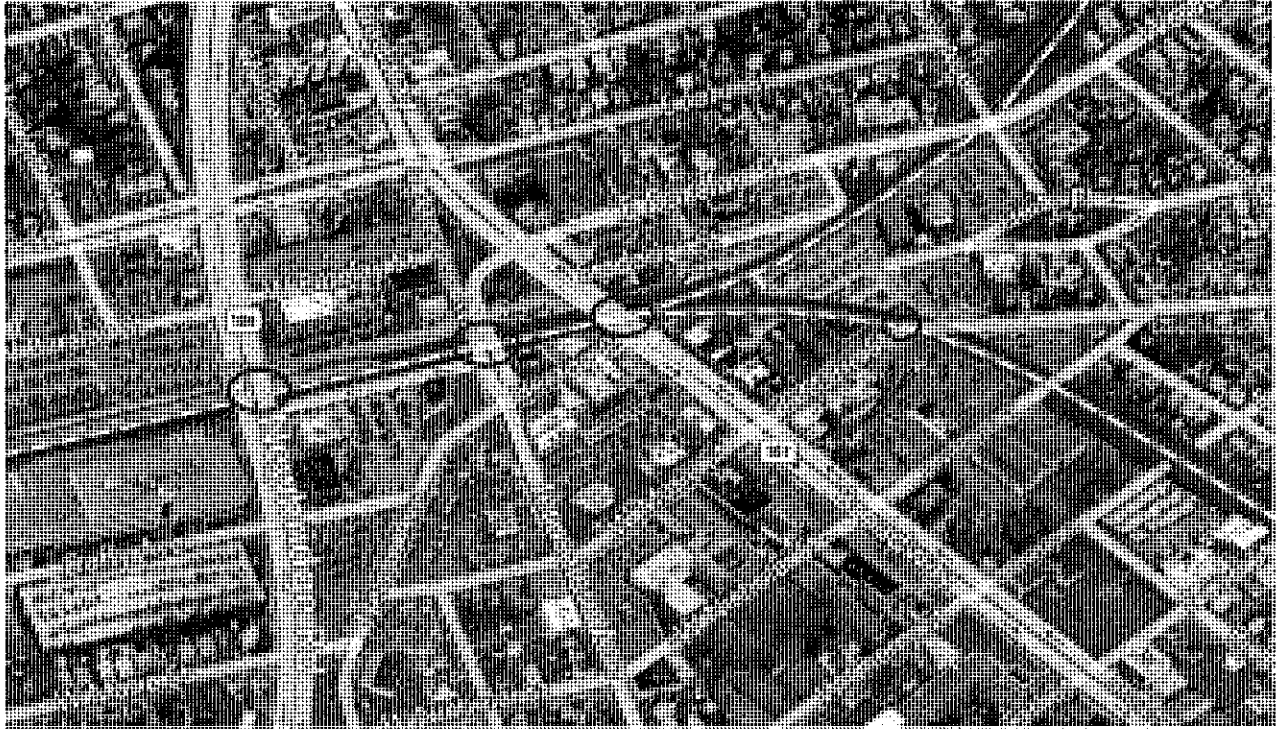








**Pigeon Issues – Downtown Hicksville
September 2014**



Areas requiring cleanup from pigeon droppings and nesting activity as well as additional pigeon deterrent measures.

Pigeon Issues – Downtown Hicksville
September 2014

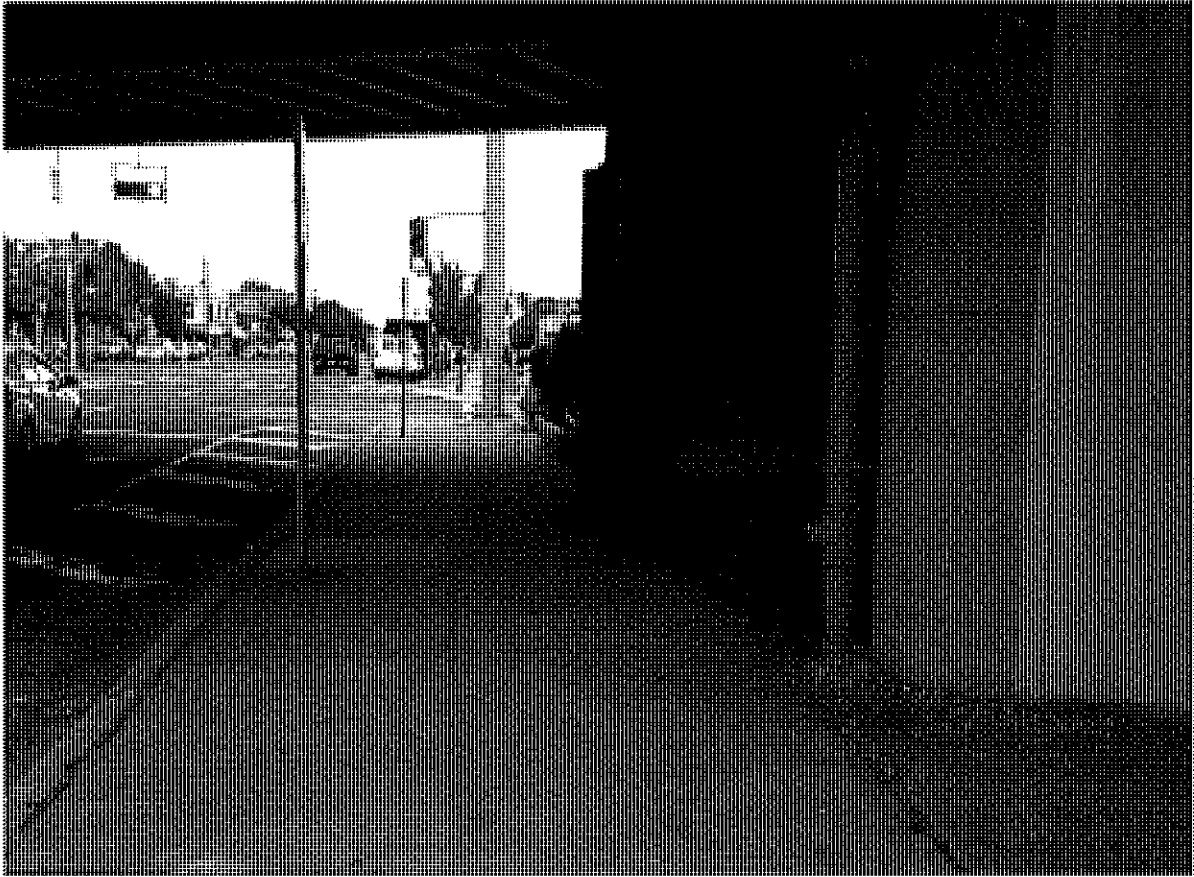


West-facing view of the LIRR overpass in the northeastern region of Lot H-11. No pigeon droppings observed where the base of the LIRR overpass is solid concrete.



Northeast-facing view of Broadway just north of Herzog Street. Nesting pigeons, pigeon droppings and pigeon carcass observed in the roadway.

Pigeon Issues – Downtown Hicksville
September 2014



South-facing view of Broadway. Sidewalk and roadway showing accumulation of cigarette butts and bird droppings.

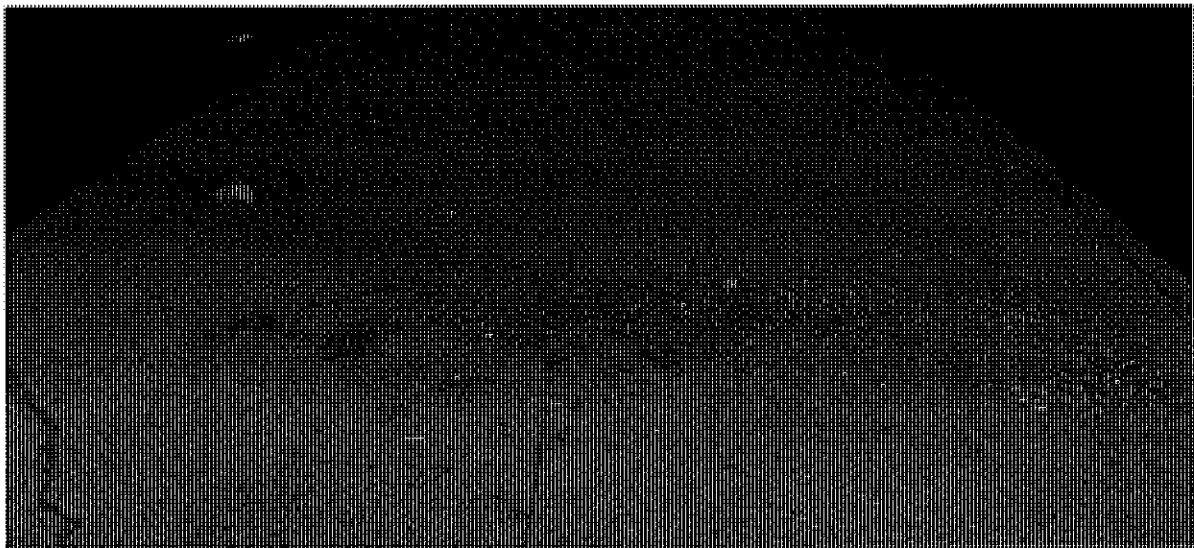


Ineffective pigeon deterrent measures.

Pigeon Issues – Downtown Hicksville
September 2014

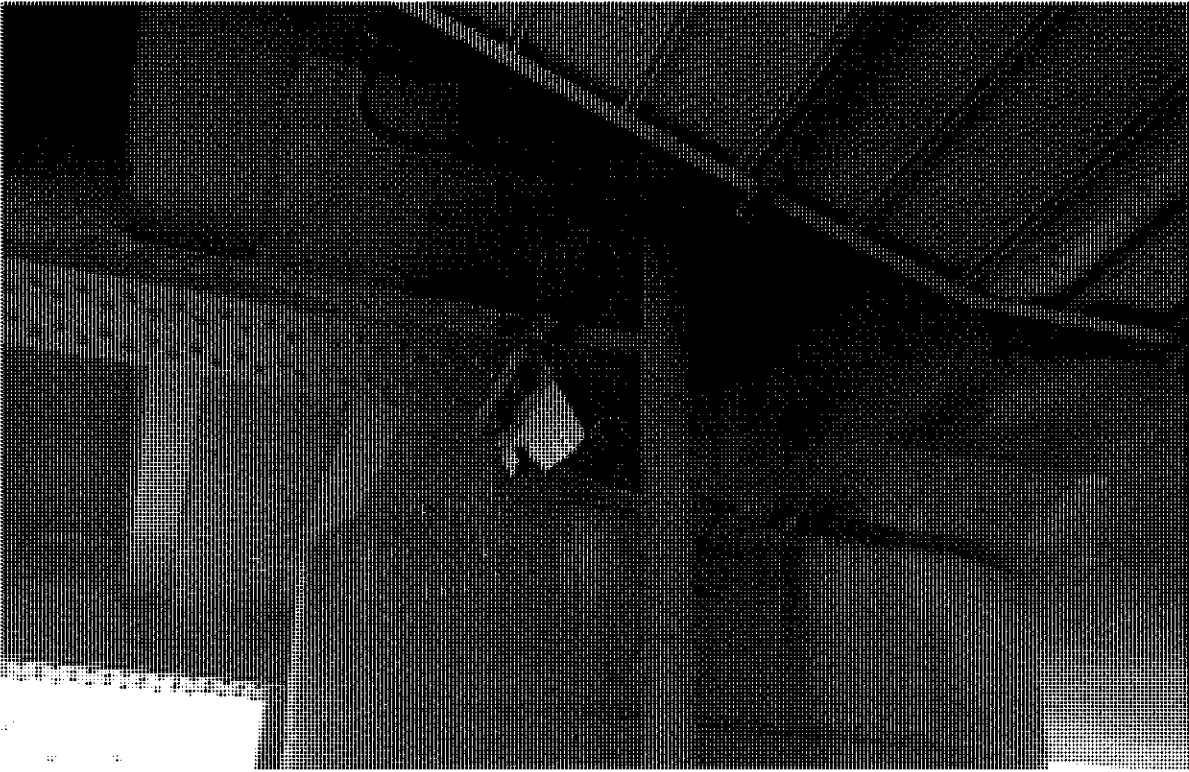


East-facing view across Jerusalem Avenue under LIRR overpass.



South-facing view of Jerusalem Avenue under LIRR overpass.

**Pigeon Issues – Downtown Hicksville
September 2014**



Nesting birds under the overpass at Jerusalem Avenue.



Corner of Newbridge Road and Railroad Station Plaza across from the train station ticket booth.

**Pigeon Issues – Downtown Hicksville
September 2014**



Area across from the train station ticket booth on Newbridge Road.

**Pigeon Issues – Downtown Hicksville
September 2014**



Area under the LIRR overpass and Newbridge Road.

**Pigeon Issues – Downtown Hicksville
September 2014**



North-facing view of the area under the LIRR overpass and Newbridge Road.



Cashin Spinelli & Ferretti, LLC

SURETY CONSULTING • MUNICIPAL PLANNING • CONSTRUCTION MANAGEMENT

New York • Connecticut • Pennsylvania • Illinois

October 6, 2014

LIRR Government /Community Affairs
MC 1131
Jamaica Station, NY 11435
Attn: Mr. Bob Brennan, Director

Re: Pigeon Management Issue, Hicksville,
Town of Oyster Bay, Nassau County, NY
CSF#:40:1409

Dear Mr. Brennan:

On behalf of the Town of Oyster Bay, in response to concerns voiced by Town residents, Cashin Spinelli & Ferretti, LLC ("CSF") conducted site visits during the month of September 2014 in areas beneath the LIRR elevated tracks in Downtown Hicksville that are adversely affected by pigeon activity. The areas of greatest impact are between the Herzog Street-Broadway intersection and the train station at Newbridge Road, with very high concentrations of pigeon droppings where the overpass crosses East Marie Street (see attached aerial map and photographs). The pigeons are mostly undeterred by existing measures intended to prevent roosting, as evidenced by the photographs. Pigeons congregate in large numbers, and their droppings coat portions of the concrete pillars, sidewalks and roadways in the aforementioned area, seriously diminishing aesthetic quality and posing a potential health and safety concerns along a route which is heavily traveled by pedestrians on a daily basis.

The Town is interested in working with LIRR to implement a solution to this problem. Please contact the undersigned at 631-737-9170 at your earliest convenience so that we can initiate a discussion toward that objective.

Very truly yours,

CASHIN SPINELLI & FERRETTI, LLC

Julia Schneider, AICP, CPESC
Environmental Planner

cc: Scott Howell, Director, Parking and Stations Program, Long Island Rail Road
Kevin Hanifan, Commissioner, Department of Highways, Town of Oyster Bay (TOB)
Justin McCaffrey, Commissioner, Department of Public Safety, TOB
James McCaffrey, Deputy Commissioner, Department of Economic Development, TOB
Harold B. Mayer, Esq. Director of Municipal Services, CSF
John Ellsworth, Director of Environmental Planning, CSF

**Pigeon Issues – Downtown Hicksville
September 2014**



East-facing view across East Marie Street under the LIRR overpass.



Northeast-facing view of the LIRR overpass across Lot H-11. No pigeon droppings observed where the base of the LIRR overpass is solid concrete.

**Pigeon Issues – Downtown Hicksville
September 2014**



North-facing view of Broadway.



LIRR overpass at Broadway.

**Pigeon Issues – Downtown Hicksville
September 2014**



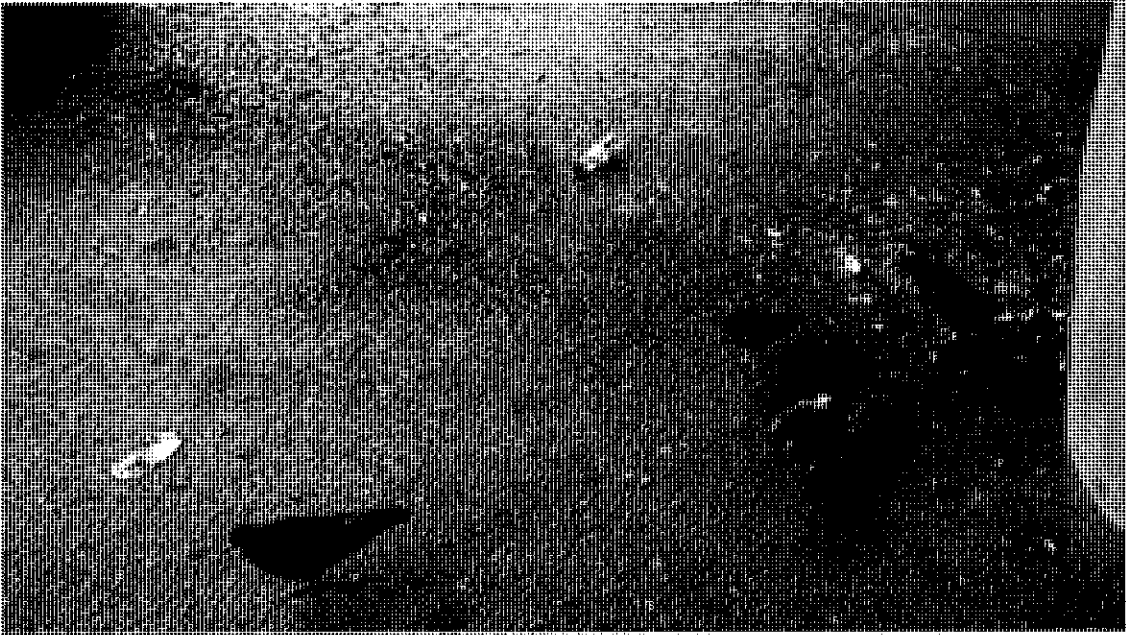
East-facing view across Jerusalem Avenue under LIRR overpass.

**Pigeon Issues – Downtown Hicksville
September 2014**



South-facing view of Jerusalem Avenue under LIRR overpass.

**Pigeon Issues – Downtown Hicksville
September 2014**



Corner of Newbridge Road and Railroad Station Plaza across from the train station ticket booth.

Pigeon Issues – Downtown Hicksville
September 2014



View of Railroad Station Plaza across from the train station ticket booth at Newbridge Road.

**Pigeon Issues – Downtown Hicksville
September 2014**

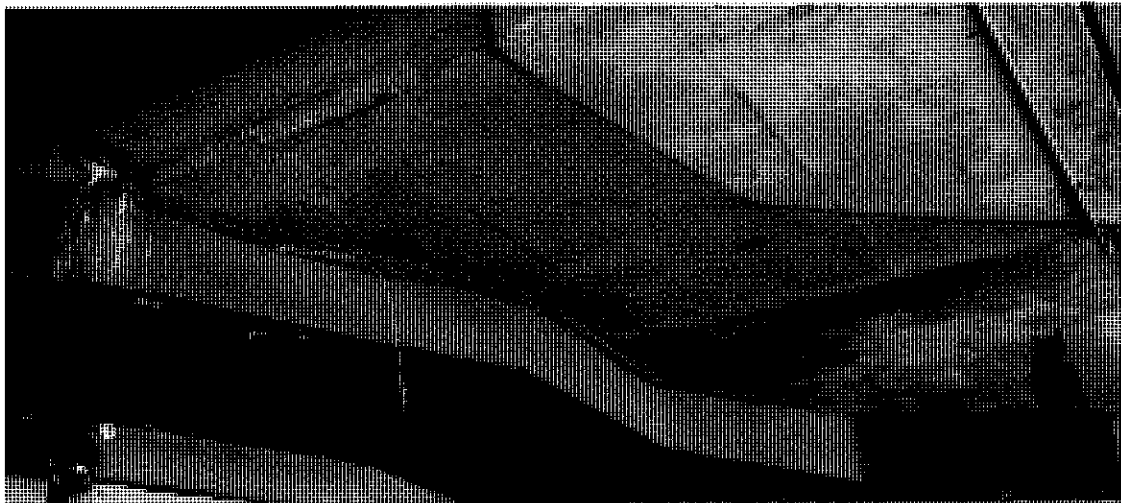


South facing view of Route 106. Nesting pigeons above and area under the overpass littered with cigarette butts and pigeon droppings.

Pigeon Issues – Downtown Hicksville
September 2014



Taxi Booth just east of Newbridge Road under the LIRR Overpass – ineffective pigeon deterrent measures (see owl statue above right).



Close-up of above photo.



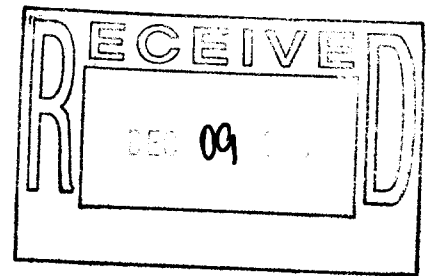
NASSAU COUNTY LEGISLATURE

THEODORE ROOSEVELT EXECUTIVE AND LEGISLATIVE OFFICE BUILDING
1550 FRANKLIN AVENUE, MINEOLA, NEW YORK 11501

December 7, 2016

The Honorable Andrew M. Cuomo
Governor of New York State
NYS State Capitol Building
Albany, New York 12224

Edward M. Dumas, Vice President
Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road, MC 1131
Jamaica Station Building
Jamaica, NY 11435



Re: Draft Environmental Impact Assessment for the proposed Long Island Rail Road Expansion Project – Proposed Comment Period

Dear Governor Cuomo and Mr. Dumas,

It is our understanding that on November 28, 2016, Governor Cuomo and the Metropolitan Transportation Authority released its Draft Environmental Impact Assessment for the proposed Long Island Rail Road Expansion Project ("DEIS"). According to the DEIS, the public comment period has commenced and will continue through January 31, 2017, and shall include six public hearings commencing on January 17, 2017.

The DEIS advanced for this proposed project consists of 21 Chapters with Appendices covering complex and detailed topics of incredible importance to the thousands of residents affected by both the construction and operation of a third track. Communities affected include Floral Park, Garden City, Garden City Park, Mineola, Westbury, New Cassel and many surrounding communities.

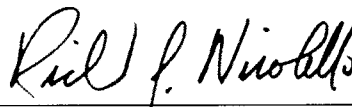
This exceedingly aggressive review period falls at a time when many of our residents are observing religious holidays and may find it difficult to review this very complex document, formulate comments by the proscribed deadline or to participate in the public hearing process in a meaningful way.

We write to you today to request that this period be extended to April 30, 2017 to accommodate the review of this very lengthy and complex document by our local village, town and county government officials and very interested public.

Thank you,



Legislator Vincent T. Muscarella
Legislative District 8



Legislator Richard T. Nicoletto
Legislative District 9



Legislator Laura Schaefer
Legislative District 14



Legislator Rose Walker
Legislative District 17

cc:

Honorable Anthony J. Santino
Supervisor, Town of Hempstead
1 Washington Street
Hempstead, New York 11550

Honorable John Venditto
Supervisor, Town of Oyster Bay
Town Hall
54 Audrey Avenue
Oyster Bay, New York 11771

Honorable Judi Bosworth
Supervisor, Town of North Hempstead
220 Plandome Road
Manhasset New York 11030

Honorable Henry J. Schrieber
Mayor, Village of Bellrose
50 Superior Road
Bellrose, New York 11001

Honorable Thomas J. Tweedy
Mayor, Village of Floral Park
1 Floral Boulevard.
P.O. Box 27
Floral Park, New York 11002

Honorable Gerard S. Tangredi
Mayor, Village of Stewart Manor
Village Hall
120 Covert Avenue
Stewart Manor, New York 11530

Honorable Nicholas P. Episcopia
Mayor, Village of Garden City
351 Stewart Avenue
Garden City, New York 11530

Honorable Robert A. Lofaro
Mayor, Village of New Hyde Park
1420 Jericho Turnpike
New Hyde Park, New York 11040

Honorable Scott P. Strauss
Mayor, Village of Mineola
155 Washington Ave
Mineola, New York 11501

Honorable Peter Cavallaro
Mayor, Village of Westbury
235 Lincoln Place
Westbury, New York 11590

 **A Modern LI
Long Island Rail Road
Expansion Project**

Floral Park to Hicksville

A proposal to provide a more robust
and reliable rail service, making living
and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name *Charlene Martin*

Address *35 Greenidge Ave*

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion. *Alternative*

1) *We would prefer Option 1 if this plan
does go through -*

2) *We want this project to be expedited once
construction starts.*

3) *We do not want anything on our property.*

Other ways to submit your comments



Submit Questions and Comments

You can submit your comments via
the project website aModernLI.com
or email us at info@aModernLI.com

Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

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Name

Charlene Martin

Address

35 Greeridge Ave

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

The only thing the 3rd rail will do is distract
our lives for years.

Understand the barrier will only be 4 feet high -
which will do nothing for us - we do not want to
see any of this -

We will no longer have access to NHP Road
as we have for years.

Where will equipment be parked?

What hours will this be going on - people have to
get sleep to go to work -

This project is a disaster to our unique area!

Other ways to submit your comments



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Name D+D Mazurkiewicz

Address 607 5th Ave, NHP, NY 11040

(OPTIONAL)

Email DonnaMazur@aol.com

Phone 516-775-7331

Company

Comment. Question. Suggestion.

I FEEL WE NEED MORE PARKING - A "TIERED" LOT

I would like to see the WALKOVER STRUCTURE @ 5TH ST.
BE IN THE "TRADITIONAL" STYLE". I FEEL IT LOOKS
MORE LIKE OUR VILLAGE.

I ALSO WOULD LIKE TO SEE RESIDENTIAL APT BLDGS.
BUILT ON SOUTH SIDE EAST OF NHP RD. WHERE THERE IS
NOW INDUSTRIAL BLDGS. I FEEL IT WOULD BRING MORE TAX \$
INTO VILLAGE AND MAY BRING PEOPLE WHO LIVE IN MANHATTAN
OUT HERE TO LIVE + COMMUTE TO JOBS IN CITY. "AND" BE MORE
ESTHETICALLY PLEASING TO VILLAGE THAN THE COMMERCIAL BLDGS THERE

Other ways to submit your comments



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Jamaica, NY 11435

RETURN ADDRESS

D MAZURKIEWICZ

607 3th Ave

NHP, NY 11040

PLACE
STAMP
HERE

Edward M. Dumas, Vice President
Market Development & Public Affair
Long Island Rail Road Expansion Project
MTA Long Island Rail Road
MC 1131 Jamaica Station Building
Jamaica, NY 11435

PLACE STAPLE OR TAPE HERE

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Have a comment, question or suggestion? Leave it here. We're listening!

Name Kathleen Auro

Address 4 Merillon Ave., Garden City, N.Y. 11530

(OPTIONAL)

Email EAGLESNESTL @ aol.com

Phone

Company

Comment. Question. Suggestion.

I feel that the Merillon Ave. access is
ADA compliant.

I'm concerned about the elevator / overhead
walkover - as an older woman I would
not feel safe using it, especially when
it is dark. I know that there will be
cameras but that does not help me when
I'm being attacked !!! as that woman
a few days ago.

Other ways to submit your comments



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Name

Wendy PENNER

Address

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

I like the traditional
look for the stations,

Though the modern
look will be cheaper
to heat in the winter
with all the windows,

Other ways to submit your comments



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Name Pete Tantaglione

Address 511 Covert Avenue

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

I would like the gate not remald
because I will have a hard time
getting out of my driveway because of
the constant traffic flowing when the
gate no longer exists.
Please put a traffic light on north side
of track to alleviate the constant flow of
traffic.

Other ways to submit your comments



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Name

Pete Tartaglione

Address

511 Court Avenue

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

I would like the gate to remain at the railroad tracks on Court Ave because it helps to ~~slow~~ stop the traffic at times to give us a chance to pull out of our driveways. A light on the north side of the track would also flow the traffic down.

P.S. Eliminate the traffic light near the church on Court & make it a block down. This can remove a dangerous situation.

Other ways to submit your comments



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Name Eileen Healy

Address 41 Green Ridge Ave Garden City, NY

(OPTIONAL)

Email eah 41 green@yahoo.com

Phone (516) 437-3823

Company

Comment. Question. Suggestion.

The retaining wall ~~at~~ sound barriers
which you say are basically the same
should be the height of the trains
going past!

No visual sight of the trains should
be seen from the homes or the
street nearby.

Behind all homes should be a 15 foot
wall

Other ways to submit your comments



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Name

Wm TRUFFA

Address

84 Birch St. Floral PK, NY 11001

(OPTIONAL)

Email

WTRUFFA@yahoo.com

Phone

Company

(Retired)

Comment. Question. Suggestion.

I have 2 simple concerns -

① Will FL PK become another Jamaica transfer hub - with its concomitant traffic, (pedestrian & auto) and problems (vagrancy, garbage, crime, etc) as in Jamaica.

② I'd rather see \$'s spent on LI infra-structure problems - road + bridges repair, traffic flow improvement, etc.

Other ways to submit your comments



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Name Yathavin Sathir

Address 10 Charles Street, Floral Park

(OPTIONAL)

Email _____

Phone _____

Company _____

Comment. Question. Suggestion.

Please consider the height of the Sound reduction wall to be higher than ~~6~~ 4 feet. We would appreciate if all the noise would be eliminated.

Please Also see the train frequency to Floral Park is increase. The Platform A? ~~could~~ (north most) need to be fully built.

Other ways to submit your comments



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Name

Michael SIKKIDAN

95 WOODCOCK Lane

Address

LEWISTOWN, NY 11756

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

PLEASE CONSIDER ADDING SOLAR TO STATION
CANOPIES NEXT TIME around

Good Luck. Seems like a GREAT PROJECT
especially added parking-

Other ways to submit your comments



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Name EILEEN LONERGAN

Address 64 VIOLET AVE, FLORAL PARK NY 11007

(OPTIONAL)

Email lonergan.eileen552@gmail.com

Phone _____

Company _____

Comment. Question. Suggestion.

- 1) We have been told this plan will provide much needed handicap access to stations. If there is enough money for this massive project, why wasn't access done before this
- 2) On what basis is the 2yr project life determined? The Second Ave subway was 10+ years. What about people who lost their business (and life savings) during that time?
- 3) I was here 10 yrs ago and that was supposed to be the finale. Again you come into our community with guard dogs. It tells us all we, the residents need to know about Big RR moving in on us with their agenda. There are plenty of pictures in history books about this. Shame!

Other ways to submit your comments



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Name

MARION TANNUZZO

Address

29 Magnolia Ave, Floral Park, NY 11001

(OPTIONAL)

Email

Phone

Company

Homeowner

Comment. Question. Suggestion.

We are against this expansion.
Negative effects to our lovely neighborhood.
Construction will divide our area &
children who attend John Lewis school
will be greatly affected because the LIRR
underpass will not be usable for years
of construction. Also, businesses will
be ruined due to the lack of access &
parking limitations. Even LIRR Riders from
Floral Park will not be able to park under LIRR
& station may not be usable for construction
periods. Danger from freight shipments.

Other ways to submit your comments



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Name

Lawrence LaBrec

Address

26 Locust St., Floral Park

(OPTIONAL)

Email

larrylabrec@gmail.com

Phone

Company

Comment. Question. Suggestion.

Why are no improvements being made to the Floral Park station? The concrete is crumbling and there is no ADA compliant access.

A picture of the station was used in a Pro-Third track ad showing how stations are in disrepair and must be improved, however the station is not planned to be improved.

It seems that Floral Park will be shouldering much of the burden of this "improvement", but receiving none of the benefit since there won't even be improvements in service there.

Other ways to submit your comments



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Name

R RIVERA

Address

31 HARVARD ST, FC 11530

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

SUGGEST "NOISE REDUCTION" PROJECT FOR
STEWART MANOR RR STATION

Other ways to submit your comments



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Have a comment, question or suggestion? Leave it here. We're listening!

Name

C. CARLSON

Address

19 Greenridge Ave GC

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

How high will the SOUND BARRIER wall be?

It should be higher than the passing TRAINS.

When will the CONSTRUCTION take place?

Hopefully NOT when we are trying to sleep.

Where will WORKERS PARK?

Other ways to submit your comments



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Name Claire Mansfield

Address 91 Tulip Avenue Floral Park

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

If you made The Floral Park Station handicapped Accessible
it would also make it possible to take the train to the plane
because it would enable us to get our suitcases up-down from
The platform

Also, why can't the mainline stop at Floral Park off hours
We only have hourly service & no trains to Penn Station

Other ways to submit your comments



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Have a comment, question or suggestion? Leave it here. We're listening!

Name Regine DiPietro

Address 42 Kamda Blvd, Deed Hyde Park, NY 11046

(OPTIONAL)

Email regine.ann.dipietro@gmail.com

Phone _____

Company _____

Comment. Question. Suggestion.

Very concerned about how much this is costing,
where is the money coming from, + will the
price of LIIR tickets be raised,

I would rather see improvements made
to what we already have + make safer
grade crossings. Also keep up repairs
on existing tracks regularly so problems
don't come up.

Other ways to submit your comments



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Name

LYNN HENRY

Address

3 GLADIOLUS AVE, FLORAL PARK, NY 11001

(OPTIONAL)

Email

lynnahenry@yahoo.com

Phone

Company

Comment. Question. Suggestion.

- 1) traffic now is HORRIBLE at rush hour on both Tulip Ave + Plainfield Ave. How will you handle additional/detoured traffic???
- 2) Floral Park train station needs to be ADA compliant. It's a disgrace in this day + age. Besides handicapped people having problems - riders using the AIR train to the airport can't get down the stairs.
- 3) Freight - heard there was a desperation after Sandy for trains to carry heavier loads. Has this been brought back to pre-Sandy levels???

Other ways to submit your comments



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Name

Chet BROWN

Address

186 Beech ST FLORAL PARK 11001

(OPTIONAL)

Email

WB2AHK@aol.com

Phone

Company

NONE

Comment. Question. Suggestion.

"VERY" CONCERNED ABOUT FLORAL PARK
SCHOOLS (JOHN LEWIS CHILDS) BEING DISRUPTED
TRAFFIC WISE.

SOUTH TYSON + PLAINFIELD IS THE TWO
ROADS THAT WILL MAKE IT ALMOST IMPOSSIBLE
TO BE TRAVELLED DURING RUSH HOURS + THE TIMES
SCHOOL BUSES MUST BRING CHILDREN TO SCHOOL.
I CAN SEE MAJOR DISRUPTION.

Other ways to submit your comments



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Have a comment, question or suggestion? Leave it here. We're listening!

Name

DIANE BROWN

Address

186 BUSH ST FLORAL PARK, NY 11001

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

AS A RESIDENT OF FLORAL PARK AND AN EMPLOYEE
OF THE SCHOOL TRANSPORTATION - I AND MANY I KNOW
DO NOT BELIEVE THAT THIS WILL CAUSE NO ~~PROBLEMS~~ PROBLEMS
TRAVELING BACK AND FORTH TO SCHOOL EVERY DAY.

IT WILL BE IMPOSSIBLE. BUT WE KNOW THE
GOVERNMENT DOESN'T CARE.

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Name

Lester Wahrenburg

Address

44 Beech St. Floral Park 11001

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

Who will oversee the contractor to ensure they are on schedule, on cost, and following rules for protecting the community?

How will you ensure the contractor doesn't take any shortcuts and that the materials are as specified in the contract (especially with concrete)?

Transcribed by G. Trekstad.

Other ways to submit your comments



Submit Questions and Comments

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Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island Rail Road Expansion Project MTA Long Island Rail Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

 **A Modern LI
Long Island Rail Road
Expansion Project**

Floral Park to Hicksville

**A proposal to provide a more robust
and reliable rail service, making living
and working on Long Island easier.**

Have a comment, question or suggestion? Leave it here. We're listening!

Name

Victor Lara

Address

99 Orchid St. Floral Park NY 11001

(OPTIONAL)

Email

vicL04@aol.com

Phone

Company

Comment. Question. Suggestion.

Why does it seem as if our voices have gone unheard? This major disruption to our community is going to effect us for YEARS. It is going to change the way my kids go to school, the way I go to work, and how we shop and enjoy the community. There seems to be complete disregard for our quality of life. What steps are you taking to ensure we can enjoy our village - the pool, shopping, the park, etc. Any this time? I am very disturbed about how this whole process has been handled.

Other ways to submit your comments



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Name MAUREEN MANSFIELD

Address 76 WEST POPLAR ST FLORAL PARK

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

WHERE ARE THE FANCY PICTURES/POSTERS
OF WHAT THE FLORAL PARK STATION WILL
LOOK LIKE? THIS PROJECT WILL GO RIGHT
THRU THE HEART OF OUR VILLAGE,
SEPERATE THE NORTH SIDE FROM THE SOUTH
SIDE. IMPACT OUR QUALITY OF LIFE FOR YEARS.
IMPACT OUR CHILDREN'S SCHOOLS, PLAY AREAS, PARKS
AND REC CENTER. IMPACT OUR FIRE + RESCUE
RESPONCE TIMES. WE WILL SEE NO OR LITTLE POSITIVE
ASPECTS OF THIS BILLION+ PROJECT. AND YOU
CAN'T EVEN PROVIDE US OF WHAT OUR STATION

Other ways to submit your comments



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PLACE STAPLE OR TAPE HERE

Edward M. Dumas, Vice President
Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road
MC 1131 Jamaica Station Building
Jamaica, NY 11435

FIX WHAT
IS ALREADY
BROKEN BEFORE
STARTING THIS
PROJECT

PLACE
STAMP
HERE

RETURN ADDRESS

WILL LOOK LIKE? OUR NON-EXISTANT
ADA COMPLIANT STATION WILL LOOK LIKE?
THIS WILL TEAR OUR VILLAGE APART, IT
WILL NEVER BE THE SAME. OUR (FLORAL
PARK)
QUALITY OF LIFE WILL SUFFER, OUR
PROPERTY VALUES WILL SUFFER AND
WE WILL SEE NO VALUE TO THIS PROJECT
WHAT SO EVER.

IS SOUND BARRIER WALLS ARE UGLY
AND WILL NOT INHANCE THE PROPERTY
VALUE OF WHERE THEY ARE CONSTRUCTED

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Name

Joanne Caldon

Address

169 Verbena Avenue, Floral Park

(OPTIONAL)

Email

Jocaldon123@aol.com

Phone

Company

Comment. Question. Suggestion.

Will Floral Park station be improved with handicap accessible facilities?

Will this 3rd track alleviate crowding during rush hour?

Where is the money coming from to pay for this project?

Is there truly a need to provide another track for reverse commute?

Other ways to submit your comments



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Name

Gary Angelillo

Address

148 EARL ST. Westbury

(OPTIONAL)

Email

—

Phone

516-333-235

Company

—

Comment. Question. Suggestion.

I would like a larger retaining wall and sound barrier on the north side of the Carle Place station - this would alleviate concerns about noise problems & air pollution concerns.

What about traffic problems and construction delays for the minimum of 4 years of this project? Will increased costs & increase taxes, result from minimum of 2 billion dollar of cost?

Other ways to submit your comments



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Name

George Kambouris

Address

43 Adams Street Floral Park NY 11001

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

IT IS SUGGESTED THAT A SOUND BARRIER WALL
MUST ALSO BE INSTALLED ALONG THE
HEMPSTEAD BRANCH FOR THE BENEFIT OF
F.P. RESIDENTS.

THE INCREASED TRAFFIC + FREQUENCY
OF PROPOSED TRAINS WILL RADIATE TO
THE FLORAL PARK RESIDENTS.

ADDITIONAL SOUND BARRIER
WALLS ARE NEEDED. NOT ONLY ON
MAIN LINE.

Other ways to submit your comments



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Name

JUNE KERR

Address

63 ROGER PLACE, FLORAL PARK, N.Y. 11001

(OPTIONAL)

Email

JUNEBKERR@GMAIL.COM

Phone

516-775-1851

Company

Comment. Question. Suggestion.

I live between Bellerose & Floral Park Station with the LIRR tracks running along my back yard 20 feet from my house. I am concerned about the additional train traffic and noise and vibration from the 3rd track. Therefore some sound barrier or reduction of noise is my concern. In addition, I am at the dead end of Parker Lane which has access to the LIRR by foot, and is a dangerous area because children/people attempt to cross tracks at this point and a death already happened there.

Other ways to submit your comments



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Name

VINCENT BINASO

Address

116 SOUTH 11th ST NHP, NY

(OPTIONAL)

Email

NHPRoad@Juno.com

Phone

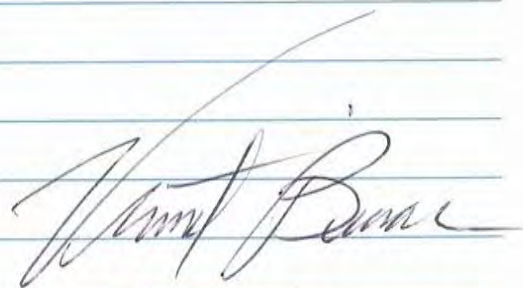
516 328 2257

Company

Comment. Question. Suggestion.

HAVE MANY ACCIDENT AT 1st AVE & 11th ST NOW
DUE TO PARK CARS ON 1st AVE

SUGGEST HAVING A STOP SIGN AT THIS LOCATION
1st AVE & 11th ST



Other ways to submit your comments



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Name JOHN McLaughlin

Address 8 Linden Ave F.A.

(OPTIONAL)

Email

Phone 510-3804

Company

Comment. Question. Suggestion.

Elevator at FLORAL Park Station
Fix Grand Crossing Stewart Manor South 129th
& NHP Road

Other ways to submit your comments



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Name

Sean Talamo

Address

88 Chestnut Ave, Floral PK.

(OPTIONAL)

Email

SheRa1010@aol.com

Phone

Company

Comment. Question. Suggestion.

Homes + property in Floral PK will be damaged.
Except for the grade crossings which
were promised 10 years ago, this
project is going to ruin Floral PK Village.
Businesses will close, air pollution,
danger to our 2 elementary schools.
If the LIRR can't run an efficient
maintenance train (New Hyde Park accident)
I certainly don't think they can run more
freight safely. And we don't need dangerous
freight going thru our towns. Ridership is not
a factor.

Other ways to submit your comments



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Name

Joan Talamo

Address

88 Chestnut Ave.

(OPTIONAL)

Email

SheRa1010@aol.com

Phone

Company

Comment. Question. Suggestion.

Your representatives were very
informative, what about an
elevator at Floral Park Station
for handicapped & travelers ??

Other ways to submit your comments



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Name Joan KAMBOURIS

Address 43 Adams ST Floral PK NY 11001

(OPTIONAL)

Email

Phone

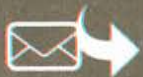
Company

Comment. Question. Suggestion.

FIRST I WANT TO SAY THAT I AM NOT FOR THE 3RD TRACK,
BUT AS IT IS PROGRAMMED TO PROCEED I WOULD
LIKE THE FLPK TRAIN STATION TO BE UPGRADED.

THE HOMES ALONG THE TRACKS (ALL) TRACKS SHOULD
HAVE NEW HIGH BARRIER WALLS PUT IN PLACE TO HELP
REDUCE THE NOISE LEVEL.

Other ways to submit your comments



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Name

RAY Paprocky

Address

85 Willow St, Floral Park, NY

(OPTIONAL)

Email

raychris21@verizon.net

Phone

917 579 5837

Company

Comment. Question. Suggestion.

I am staunchly opposed to this
project. It makes no sense.

Other ways to submit your comments



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Name

Kim Coyle

Address

640 Wayne Ave.

(OPTIONAL)

Email

Kimdolan2@gmail.com

Phone

516 710 2258

Company

Comment. Question. Suggestion.

Pedestrian crossing based on current plans on Covert Ave seems limiting if not impossible. There is only a pedestrian side walk on the east side of covert. How will pedestrian safety be addressed?

Other ways to submit your comments



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Name

S. Brent

Address

11530

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

As much as possible to avoid encroachment on
neighboring properties & minimize inconvenience as much
as humanly can, in favor of third track.
Nice to eliminate grade crossings as can be done.

P.S. = Recall in 1960 when Mainline/V Hempstead railroad tracks
were elevated (also Jericho Tpk N.Y. 25 widened)
construction was a mess along with inconvenience;
in the long run, was well worth it

Other ways to submit your comments



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Name

ANN M^CCORMACK MURPHY

Address

323 PLAINFIELD AV, FP, NY 11001

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

Line in Floral Park & the rest
area is a disgusting place. Rusty
& odor of urine is evident &
it is embarrassing the LI RR
does not maintain better — Third
track is ridiculous —

Other ways to submit your comments



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Name

Joe Pelletiere

Address

90 Elizabeth St. F.P.

(OPTIONAL)

Email

PelHoe7@aol.com

Phone

516 840 9883

Company

RETIRED

Comment. Question. Suggestion.

Worked 35 yrs. Safety Related @ A Power Plant
Very aware of AIR BORNE HAZARDS in construction
Debris.

Concern. Current Freight Trains transporting
Debris not fully covered. Construction debris
over the years contain Asbestos, Silica & other
Health risks over long term.

As A Viet Era Air Force Wagons Handler
(Bomb Loader) I now have CATARACTS - in my
eyes. Dr. Attributes to contact w/ Agent ORANGE
Defoliant used on tracks in 60's still in soil.
Health risks long term to residents my concern. ON →

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Jamaica, NY 11435

PLACE STAPLE OR TAPE HERE

Edward M. Dumas, Vice President
Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road
MC 1131 Jamaica Station Building
Jamaica, NY 11435

PLACE
STAMP
HERE

RETURN ADDRESS

How debris will be handled.

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Have a comment, question or suggestion? Leave it here. We're listening!

Name

Anthony Guerrero

Address

132 n 7th Street NHP NY 11040

(OPTIONAL)

Email

aguerreiro@local28union.com

Phone

Company

Local 28 Sheetmetal Workers Union

Comment. Question. Suggestion.

As a resident, how can I be assured that the loss revenue in tax collection can be made up?

For example NHP will lose 2 business by the tracks, A loss of \$300,000, How do we get that back? If you can answer that many more residents will probably be on board.

Thank you
Anthony Guerrero

Other ways to submit your comments



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Name

Kathleen P. Shaw

Address

161 Verlena Ave F.P NY 11001

(OPTIONAL)

Email

Phone

516 437-1677

Company

Comment. Question. Suggestion.

Concern for children crossing the street behind
Tulip Ave - (C-town parking lot) leading to Tyson Ave.
There is a crossing guard at this corner - how under
the R.R crossing - This is a busy area for children
attending John Lewis Child School - and students going
to Our Lady of Victory.

Who will maintain new parking garage in Mineola -
L.I.R. or town of Mineola?

Other ways to submit your comments



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Name APRIL SCHNITZER

Address Floral Park, NY 11001

(OPTIONAL)

Email aa schnitzer@gmail.com

Phone

Company

Comment. Question. Suggestion.

While other stations are being amended, Floral Park still does not have proper HANDICAP ACCESS, for someone in a wheelchair or on crutches this is not acceptable. If you want to increase customers on the line, think of making handicap access available. The workforce is seeing people work ~~no~~ later in life making it necessary to provide services that are actually a federal requirement. Without handicap access, residents + customers must incur expense or extra time to get to a station with proper facilities.

Other ways to submit your comments



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Name

FRANK J DETTLER

Address

93 Bellmore St Floral Park NY

(OPTIONAL)

Email

Ardane Agency ~~Inc~~ @Yahoo.com

Phone

516 775 7581

Company

Comment. Question. Suggestion.

Why Not Put This Project on A
NY STATE Referendum As Follows

Do You Want Your TAXES RAISED to Build A
3 Billion dollar Third Track Project
on Long Island

Where else is The Money Coming From -
NYS is 3 Billion over Budget Now -

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11/9/17 JX
Mr. & Mrs. Thomas Kubler

39 Hickory St

Floral Park, New York

MTA-LIRR

We vehemently oppose the LIRR Third Track Initiative that is being thrust down upon us by Governor Cuomo. The project from its inception is ill conceived, and fraught with too many unknowns. The over 1,000 page DEIS Study that was released right before the holidays is filled with too many "maybe's", "there's a possibility", and double talk, that it has many residents very uneasy at what this mega project will mean to their way of life, and to the value of their homes. Our Tulip Ave business district's future is in peril, threatening the life savings of the owners who work tirelessly to make a living for their families. The 2 billion dollar price tag will be a tax burden on the state, with little ROI. We could allocate significantly less funds to fix the many problems that currently cause strife, and hardships in the daily lives of the commuters who pay their fair share for late trains, and track disruptions. Updating the switch system, and modernizing some of the other mechanical operations would yield better benefits than a third track for intra island travel. Additionally, Floral Park has two elementary schools adjacent to the tracks that would be adversely effected by the noise, traffic congestion, and the possible unearthing of toxic substances in the soil. The DEIS lays out a timeframe for completion of the project which is hard to believe based on the two years it took the MTA-LIRR to replace the stairs on the Floral Park Station, which has been without handicap accessibility for longer than I can remember. We haven't even discussed the incremental freight, some possibly toxic in nature, that will be rolling through our backyards, as well as how the tracks could negatively impact our new pool, and recreation center. In conclusion, let's spend tax payers money on projects that have benefits for all residents, and not on one's that significantly impact the quality of life of families who have chosen suburban life in the many fine villages along the main corridor.

Thomas Kubler

STOP THIS PROJECT IMMEDIATELY!

1. This project will disrupt both commercial and residential life in Floral Park and the other affected communities and will be particularly damaging to the quality of life for children, senior citizens and the handicapped, without any evidence of economic benefit.
2. Governor Cuomo and the MTA are deliberately misleading the taxpayers regarding the time projection and the project cost. The 2nd Avenue Subway project is an example of the MTA's inability to complete a project on time and on budget, having been started in the late 1930's and only recently actually completed.
3. The Governor and the MTA have not shown any proof that this project is necessary. No economic benefit statement has been offered. This is an unnecessary project designed to enhance Governor Cuomo's political ambitions. There is no proof of the need for this extension, jobs are leaving LI not coming to LI, as reported by Newsday recently.
4. The Governor and the MTA have twice spent taxpayer's money trying to force unwanted projects on citizens who don't want and don't need this project and have overwhelmingly rejected the same project in a different wrapper in the past.
5. The Governor and the MTA, if they were to be without deceit, should provide funding for the affected communities to commission their own economic benefit and environmental impact studies with the communities' interests driving the studies.
6. The Governor and the MTA exhibit enormous contempt for the taxpayers by asking us to believe that the consultants they hired (at taxpayers' expense) would conclude anything other than accord with the Governor's and the MTA's stated plans to force this politically inspired project on the citizens of Floral Park.
7. The Governor and the MTA should abandon this project in favor of focusing the time, effort and finances on creating a new solely owned and operated right of way entrance into Penn Station for LIRR trains. If there is a delay or problem on the track system by adding another tunnel into/out of Penn station better solves the evocation/rerouting issue along the entire expanse of the system, rather than a short additional third rail in the middle of the system.

January 19, 2017


Anna Zacchea

32 Beech Street
Floral Park, NY 11001


Michael G. Zacchea

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Have a comment, question or suggestion? Leave it here. We're listening!

Name Lynn Caleri

Address 5 Adelaide Fl Plc.

(OPTIONAL)

Email lynnngemini@hotmail.com

Phone 917 553-6257

Company _____

Comment. Question. Suggestion.

Even though the main line trains + Hempstead branch trains pass through Floral Park, we have the worst train schedule. Leaving NYC after 7:30 is a nightmare. If you miss a train it is a 1 hour wait.

During the last several years new handicap parking spots were added to the Fl Plc station near the library. The spaces are all empty,

Other ways to submit your comments



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Market Development & Public Affairs Long Island Rail Road Expansion Project MTA Long Island Rail Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

because there is no handicap access to
the platform which is 2 flights.
Ridiculous!!!

RETURN ADDRESS

PLACE
STAMP
HERE

Edward M. Dumas, Vice President
Market Development & Public Affair
Long Island Rail Road Expansion Project
MTA Long Island Rail Road
MC 1131 Jamaica Station Building
Jamaica, NY 11435

PLACE STAPLE OR TAPE HERE

 A Modern LI
**Long Island Rail Road
Expansion Project**

Floral Park to Hicksville

A proposal to provide a more robust
and reliable rail service, making living
and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name

Address

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

The Highest Wall possible much
higher than ~~was~~ wall ~~to~~ currently described.
Minimum size wall we are requesting
is 15 feet to 20 ft

Other ways to submit your comments



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Name Anthony Capoa

Address 166 HARVARD ST WESTBURY NY.

(OPTIONAL)

Email _____

Phone 334-0218

Company First preference - No wall

Comment. Question. Suggestion.

ON ATLANTIC AVE IN CARLE PLACE RETAINER
WALLS WILL BE NEEDED AND ALSO ON THE
DEAD END OF CARLE ROAD 100 FT EAST OF THE
CARLE PLACE WATER TOWER.

A SET BACK OF AT LEAST 8^{ft} TO 10^{ft} FROM
THE RETAINER WALL SO THAT ARBOREALS TYPE
TREE CAN BE PLANTED TO PREVENT GRAFITI
WALLS THAT WILL DEGENERATE THE SCOPE AND
CHARACTER OF CARLE PLACE

Goal is no Graffiti.

Other ways to submit your comments



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Name Paul Florio

Address 84 Plymouth Drive N.

(OPTIONAL)

Email piflytrain@aol.com

Phone _____

Company _____

Comment, Question, Suggestion.

THREE TRACKS MIGHT NO
BE ENOUGH!

Other ways to submit your comments



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Name

MARIA RASTELLI (POA) FARO BARTOLOTTA

Address

118 Covert Ave, New Hyde Park, NY 11040

(OPTIONAL)

Email

SCILIANCONTESSA5@AOL.COM

Phone

(516) 375-4801

Company

— Resident

Comment. Question. Suggestion.

Very Concerned About Accessibility to
Driveways. From ^{to} STREET.

ANGLE AT WHICH MAKES IT DIFFICULT
TO TURN INTO + OUT OF SUCH TIGHT DRIVEWAY SPACE.
ABLEIDE + SCHOOL BUS NOT ABLE TO
STOP IN FRONT OF HOUSE TO ASSIST ELDERLY +
HANDICAPPED.

ROAD COURTESY IS LACKING. TRAFFIC WILL
BACK UP TO JERICHO TPK + SOUTH OF R/R.
CREATING IS ANGEROUS SITUATION.

ROAD + TRAFFIC SPEED TOO CLOSE TO SIDEWALK AND
STEPS TO PROPERTY — HELP!

Other ways to submit your comments



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Name KEVIN G COLLINS
Address 78 ATLANTIC AVENUE NEW HYDE PK NY 11040

(OPTIONAL)

Email Collins66-17@hotmail.com

Phone 917-882-1024

Company ST FRANCIS COLLEGE

Comment. Question. Suggestion.

I AM OPPOSED TO THIS PROJECT FOR THE FOLLOWING
REASONS (1) FUNDING AS OF YET THE FUNDING FOR THIS
PROJECT HAS NOT BEEN IDENTIFIED (2) THE LIRR HAS SOME
IMPORTANT IMPROVEMENTS THAT NEED TO BE ADDRESSED
EQUIPMENT IMPROVEMENT, SIGNAL IMPROVEMENT, JAMAICA
BOTTLENECK, EAST RIVER TUNNEL ISSUES. (3) NOT THAT
LONG AGO THE LIRR CUT SERVICE DUE TO FUNDING.
WILL THERE BE MORE FUNDING FOR EQUIPMENT AND
PERSONNEL TO IMPROVE SERVICE VIA THE THIRD TRACK.
(4) IS THIS JUST A HIDDEN AGENDA FOR INCREASED
FLIGHT SERVICE ON THE MAIN LINE.

Other ways to submit your comments



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Name Robin Tovell-Taubel

Address 108 N 11 Street New Hyde Park NY

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

- ① Deeply concerned about the issues of chemicals along the tracks that will be brought into the area there needs to be more study of how the removal of the dirt will be done without harming the main line communities.
- ② I also think that the north side should have sound prevention walls that the south side is getting in the project.
- ③ The grade crossing should be eliminated without a third track. The total cost does not justify the supposed improvements.

Other ways to submit your comments



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Name

VICTOR GAGLIANO + CAMILLE GAGLIANO

Address

104 CHERRY ST. FL PK NY 11001

(OPTIONAL)

Email

Phone

516 488-4217

Company

Comment. Question. Suggestion.

My CONCERN (MAJOR) is the SAFETY
ASPECT OF PLANS + the application. NO
SHORT CUTS FROM PLANS.
WHO WILL BE THE CONTRACTORS

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Name

Joan Kiehart

Address

912 Third Ave Franklin Square NY 11010

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

Please make the LIRR stations
accessible for the disabled. Floral Park
is 2 flights up. Elderly, disabled,
people with packages and strollers can't
use the station.

Other ways to submit your comments



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Name

Robert Nissen

Address

Floral Park 11001

(OPTIONAL)

Email

bobnissen@gmail.com

Phone

Company

Comment. Question. Suggestion.

Why isn't the Floral Park station handicap compliant?

There are empty handicap spaces cause no one can get to the platform!

The reverse commute trains are not crowded at all. Why spend 2 billion plus + harm the environment for an unnecessary addition.

Other ways to submit your comments



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Name Bernadette Smith

Address 169 Magnolia Ave, Floral Park NY 11001

(OPTIONAL)

Email bsmith169@yahoo.com

Phone 516.359.3405

Company private citizen

Comment. Question. Suggestion.

I am extremely concerned about the universal crossovers⁽²⁾ planned for the Hempstead Line just east of Tunnel St. (Section 3.3.2 of Appendix A of the DEIS).

This is a highly residential area (with 9 more homes being currently constructed).

The danger of derailment is high & recent LIRR ~~derailments~~ are doing nothing to dull my concerns.

Our home is ~~approx~~ approx 35 ft from the elevated tracks and the crossovers are planned for the tracks directly behind my home. Please consider a different location.

Other ways to submit your comments



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Name

Joseph and Laurie De Georo

Address

187 Tanners Pond Rd, Garden City, NY 11530

(OPTIONAL)

Email

jpdegearo@gmail.com

Phone

Company

Comment. Question. Suggestion.

The drawings available 1/19/17 at DEIS hearings showed a break in the sound wall just east of the Denton Ave/Tanners Pond Rd bridge. I was told this ~~was~~ was a drawing error.

I am asking for official confirmation of that the gap is an error in the drawing only, and that there will be no break in the sound wall. Thank you.

Other ways to submit your comments



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Name Bill Carroll

Address 33 Huthaway Drive Garden City.

(OPTIONAL)

Email CROLL77@AOL.COM

Phone 516 - 428 - 6877

Company

Comment. Question. Suggestion.

Our family has a major concern with the dropoff circle on Greenridge Ave in Garden City. We are residents on Huthaway Drive and we believe this will create a lot of traffic on our block. Currently our block is very narrow and has a blind turn at the end. ~~we~~ Many children play in this area and we are very concerned for their safety. There is also a school for kindergarten and 1st grade very close by and Nassau Haven Park which many local children walk to. This drop off ~~area~~ ~~road~~ ~~should~~ ~~be~~ ~~come~~ ~~a~~ should be taken off the proposal. There is no need to draw in traffic to a ^{narrow} residential that is home to many small children.

Other ways to submit your comments



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Name

GLENN SHAW

Address

161 VERBENA AVE., FLORAL PARK, NY 11001

(OPTIONAL)

Email

glenn1548@aol.com

Phone

Company

Comment. Question. Suggestion.

~~GO~~ PERMANENT CLOSURE OF ANY CROSSING STREET, ie 12th AVE OR MAIN ST. WOULD RESULT IN GREATER CONGESTION, GRIDLOCK, AND DELAYS AT THE REMAINING STREET CROSSINGS AS THERE ARE JUST NOT ENOUGH NORTH-SOUTH STREETS IN THESE AREAS. FULL TWO WAY CROSSINGS MUST BE MAINTAINED TO KEEP TRAFFIC FLOWING.

Other ways to submit your comments



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Name Jeff Clinton

Address 121 Oak St. Floral Park, NY 11001

(OPTIONAL)

Email jeffclinton@optimum.net

Phone _____

Company Resident

Comment. Question. Suggestion. THIS IS DISGRACEFUL/FORCING!
THIS ON US.

The residents of these Long Island communities
do not want this - I oppose the 3rd Rail!!!

You are destroying the quality of life for very
questionable objectives. I ride the LIRR regularly
and it gets somewhat crowded - --- due to traffic
from Penn Station - not starting in Floral Park so
why would this have a positive impact

WE DO NOT WANT THE 3RD RAIL

AND MARIO CUOMO IS A BULLY!!!

(He likes to SPEND SPEND SPEND You will never get my vote!!!)

Other ways to submit your comments



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Name HARRY YARWOOD

Address 213 Verpen Ave Floral Park NY 11001

(OPTIONAL)

Email Watson213@aol.com

Phone 516 775-3844

Company FACILITIES RESOURCE MANAGEMENT

Comment. Question. Suggestion.

From what I have read this project is NOT JUSTIFIED
ON A NUMBER OF BASES. IF APPROVED TWO OF MY
NEIGHBORS HAVE PLEDGED TO SEEK 500 VOTERS
EACH TO OPPOSE ANY POLITICIAN ALLOWING THE
PROJECT TO PROCEED INCLUDING INCUMBENTS WHO
HAVE TAKEN NO CONCRETE ACTIONS. WE HOPE THE
GOVERNOR WILL DEFER TO THE COMMUNITIES AND
THAT WE WILL NOT NEED TO MOBILIZE LARGE VOTING
BLOCKS TO DISPLAY COMMUNITY OPPOSITION.

Other ways to submit your comments



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Name Bernadette Smith

Address 169 Magnolia Ave, Floral Park NY 11001

(OPTIONAL)

Email bsmith169@yahoo.com

Phone 516.359.3405

Company private citizen.

Comment. Question. Suggestion.

Floral Park will bear the brunt of the construction, the noise, the dirt, the inconvenience, yet NO improvements are planned for the FP station. I strongly object.

If the project occurs as planned, the LIRR must ~~consider~~ consider station improvements including handicapped accessibility.

Other ways to submit your comments



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Name

Address

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

- 1, WHY DO THE PAYERS HAVE TO PAY FOR THIS
THAT WE DO NOT NEED.
- 2, THIS WILL LOWER QUALITY OF LIFE AND
DECREASE PROPERTY VALUE.
- 3, NOBODY NEEDS CONSTRUCTION TRUCKS AND
HEAVY EQUIPMENT THROUGHOUT PROJECT.
3. ELEVATED TRAINS WILL CREATE MORE NOISE.
THE PEOPLE WHO ARE INVOLVED IN THIS
PROJECT MADE SURE THEY DON'T LIVE NEARBY.

Other ways to submit your comments



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Name Michelle Gilligan

Address 12 Pansy Ave Floral Pk, NY 11001

(OPTIONAL)

Email michellecohan@hotmail.com

Phone 917 651 6252

Company

Comment. Question. Suggestion.

Without shuttles or subways branching from these train lines, how is this even a good idea? How will this benefit any businesses on long island except those along the train line.

People that work on long island not along the train line will still continue to drive to work. This ~~is~~ plan is a disgrace, a waste of taxpayer money! ~~so~~

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Name Deborah Farina

Address 108 Covert Avenue, NHP, NY 11040

(OPTIONAL) =====

Email KUC2108@aol.com

Phone (516) 437-1497

Company =====

Comment. Question. Suggestion.

The east side, north of the tracks has no way to get out of the ~~driveway~~ driveway. The west side north of the tracks gets a parking lane + a travel lane. WHY ???

=====

Why can't the east side get some room to get out onto Covert Ave. like the west side of Covert Ave. ?? not necessarily a parking lane but a little space.

Other ways to submit your comments



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Name

PATRICK MALONEY

Address

179 Kildare Rd. Garden City NY 11530

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

If this project is so critical to the region's future, why is the \$1,000,000,000 (now increased to \$2,000,000,000) not included in the MTA Capital Budget?

Other ways to submit your comments



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Name

PATRICK MALONEY

Address

199 Kildare Road, Garden City NY 11530

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

If the New Hyde Park Road grade crossing elimination includes a prohibition on left turns onto New Hyde Park Rd from Clinch Avenue, that will increase traffic on Stratford Avenue, near the Homestead Primary (K-3) school. What steps are planned to protect the children from the increased traffic flow?

Other ways to submit your comments



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Name

Soren

Address

10 CHARLES ST Floral Park NY 11001

(OPTIONAL)

Email

VSofehn@outlook.com

Phone

Company

Comment. Question. Suggestion.

Construction of 7' High Noise wall along the right-of-way is a very good idea. Between Covert Ave & Plainfield Ave.

Other ways to submit your comments



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Name Yathavan Satchi

Address 10 Charles St, Floral Park

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

If you are putting the noise wall please make it as high as possible. Also on the north side please put the same facing. Right now we face an ugly wall. The rendering you have looks nice.

Please also improve Floral Park station. Make it ADA compliant and have a sensor base escalator.

Other ways to submit your comments



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Name

Thomas Smith

Address

169 Magnolia Ave Floral Park NY 11001

(OPTIONAL)

Email

tsmitly_99@yahoo.com

Phone

516-417-3682

Company

Comment. Question. Suggestion.

Extremely concerned about the safety of my family and my home due to the "twenty crossover" that is proposed on the Hempstead Line just east of Tunnel St. in Floral Park. This is directly in my backyard. This is an elevated track and I am concerned with the speeds at which the trains will be moving through this crossover. The risk of derailment due to human or mechanical error worries me deeply. The state of recent derailments on the LIRR are not easing my worries. Why can't this crossover be put east of NHR road on a flat surface that is not in any residents backyard.

Other ways to submit your comments



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Name DAWN BYFIELD

Address 151A S. 10th STREET DEWITT DEPARK NY 11040

(OPTIONAL)

Email _____

Phone _____

Company _____

Comment. Question. Suggestion.

PLEASE PROVIDE MORE INFORMATION ON THE ASSESSMENT
OF BUILDINGS ADJACENT TO THE CONSTRUCTION SITE
AND WHAT RECOURSE THERE WILL BE IN THE CASE
OF PROPERTY DAMAGE.

Other ways to submit your comments



Submit Questions and Comments

You can submit your comments via
the project website aModernLI.com
or email us at info@aModernLI.com

Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

 A Modern LI
**Long Island Rail Road
Expansion Project**

Floral Park to Hicksville

A proposal to provide a more robust
and reliable rail service, making living
and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name Gabriel La Palma

Address 61, Rose Ave.

(OPTIONAL)

Email 6163541251

Phone _____

Company _____

Comment. Question. Suggestion.

It is very unsafe is when there
a safer way

Other ways to submit your comments



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Name Nancy Challan-Fioraliso

Address 246 CROCUS AVE, FLORAL PARK, NY 11001

(OPTIONAL)

Email  fourfurys@aol.com

Phone 516-437-5417

Company

Comment. Question. Suggestion.

① Regrading of crossings should not be linked with 3rd rail, it is a different issue

② Floral Park has few roads as entry and exit, they are already very difficult (crowded) to negotiate - without outstanding planning for this project, the commute in & out of town would be a mess and possibly dangerous (in regard to emergency vehicle access) - please make a thorough plan.

Other ways to submit your comments



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Have a comment, question or suggestion? Leave it here. We're listening!

Name Thomas McHugh

Address 181 Magnolia Ave Floral Park NY 11001

(OPTIONAL)

Email trbmeg@aol.com

Phone 516 358 1267

Company

Comment. Question. Suggestion.

Very concerned about the safety of our family due to the addition of the "20 crossover" located just east of Tunnel St. (Floral Park, Hempstead Line). This elevated track is just feet from our homes, ~~leading~~ with the risk of derailment due to either human or mechanical error at high speeds (40-60 mph). Next to the current residences, there are 9 new homes being built ~~between~~ between the 2 new switches, and a tunnel just west of the switches that is used by nearly half the town to travel south → north to travel to the Floral Park recreation center. Please change this location. Definitely a leveled and not elevated area. Preferably not as residential as the current location. See east of NHP road, where the tracks have roads on either side.

Other ways to submit your comments



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Name CAROL PANE

Address 602 S. 8th ST. NHP, NY 11040

(OPTIONAL)

Email cmpane@gmail.com

Phone 516-437-5956

Company Resident

Comment. Question. Suggestion.

I prefer the station design that
incorporates BRICK. It is more of a
classic look that I believe will
endure for centuries.

I am concerned about noise abatement.
I am not sure the height of the walls
will solve the problem especially if it
isn't on both sides of the tracks. The
walls will also not be too pleasing to
look at so I hope they will be attractive
& landscaped in front of them.

Other ways to submit your comments



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Name CAROL PANE

Address 602 S. 8th ST., NHP, NY

(OPTIONAL)

Email cmpane@gmail.com

Phone 516-437-5956

Company RESIDENT

Comment. Question. Suggestion.

I would like to see an underpass at the 12th ST. crossing for at least pedestrians if not cars. Ideally I'd like to see you maintain an underpass for both. I don't like the village being cut off north vs south. It undermines the walkability, sightlines + air flow at 12th ST.

Thank you,
Cpane

Other ways to submit your comments



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Have a comment, question or suggestion? Leave it here. We're listening!

Name

Thomas Smith

Address

169 Magnolia Ave Floral Park NY 11001

(OPTIONAL)

Email

tsmithy-99@yahoo.com

Phone

Company

Comment. Question. Suggestion.

- How come no improvements to Floral Park LIRR Station, handicap access, etc.? The Station is run down.
- How is this mega project being paid for?
- I am a long time commuter. The LIRR technology is woefully outdated. Is part of this project updating the current LIRR? Will this 3rd track be running on the same outdated technology? Floral Park residents will be deeply affected by the construction - traffic, pollution, etc. We should get improvements to our station as a result.

Other ways to submit your comments



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Have a comment, question or suggestion? Leave it here. We're listening!

Name

Bernadette Verdu

Address

116 Hawthorne Ave Floral Park NY

(OPTIONAL)

Email

bverdu@jericboschools.org

Phone

Company

Comment. Question. Suggestion.

I would prefer that you start 3rd track in Westbury and work your way to the East.

Thank you

Other ways to submit your comments



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Have a comment, question or suggestion? Leave it here. We're listening!

Name Maryellen Newman

Address 75 Mayfair Ave. Floral Park, N.Y

(OPTIONAL)

Email missmkn1@mac.com

Phone _____

Company _____

Comment. Question. Suggestion.

Where are the improvements, necessary upgrades for existing station of Floral Park. Residents of Floral Park & Bellerose do NOT and have not had handicapped access to the train - your project goes to great lengths to accommodate business - why not the people of Floral Park.

2. The existing budget proposal has a 3.5 Billion deficit! The project is not funded - Just a hope that taxes will accomplish cover the deficit.

Other ways to submit your comments



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Have a comment, question or suggestion? Leave it here. We're listening!

Name GRACE M. GIORDANO
Address 500 16th AVE. N.H.P. NY 11040
(OPTIONAL) (40 feet from ~~the~~ LIRR right of way) South Side
Email _____
Phone (516) 328-1924
Company _____

Comment. Question. Suggestion.

Since I live right across from the LIRR & can see ~~the~~ and hear the trains from my living room facing the tracks, in addition to the retaining wall, I understood that the sound proof (buffer) wall would be anywhere from 4 feet to 8 feet high. In order to not hear or see the trains or freight trains, an 8 foot buffer (sound proof) wall on top of the retaining wall would be necessary.

Other ways to submit your comments



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Have a comment, question or suggestion? Leave it here. We're listening!

Name Francine Yesner

Address 26 Martha Terrace, Flor PK

(OPTIONAL)

Email

Phone 516-606-5075

Company

Comment. Question. Suggestion.

Walking on Plainfield Avenue from around Elizabeth or Main Street towards Tulip Ave, the power station for the LIRR is really ugly and passing it at night on the way home from the F.P. station feels dangerous - as if someone could pop out and grab you - Is there any way of building a more attractive wall along that strip to make walking feel safer and more pleasant.

Other ways to submit your comments



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Have a comment, question or suggestion? Leave it here. We're listening!

Name Larsen, Rev. Rolf & Fran

Address 300 Covert Ave., N.H.P., NY

(OPTIONAL)

Email _____

Phone (516) 352-7039

Company Retired

Comment. Question. Suggestion.

We are on the corner of Covert Ave & 3rd Ave.
For the TE for the work area for retaining
wall construction. Please consider an open fence
(wrought iron fence); and please contact us
for clarification.

Other ways to submit your comments



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Name

ALICE SULLIVAN

Address

66 HAWTHORNE AVENUE F.P.

(OPTIONAL)

Email

Chiefmo1@optonline.net

Phone

516-456-7931

Company

Comment. Question. Suggestion.

FLORAL PARK STATION IS CRUMBLING AND
HAS NOT BEEN UPGRADED SINCE THE 60'S
(WAS JUST TOLD THAT THIS IS NOT IN THE
PLAN - IT SHOULD BE!!!)

ALSO - IS IT NOT AGAINST THE LAW THAT
THERE IS NO HANDICAP ACCESSIBILITY? - THIS IS ALSO
NOT PART OF THE PROJECT!!!

ALSO - WHERE IS THE \$ COMING FROM??

Other ways to submit your comments



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Name PATRICK MALONEY

Address 199 Kildare Road, Garden City, NY 11530

(OPTIONAL)

Email _____

Phone _____

Company _____

Comment. Question. Suggestion.

The construction along the planned 9.8 mile corridor will undoubtedly cause airborne and water-runoff borne release of decades of pollutants in the soil.

Will the MTA and the State of New York agree to enact legislation that waives sovereign immunity, notice of claims and statutes of limitation for pollution caused latent diseases?

Other ways to submit your comments



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Have a comment, question or suggestion? Leave it here. We're listening!

Name

Richard Pallisco

Address

604 Stewart Ave

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

I think this massive project is a distraction and an inconvenience to the residents of NHP. The commuters will be inconvenienced for years and years. The billions of dollars should be spent on improving the signal system and interlockings at Jamaica. This is only a benefit to the people who live in Suffolk county so they can have an Express Train into Manhattan. This project is only for political gain for Governor Cuomo.

Other ways to submit your comments



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Have a comment, question or suggestion? Leave it here. We're listening!

Name

R. HUDSON

Address

4 N. 11th ST NHT

(OPTIONAL)

Email

Phone

Company

Retired

Comment. Question. Suggestion.

Do Not Close To 12th ST.

People on North Side Will Only Have

Cover on NHT Road to Cross over To The

Side Side.

Other ways to submit your comments



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Superman Rides the LIRR

Outstanding performance

Acceptable

Not quite Adequate

Unacceptable

Total Failure

Timeliness	All trains arrive ahead of schedule	All trains arrive on time	General delays of 5 to 10 minutes	20 minutes late - few trains during snowstorm	LIRR on strike
Conductors	Polite & courteous	Conductor argues with passenger - passenger wins	Conductor argues with passenger - conductor wins	Conductor fights with passenger	Conductor walks off job
Cleanliness	As clean as a brand new Rolex watch	Trains cleaned daily	Trains cleaned monthly	As dirty as the subway	Dirtier than an old subway car
Passengers	Passengers are happy	Passengers gripe to themselves	Passengers gripe to each other	Passengers gripe to the press	Passengers refuse to pay fare
Air Conditioning	All trains have A/C all the time	All trains have A/C working - Sometimes too hot or too cool	A small number of cars have no A/C	Large numbers of cars have no A/C	None
Heating	All trains have heat in all weather	Sometimes the heat is not enough or too hot	A small number of cars have no heat	No heat during blizzards	None
Weather	All trains run well in all weather	Trains run in all weather except floods	General delays of 10 minutes due to weather	Trains slow due to snow	A Blizzard No Trains
Politicians	Quiet	Praise for the LIRR	Promises made to have the best commuter railroad in 90 days	Let's have a bond issue for capital improvements	Swearing at the NTA no promises made or kept
Press	No news is good news	Occasional article about improved service	Frequent stories about late trains	Daily column on railroad	Editorials demanding a new LIRR President
Speed	Faster than a speeding LIRR Train	As fast as a speeding LIRR Train	Slower than a speeding LIRR Train	As slow as a delayed LIRR Train	Stopped dead in its tracks

Public Comments on 3rd Track for LIRR in New Hyde Park

My name is Joseph Mazza

I live at 617 South 10th St. in New Hyde Park, NY 11040

1. Since the LIRR trains will have to slow down when approaching the multi-year construction zone surrounding New Hyde Park, how will LIRR mitigate the additional traffic congestion from the crossing gates being down even longer than present day rush hours?

Remember that when rush hour trains currently enter a slow speed zone in New Hyde Park, the trains stack up end to end, resulting in the crossing gates staying down much longer and the traffic backs up onto Jericho Turnpike causing additional block crossing congestion there.

2. In the interest of pedestrian and child bicycle safety, we need to maintain a pedestrian walkway on both sides of the proposed tunnel/trenches. Forcing elderly walkers and children on bikes to cross Covert Ave twice to use the proposed single walkway in the tunnel is adding more danger for them to be hit by a car exiting the tunnel. How will LIRR's proposals reduce this danger to pedestrians ?

Joe Mezzafonte

Jan. 19, 2017

Question to LIRR/MTA re the third track noise and vibration abatement.

My name is Joe Mezzafonte, I am a resident of the Village of New Hyde Park, I live 1-1/2 block away from the LIRR track on the south side.

I have been most of my life in the design and integration of various type of professional and commercial sound systems from train and railroad platform and terminal projects, all airlines terminals for the 3 major NY area airports, Ferry and cruise ship terminals and performing art spaces and houses of worship.

I am certified with most audio measuring devices and instruments and with acoustical analysis in TDF (time/domain/frequency), Vibration analysis, reflections and RT-60, speech intelligibility, RASTI, and AI (articulation index), and absorption characteristics of various materials with focus on interior surfaces.

I was an evening instructor/professor of electronic technology between 1969 and 1976.

Comments:

I appreciate the amount of work and details done to this study, and as an Audio/Acoustic professional with over 50 years in the Sound and Acoustical industry, the scope presented is very promising.

I would like to ask a few questions for clarification purposes and not to question or challenge the study done by the MTA/LIRR engineering company.

Questions are:

I am asking to find out more details on how this study was done. The numbers on the report are very promising, if indeed they will work as stated.

- 1- How was this study done? We would like to see actual SPL and vibration measurement readings, what instrument was used, the distance to the source, which scale was used, date of calibration of the instruments etc..
- 2- Who did the interpretation of these measurements, was it certified PE of a filed technician/engineer.
- 3- What other similar project was done with similar tests conducted.
- 4- What type of material (I would like to see the specifications on this wall material, and more specifically the attenuation properties of it) mainly what is the expected dB attenuation? Or is this wall designed to reflect or diffract the sound.?
- 5- Is an acceptance test scheduled by the MTA/LIRR to have proof/evidence that this wall will indeed perform as promised and,

What if the final study shows that it does not perform as predicted, what steps will the MTA/LIRR take to remedy the problem whether Noise or vibration.

This final study, is very common in the industry and should be performed and an independent test/or report made public for everyone to see.

MAYOR
NICHOLAS P. EPISCOPIA

TRUSTEES
BRIAN C. DAUGHNEY
JOHN A. DEMARO
ROBERT A. BOLEBRUCH
RICHARD V. SILVER
THERESA A. TROUVÉ
STEPHEN S. MAKRINOS
JOHN M. DELANY

VILLAGE ADMINISTRATOR
RALPH V. SUOZZI

INCORPORATED
VILLAGE OF GARDEN CITY
351 STEWART AVENUE
GARDEN CITY, N.Y. 11530-4528

WEBSITE: GARDENCITYNY.NET

TELEPHONE (516) 465-4000

FAX (516) 742-5223



January 18, 2017

Mr. Joseph Brown
Regional Director
NYS Department of Transportation
State Office Building
250 Veterans Memorial Highway
Hauppauge, New York 11788

Dear Mr. Brown:

Receipt is hereby acknowledged of your letter dated December 27, 2016 in connection with the proposed Long Island Rail Road Expansion Project between Floral Park and Hicksville.

In your correspondence, you note that the Village of Garden City owns property adjacent to the project. You then state that "... as the project team has previously discussed with you, a portion of such property may need to be temporarily or permanently acquired by Memorandum of Understanding (MOU) or eminent domain in order to construct the project." (Emphasis added). First, we need to be clear regarding the details of discussions that have been held. We have not met with any NYSDOT or LIRR personnel; we have had only informal meetings with representatives of the MTA and the Governor's Office. Second, there has been no formal description of property to be taken, whether temporarily or permanently. Although the Third Track Team had made mention of the Project's need for the temporary use of some adjacent land (i.e., for the placement of construction equipment and vehicles during the construction phase, a use to which our Village readily acceded under appropriate licensing arrangements), **there has been no prior discussion involving representatives of Garden City concerning any permanent acquisitions of Garden City land, nor any discussion of the use of MTSA/LIRR powers of eminent domain.** As noted in numerous public statements and the DEIS itself, the entire project is being presented as a "design build" and therefore there are many parts of the Third Track Project, including any temporary need for the use of Garden City and private property during the construction phase which have yet to be identified or determined.

Your letter makes a vague reference to information the Draft Environmental Impact Statement (DEIS) (we are writing to the DOT – it is not DOT's DEIS), issued by the MTA/LIRR. But no specifics on where to find information relevant to your letter in the DEIS is provided. In reviewing the DEIS, we note that it explicitly states that "... avoidance of residential property

acquisitions and minimization of all commercial property acquisitions are key guiding principles of the LIRR Expansion Project." (See DEIS "Property Acquisitions" at page I-33.) We are gratified that the subsequent tables identify zero parcels in Garden City for "Anticipated Full Property Acquisition." The DEIS identifies a partial parcel for "Anticipated Partial Property Acquisition" in Table I-10 of the DEIS "Property Acquisitions" at page I-34. Additionally three parcels of village-owned property are earmarked for acquisition due to the alleged need for "Retaining wall and sidewalk construction to accommodate New Hyde Park Road grade crossing elimination" and "Station platform at New Hyde Park station to accommodate new third track" (See "Anticipated Public ROW Impacts" at DEIS "Property Acquisitions" in Table I-12 at page I-35.).

Are these temporary or partial acquisitions? Are portions of the parcels to be acquired, or the entirety of the parcels? Neither your letter nor the DEIS provides this information the referenced, unless it is buried in some Appendix that you have not identified. This raises a fundamental question as to how you expect to Village to provide a substantive response. You have offered virtually no details or information on the acquisition.

In short, contrary to prior representations, and contrary to the recital in your correspondence of "prior discussions," the DEIS now for the first time identifies village properties which are proposed to be "acquired" for the Project. We also note for the record, that although your letter is dated as of December 27, 2016, it was not received in Village Hall until January 10, 2017. Since DOT apparently seeks to bootstrap required hearings prior to any "takings" of Village land onto the MTA/LIRR DEIS hearings, in addition failing to provide the Village with adequate specifics, it appears DOT may not have followed lawful procedure. Therefore, since your letter attempts to adversely affect our legal rights and ability to respond, this letter should be viewed as our formal objection to this improper attempt to curtail our rights. Further, we reserve all of our rights related to this matter.

Sincerely,



Nicholas P. Episcopia
Mayor

NPE/kma



INCORPORATED VILLAGE OF PORT JEFFERSON

Margot Garant
Mayor

Robert J. Juliano
Administrator/Clerk

January 19, 2017

Right Track for Long Island
Sent electronically to David Kapell

Re: LIRR Main Line Expansion Program

Dear Mr. Kapell:

I am writing on behalf of the residents of the Incorporated Village of Port Jefferson to express our interest in and general support for the proposed Third Track project.

We in Port Jefferson are the literal end of the line for the Port Jefferson branch and view this project as essential both to the expansion of service to our community and the eventual electrification of the Port Jefferson branch, both of which are necessary to reduce travel time to New York City. Any reduction of time in the commute to Manhattan will have enormous economic benefits to the Village of Port Jefferson and the other communities along the line.

Sincerely,

Margot Garant
Mayor



TOWN OF SMITHTOWN

TOWN HALL 99 WEST MAIN STREET
P.O. BOX 9090
SMITHTOWN, NEW YORK 11787
(631) 360-7621
FAX (631) 360-7783
www.smithtowninfo.com

LISA M. INZERILLO
TOWN COUNCILWOMAN

January 19, 2017

Dave Kapell, Executive Director
Right Track for Long Island Coalition

Dear Mr. Kapell,

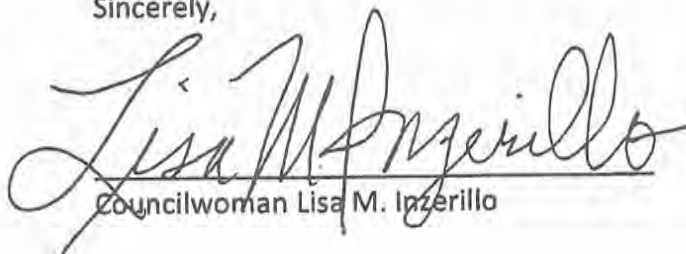
I have been anticipating the Long Island Railroad Expansion Project for quite some time. It is with great pride that I thank the Right Track For Long Island Coalition, a grass roots partnership of 5,000 major organizations, businesses, individuals and commuters representing over 1,000,000 Long Islanders formed to help the LIRR make this project a reality.

This project is so important for Long Islanders, benefiting our economic growth, our younger generation and our families for many years to come.

As a member of the Smithtown Town Council, the project is of special interest to me knowing that rail service can be expanded in the future to support the revitalization of Kings Park. Without a third track on the Main Line Corridor, significant service expansion, such as electrification, cannot occur on the Pt. Jefferson Branch.

I urge LIRR to build the project.

Sincerely,



Councilwoman Lisa M. Inzerillo

LMI/dcr

LIRR Expansion Project - DEIS
At-Grade Crossing Elimination in New Hyde Park

Close the South 12th Street Public Highway-Rail At-Grade Crossing Completely to Vehicle Traffic (Figure 1-23 attached)

I / We Patricia A. Cook

as resident(s) of 119 South 12th Street, New Hyde Park, New York 11040 request the following actions related to the LIRR Expansion Project At-Grade Crossing Eliminations:

As part of the LIRR Expansion Project, the New Hyde Park Group of Public Highway-Rail At-Grade Crossings of New Hyde Park Road, Covert Avenue and South 12th Street are to be eliminated. The LIRR currently proposes that New Hyde Park Road and Covert Avenue be depressed under the railway. The LIRR currently indicates that the South 12th Street Public Highway-Rail At-Grade Crossing may be eliminated similarly to New Hyde Park Road and Covert Avenue or it may be closed completely to vehicle traffic.

The South 12th Street Public Highway-Rail At-Grade Crossing should be closed completely to vehicular traffic (Option 1). This course of action has several advantages, including a savings of \$100 million of taxpayer dollars and an overall reduction in the project construction timeframe. The LIRR currently proposes that the New Hyde Park Railroad Station platforms be extended westward, with the platforms crossing over South 12th Street to accommodate M-3, M-7 and M-9 trains that are twelve (12) railroad cars long. The 2nd and 3rd Avenue vehicle and pedestrian infrastructure design will be enhanced by eliminating the South 12th Street At-Grade Crossing bottleneck in the middle of the New Hyde Park railroad station hub. The Pedestrian Bridge (Figure 1-15) above the railroad will be located near the western end of a reconstructed New Hyde Park Railroad Station.

The One-Way Southbound Only Vehicle Underpass with One Sidewalk Only (Option #2) would require property takings in front of residential homes on South 12th Street. Governor Cuomo expressly stated that there should be no residential property takings – partial or full. We agree with the Governor Cuomo.

Therefore we the residents of South 12th Street request that as part of the LIRR Expansion Project the South 12th Street At-Grade Crossing Elimination be accomplished by Utilizing

OPTION #1: PERMANENT CROSSING CLOSURE
WITH PEDESTRIAN BRIDGE (Figure 1-25 attached)

11.22.16

Source: NYSDOT



**LIRR Expansion Project
Floral Park to Hicksville**

South 12th Street Grade Crossing
Option 1: Permanent Crossing Closure with Pedestrian Bridge
Figure 1-23

Source: GF-AECOM





 **A Modern LI
Long Island Rail Road
Expansion Project**

Floral Park to Hicksville

**A proposal to provide a more robust
and reliable rail service, making living
and working on Long Island easier.**

Have a comment, question or suggestion? Leave it here. We're listening!

Name Patricia Schaefer

Address 204 Lexington St. Westbury Ny 11590

(OPTIONAL)

Email schaefer71@optonline.net

Phone 516 334-6428

Company

Comment. Question. Suggestion.

My concern is parking. There are only 14 spots at the CP Station + we will be loosing about 8 of them. Since Westbury + Mineola are getting new parking garages at no expense to them, why can't we be able to buy monthly parking passes (or daily) at the same rate as Westbury + Mineola residents. This would help the residents that live near CP station as well as the commuters.

Other ways to submit your comments



Submit Questions and Comments

You can submit your comments via the project website aModernLI.com or email us at info@aModernLI.com

Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

REQUIRED INFORMATION:

Name: PATRICK Mc INERNEY

Email: Army Vet 1966-1968

Mailing Address: 53 MARSHALL AVE.

Comments: THE EFFECT OF AGENT ORANGE WHEN
IT IS DISTURBED. WHAT AFFECT IT WILL
HAVE ON the kids in the 5 SCHOOLS
ADJACENT TO RAILROAD TRACKS

REQUIRED INFORMATION:

Name: PATRICIA PEDLEY

Email: bearsmom@optonline.net

Mailing Address: 213 OAK ST., FLORAL PARK NY 11001

Comments: The LIRR should fix the problems they are having
now before they try to do anything else.

The Floral Park station should be ~~be~~ handicapp accessible.

The soil needs to be tested during constrection.



516-334-1700
FAX 516-334-7563

Office of the Mayor

VILLAGE OF WESTBURY
235 LINCOLN PLACE, WESTBURY, NY 11590

PETER J. CAVALLARO
MAYOR

January 31, 2017

Mr. Edward M. Dumas
Vice President – Market Development & Public Affairs
Long Island Railroad Expansion Project
MTA Long Island Rail Road, MC 1131
Jamaica Station Building
Jamaica, New York 11435

Re: **Village of Westbury (“Westbury” or “Village”) Comment Letter to the Draft Environmental Impact Statement (“DEIS”) issued by the Metropolitan Transit Authority and the Long Island Railroad (collectively “LIRR”), dated November 28, 2016 regarding LIRR Third Track Expansion Project (Floral Park to Hicksville)**

Dear Mr. Dumas:

This letter and the materials attached hereto constitute the formal response and comments by the Village to the DEIS. The DEIS was reviewed by the undersigned, members of the Village Board, the Village Attorney, Village Superintendent of Buildings, Village Superintendent of Public Works, and members of the Village Planning Board. In addition, the DEIS sections which relate to the Village have been reviewed by the consultant group retained by the NYS Department of State in connection with the Downtown Revitalization Initiative (“DRI”) Grant that was awarded to the Village by the State in 2016. A list of the members of the Village’s DRI Consultant Group is annexed hereto as **Exhibit 1**. This letter is a composite of all such reviewer comments.

This letter supplements, and is in addition to, any comments or input provided by the Village, or any of its officers, officials or residents in any other forum or meeting, including in the Public Hearings held by LIRR in connection with the Scoping Document and DEIS, and in the Meetings (defined below) held between the Village and LIRR and other parties. This letter also includes and incorporates by reference, without limitation, the comments made for the record by the undersigned and Village Trustee Beaumont Jefferson at the DEIS Public Hearing session held by LIRR at the Yes We Can Center in New Cassel on January 17, 2017. We also incorporate by reference herein our comments and concerns expressed in my letter dated June 10, 2016 to LIRR on the Scoping Document (the Village’s “Scoping Comments”).

The project described in the DEIS is referred to in this letter as the “Project” or the “Third Track Project.” For consistency and ease of reference, our comments in this letter are broken down by

topic, using substantially the same Section references and numbering as our Scoping Comment letter. A number of additional comments have been added at the end under the Section 9, titled *Additional Comments*.

1. General Comments

First, I want to thank the Governor, the LIRR and NYS Department of Transportation (“DOT”) for continuing to engage in the open and transparent collaborative process that they have pursued thus far in relation to the Project. We are satisfied with the very substantial efforts to engage our community leadership in a productive dialogue as to the scope and details of the Project. We have had ample opportunity to have input on a variety of topics of concern to Westbury, including the grade crossing elimination at School Street, concerns about the construction process and timeline, needed coordination with existing or planned projects, and required mitigation of impacts.

I and members of the Westbury Village Board and staff have participated in numerous meetings with representatives of the Governor’s staff (and once with the Governor himself), staff at LIRR, DOT and other involved state agencies, in connection with the Project (“Meetings”), since last year. We have also been in communication and coordination with other State, County and local officials, including the officials from our sister communities along the LIRR Mainline (all of such communities, together with Westbury, the “Mainline Communities”), including the villages of Floral Park, Stewart Manor, New Hyde Park, Garden City, and Mineola.

I want to thank the LIRR for addressing in this DEIS many of the questions and concerns that we have expressed thus far through our frequent communications with State and LIRR representatives, including in our Scoping Comments and in the Meetings. I want to particularly thank Marianela Casas, Lisa Black and John McCarthy of the Governor’s office, who have been extremely helpful and responsive to our concerns and have encouraged the open dialogue that we believe necessary to move the Project forward in a productive and reasonable manner.

Finally, I want to thank the Governor and LIRR for responding affirmatively to the request by the Nassau County Village Officials Association, and numerous other officials and stakeholders, to extend the comment period for an additional two weeks, providing additional time for certain interested parties to compile and submit comments to the DEIS.

Notwithstanding the foregoing, we do have some remaining or additional concerns that we discuss in this letter.

2. Construction Activity and Post-Construction Considerations

As stated in our Scoping Comments, we expressed great concern regarding the potential adverse impacts and consequences of the Project to surrounding properties and the community at large during the construction phase of the Project, and urged that the environmental impact analysis (and

the resultant DEIS and FEIS) to fully and adequately assess the many construction activity impacts: noise; vibration; dust; debris; traffic impacts; parking impacts, including of construction and worker vehicles; site access; staging and material storage; site security; impact on train service (including the necessity of bus/shuttle service); impacts on area public and school bus service, including school bus stops; temporary relocations; impacts on pedestrian access, including wheelchair and handicap accessibility, both during and post-construction; temporary road closures; impact on commercial truck routes and emergency routes, etc.

We are generally pleased that the DEIS spends a great deal of time analyzing and discussing these potential impacts, and providing mitigation for them. Below, we expand on a number of these areas of concern.

a. Hours of Construction Activity

We note that the LIRR has adopted hours of operation for construction activity which will conform with local laws in each jurisdiction (in the Village, this would be between 7 a.m. to 8 p.m.). Although we had suggested that work be conducted between the hours of 7 a.m. to 3 p.m., Monday through Friday, we acknowledge that longer hours might be necessary, but we would ask that the work be completed each day before 6 p.m. to ensure the quality of life for residents around the construction area. In any event, keeping work confined to certain hours and on weekdays only will allow residents to know what to expect, and to plan their daily activities around these hours. It will also assure that the quality-of-life impacts on our residents will be, to the extent possible, managed and minimized.

While during periods of the construction, these hours may need to be varied, it is imperative that LIRR and the contractor(s) make certain that these exceptions be limited in frequency and duration, and that considerable advance notice be provided of any variance to this schedule to affected properties, affected municipal agencies (including the Village), other government agencies, and community organizations (e.g., civic associations, etc.). As we learned from the recently completed Ellison Avenue Bridge project, LIRR's careful management of contractor activity and open and frequent dialogue with the Village and other local municipalities will be crucial to ensure that the construction has the least possible impact on the community.

b. Design Elements / Changes

As we previously indicated in our Scoping Comments, the DEIS and FEIS must identify specifically all design elements to the Project that will affect the residential and commercial properties adjacent to the right-of-way. We note that the DEIS does identify where takings, access agreements, easements (to afford LIRR access to the work areas), retaining walls, etc. will be installed.

It is important, as the project moves forward, that LIRR work with the affected property owners and the Village, to ascertain the specific features to be used and implemented (e.g., selection of

acceptable sound wall features, styles, etc.). Further, it seems that there will be areas where certain features (e.g., sound walls, retraining walls, etc.) may be built inside the LIRR right-of-way, leaving an expanded buffer in the backyards to or adjacent to private properties. Arrangements should be made to convey or grant access to these areas to the residents for their use, if the residents desire such ownership or rights of access and use.

In addition, LIRR must make clear and definitive plans and agreements to maintain all of the sound walls and other features that abut private properties so that these property owners have the legal and practical assurance going forward of knowing that these features will be maintained. The FEIS should further expand on these key elements. We suggest that consideration be given to LIRR providing maintenance and/or repair bonds for the benefit of the Mainline municipalities so that residents may be protected against the failure of the LIRR to adequately maintain these areas and structures.

c. Site Security during Construction

We note that the DEIS addresses only in a summary fashion the site security measures to be taken and used by LIRR and the contractor during construction. The FEIS must contain more detailed description about how LIRR and the contractor will secure and monitor all areas where construction activity is occurring to make sure that these sites are secure, safe and do not pose dangers or nuisance to local residents.

d. Staging, Site Access, Debris and Material Storage

The DEIS addresses only in a summary fashion the staging areas for materials and equipment, as well as access to construction sites and debris removal. All of these issues are important to local municipalities, including the Village, and must be adequately addressed to minimize the effect on local traffic, and to ensure that safety and other conditions are acceptable. Site access consideration (e.g., frequency of trips, etc.) and material considerations (delivery, access, storage, etc.) should be incorporated, where necessary, into the applicable traffic studies and considerations.

Another major consideration of staging the construction sites will be to establish suitable truck routes, which is addressed in chapter 13 of the DEIS. We have concerns regarding the planned truck routes, which we discuss more fully below, in Section 5, *Traffic Considerations*.

The FEIS must contain more detail about: (i) how and where LIRR and the contractor will store materials and equipment; (ii) how materials and equipment will be accessed; (iii) how and where employees will be parked and, if necessary, transported into construction sites; and (iv) how debris will be stored and removed. Each of these matters will affect the quality of life of area residents and businesses and so must be adequately addressed.

e. Project Duration

As we stated in our Scoping Comments, it is imperative that the Mainline Communities have a realistic sense of the time it will take to complete the Project so that impacts can be assessed as accurately as possible. Much skepticism has been expressed by a number of officials in several of these communities about whether or not the LIRR's expressed timeline for the Project is indeed realistic. This is a legitimate concern, as prolonging the construction period could have a material (and in some cases devastating) impact on these communities and local businesses.

There have been various statements made publically and privately that the entire Project, once started, will take anywhere from 3 to 10 years to complete. The DEIS gives various timeframes for particular parts of the project, from 20 days to 840 days, and seems to indicate that the outer lengths of the Project could be as long as 4 years (2017-2021).

While the DEIS does include some general analysis of the timing of the Project, much more detail is required as to the staging of the phases, to determine realistic timeframes for each portion of the construction, as well as to realistically analyze the impacts thereof. Each affected community must be provided with sufficient and accurate information to provide a realistic expectation as to Project duration to be able to measure the impacts in that context. Therefore, the FEIS must re-examine and further analyze the timeframe for the Project, as well as the staging of the many parts of the Project, in order to give the Mainline communities a realistic and stronger sense that the Project will be completed in a timely manner in accordance with the schedule set forth. We suggest that the FEIS include a detailed monthly, and where possible, week-by-week, construction schedule that sets forth all segments and details the staging of the various components of the Project.

Further, we repeat that a part of the Project mitigation analysis on this point must include the analysis and discussion of potential contract provisions that will make sure that the Project is completed on time or early. These might include incentives for early completion, and penalties for late completion. The contractor(s) need to be properly incentivized to complete the Project as planned. The FEIS should contain a summary of the contract provisions that will be required, and how the contractor(s) will be held accountable for completion and adherence to the schedule.

f. Post-Construction Considerations

Finally, the DEIS and FEIS must identify the post-Project maintenance responsibilities of LIRR as it relates to retaining walls, sound barriers, embankments, side yards, buffers, etc. This burden should not be on the property owners or the Village, and with LIRR's past history of poor maintenance of these areas, it will be important that these arrangements be formalized and documented (e.g., through easements, covenants, undertakings, etc.) so that they may be enforced in the future. Again, we suggest that consideration be given by LIRR of posting maintenance or repair bonds for the benefit of the affected municipalities as a fallback should LIRR not live up to its maintenance responsibilities, as the Village and other Mainline communities have experienced in the past.

3. Coordination with On-Going and Planned Post Avenue and DRI Projects

a. Post Avenue Project

We are pleased that the DEIS addresses several key concerns of the Village as follows:

- Assurances that the Third Track Project construction activity will not coincide with the Post Avenue Bridge Project construction.
- Assurances that the Post Avenue Bridge Activity will be completed prior to the School Street grade crossing elimination and road closure.
- Assurance that the grade crossing at School Street be started after the completion of the grade crossing at Urban Avenue.

However, the DEIS does not include all of the traffic analysis we had requested in our Scoping Comments as it relates to the several projects, including at many of the Post Avenue and other intersections we identified. *See §5 below, Traffic Considerations*, for a more detailed discussion of this point and the further analysis that to be provided in the FEIS.

b. DRI Projects

Last year, the Village was awarded with Long Island's only DRI Grant by Governor Cuomo, in conjunction with the Local Regional Development Council. The Village is engaged with the State and local stakeholders in the process of identifying and prioritizing projects to be advanced using DRI funding. Some of the projects will impact directly on the area of the Village around the train station and surrounding areas. Accordingly, it is imperative that the LIRR work with the Village to closely coordinate the DRI projects with the Third Track Project.

Attached hereto as **Exhibit 2** is a comment letter prepared by the Village's DRI consulting team (the "Westbury Consultant Letter"), that addresses several issues where the Third Track Project and DRI projects intersect. We hereby submit the Westbury Consultant Letter as a part of our comments, and incorporate them herein by reference.

4. Grade Crossing Elimination Considerations

a. School Street Grade Crossing

We are pleased that the DEIS addresses many of our priority issues related to the School Street grade crossing, and incorporates many of our recommendations and requests related thereto, including:

- Providing for protected pedestrian access (underpass) to provide uninterrupted safe passage for the many pedestrians, including school children, using the roadway.
- Providing adequate clearance for the underpass for fire and other emergency vehicle access.
- Ensuring that the height and width of the underpass will comfortably accommodate commercial vehicle access.
- Preserving access to the Westbury Train Station.
- Preserving access to Railroad Avenue.
- Avoidance of the taking of any residential properties in the Village.
- Minimization of taking of commercial properties related to this aspect of the Project.

As we have discussed at many of our Meetings, and as reflected in our Scoping Comments, the Village continues to strongly suggest that a pedestrian overpass with adequate handicapped access, be considered in addition to or in lieu of the underpass, as the safest way for pedestrians to traverse the new crossing. An overpass with glass or other transparent material would be safer and more easily maintained than an underpass, and would also allow for more room for the two vehicular traveling lanes. While we understand that the Town of North Hempstead, which shares School Street as a municipal border, prefers that there be no overpass, we would respectfully suggest that an overpass would be the safest manner to maintain pedestrian access on School Street, and so we would ask that the FEIS consider that as an option, or in addition to an underpass, and analyze the feasibility of both.

We are also concerned about the status of School Street pedestrian access during construction. While the DEIS casually mentions that the School Street pedestrian crossing will remain open during construction, it does not specify how this pedestrian access will be maintained, and if the access is to be maintained by overpass, how/whether handicapped access will be maintained. Additionally, we would suggest that the LIRR consider other or additional alternative means of transport for pedestrians, particularly the school children who may walk to school by that route. In this regard, the LIRR should consult with the Westbury School District about the need for or advisability of providing bussing for children who may be impacted by the construction, as a safer means of getting to school for the duration of the Project.

Additionally, I refer you to the Westbury Consultant Letter, annexed hereto as Exhibit 2, which includes commentary on this point.

With regard to the properties surrounding School Street, see also Section 9(c) below, *Additional Comments, Impacts on Jamaica Ash (Anthony Core) Owned Properties*.

Finally, with respect to any constructed facilities in connection with this grade crossing (underpass, pedestrian overpass, etc.), the FEIS must, as we suggested in our Scoping Comments, address the LIRR's post-Project maintenance responsibilities. Given LIRR's past history of poor maintenance of its stations and abutting areas, it will be important that these arrangements are formalized and documented (e.g., through easements, covenants, undertakings, etc.) so that they may be enforced in the future. Again, we suggest that the LIRR provide maintenance and/or repair bonds for the benefit of the Mainline municipalities in this regard.

b. Grade Crossing Elimination as a Separate Project

As indicated in our Scoping Comments, given the unanimous desire of virtually all interested parties (including Governor Cuomo) to see the grade crossings eliminated, the FEIS, or a revised DEIS, should include a study of the feasibility of the elimination of the grade crossings, even if the Third Track Project does not move forward. This is particularly important since, as of this date, the funding for the Third Track Project has not yet been secured. Therefore, the Mainline Communities should know the cost and feasibility of having the at-grade crossings eliminated even if the Third Track Project does not proceed.

The ultimate benefit to increased public safety must be recognized, whether or not the Project moves forward, and the State should take this opportunity to analyze the grade crossing eliminations on its own merits as a separate project. It would be an abrogation of responsibility (and in our view render the DEIS and FEIS inadequate and defective) to fail to analyze the grade crossing eliminations in the absence of the project moving forward.

5. Traffic Considerations

As stated in our Scoping Comments, the DEIS and FEIS must exhaustively analyze the pre-, during and post-construction traffic impacts of the Project.

The DEIS does include substantial traffic data and analysis, but is incomplete because not every area and intersection that is of concern to the Village has been addressed. The FEIS (or a revised DEIS) must add traffic analysis, on a pre-, during and post-construction basis, for the following intersections and locations that we identified in our Scoping Comments, but which are not addressed in the DEIS:

- 1) Maple Avenue between Ellison Avenue and Union Avenue
- 2) Post Avenue and Maple Avenue
- 3) Union Avenue between Post Avenue and Grand Avenue
- 4) Post Avenue between Old Country Road and Jericho Turnpike

- 5) Post Avenue and Railroad Avenue
- 6) Post Avenue and Union Avenue
- 7) Post Avenue and Old Country Road
- 8) Ellison Avenue between Old Country Road and Jericho Turnpike

The additional analysis and study must include (i) changes in quantity of trips and length of delays in all directions at multiple times of day, seven days per week; and (ii) a preliminary maintenance and protection of traffic plan ("MPT") showing all potential detours, signage locations, and possible alternate routes outside the affected areas. All efforts must be put in place to keep commercial traffic off of residential streets and facilitate emergency access routes during construction.

In addition, a separate analysis should be prepared for the times when work is being done on the Glen Cove Road and Cherry Lane bridges. These two construction projects may greatly impact traffic on Ellison Avenue, Post Avenue, Union Avenue, Maple Avenue and other roads outside of the Village. There should be a full traffic study and a preliminary MPT done on these issues.

Also, our Scoping Comments indicated that an open dialogue with the local school districts and their transportation departments must be conducted to meet their needs of bussing children to and from school. Bus stop changes, route changes, additional routes, if necessary, and typical delays must be discussed. The DEIS only touches on communications with the school districts, but gives no indication that any substantive discussions have occurred with regard to the need for alternative transportation, or other safety concerns. The FEIS must make certain to address any concerns that the school districts may have.

Truck routes around the construction areas are another consideration which must be addressed during the construction period. The DEIS lists the primary truck access routes for projects in the Carle Place and Westbury areas as Cherry Lane, Carle Road, and School Street. However, Cherry Lane and Carle Road are residential streets that prohibit commercial traffic, as is School Street north of Maple Avenue. Both Cherry Lane (in Carle Place) and School Street have school buildings on them, with frequent car and school bus trips each day (drop-off, pick-up etc.). Students also travel by foot on these and surrounding streets frequently during school days. Therefore, increased truck traffic may result in a more dangerous condition on these roads for pedestrians, busses and car traffic. This needs to be analyzed and adjusted, and truck routes need to be better described and adjusted in the FEIS and the preliminary MPT.

Post-construction traffic analysis should include the anticipated increases that the parking garages will present during the peak morning and evening commutes.

Finally, I refer you to the Westbury Consultant Letter, annexed hereto as **Exhibit 2**, which also includes commentary on this point.

6. Parking Considerations

a. Westbury Train Station Parking Enhancement

We are pleased that the DEIS reflects and adopts the parking enhancement mitigation that we suggested in our Scoping Comments and in our many communications, including at the Meetings. However, we also note that at several points in the DEIS, the parking mitigation is referred to as “possible” or “potential” and we would ask that the FEIS clarify that these are actually definitive mitigation measures to be included in the Project.

In addition, I refer you to the Westbury Consultant Letter, annexed hereto as **Exhibit 2**, which includes commentary on this point, and in particular to their comment that the parking enhancements should be coordinated with the DRI process in terms of design and location.

b. Parking Disruptions During Construction

The DEIS does not adequately assess the impacts of parking disruptions during construction, and in the case of Westbury in particular, during the construction of the two new parking structures. There will be displacement of parking, particularly in the LIRR-owned lot on the south side of the station since that parking lot will be used at times for staging, and when the proposed parking deck is being built there. Similar dislocation will occur when the north lot structure is under construction.

Both new lots must not be constructed simultaneously. We suggest that the south lot be constructed first and once completed, the north lot constructed. This way, the displaced village permit holders (who normally use the north surface lot) will be able to use the new south lot (and remaining surface parking during the duration of the construction of the north lot. The contracts among the Village, LIRR and the operator of the south lot need to accommodate this interim arrangement as a mitigation measure.

The FEIS must do a more thorough analysis of these parking disruptions (including to on-street parking in nearby downtown and residential areas) in each Mainline community, including the Village, and suggest mitigation for these disruptions where possible.

7. Impact on Property Values

Our Scoping Comments indicated that the DEIS and FEIS must include a detailed analysis of the impact of the proposed project on the property values in the affected communities, including a property-by-property analysis of the effects on property value of each property adjacent to, and within at least one-quarter of a mile of, the project area (measured out from the outer edges of the as-built track right-of-way). We indicated in our Scoping Comments that the potential diminution

in property values on properties, particularly along the right-of-way, could result in an actual or constructive “taking” with some type of compensation for specific properties required.

As we suggested, if a loss in property value takes place, there are two major considerations: first, compensation may be due to impacted property owners, and second, the Village and other taxing authorities would experience a corresponding loss in assessed value (and property tax revenue). Any loss in assessed value would either reduce the amount of revenue the Village and other taxing authorities receive from the affected properties, or more likely, the various taxing authorities would be forced to increase their tax rates to compensate for the revenue loss.

In the Village, any upward change in the tax rate will negatively impact all residents, as the Homestead tax rate applies equally to all residential properties throughout the Village. With this in mind, we requested that the DEIS address and analyze these potential assessment and valuation impacts to determine their extent and potential mitigation. We requested that LIRR engage reputable professionals in the field of appraising, engineering and other related services to adequately study the potential effect on the property value of each residential property along the Mainline.

Unfortunately, the DEIS is completely devoid of any analysis of the property value impacts to affected properties, particularly of those parcels immediately adjacent to the LIRR right-of-way. We feel strongly that the FEIS (or revised DEIS) must provide a property-by-property analysis, by a licensed property appraiser, to make sure that any diminution in value can be quantified, and if appropriate, compensated. The impacts on the Mainline municipalities of any decrease in tax revenue from decreased values also needs to be included in the analysis.

8. Suggested Westbury-Specific Mitigation Measures

We are pleased that the DEIS adopts and includes many of the mitigation measures that we had suggested in our Scoping comments, including:

- **Parking enhancements at the train station.** On this point, I refer you to the Westbury Consultant Letter, annexed hereto as **Exhibit 2**, which includes commentary on this point, particularly: (i) the need for LIRR to consult with the Village in the design and completion of these parking facilities so as to integrate them into the Village’s overall master plan and DRI plans; and (ii) the shifting of the parking deck on the LIRR south lot to the far eastern portion of that lot. The Consultant Group also suggests that the LIRR consider (or may be required under applicable law) to provide a public art feature in these two garage structures, so that should be considered as well.
- **Improvement of the north train station embankment.** On this point, I refer you to the Westbury Consultant Letter, annexed hereto as **Exhibit 2**, which includes commentary on this point, suggesting that the entire embankment (east and west of the station) be included in this improvement. Further, during our review and discussions, it has become evident that the retaining wall to be implemented in connection with the creation of the public space

in lieu of this embankment will be fairly high, and accordingly, we suggest that it would be appropriate to use materials on the face of such wall that are complimentary to the surrounding improvements and to the pedestrian space created, including the use of a tile or other mosaic design on that wall. The Village and LIRR should collaborate on selecting what type of surface treatment is appropriate and desired in this area.

- Substantial station enhancements (lighting, security, etc.).

In addition to the foregoing, we continue to urge the following mitigation measures be included in the FEIS:

1. School Street Overhead Pedestrian Crossing (as described in Section 4(a) above, *Grade Crossing Elimination Considerations, School Street Grade Crossing*).
2. Maintenance and/or repair bonds for the benefit of the Village and other municipalities (as described in Section 2(b) above, *Construction Activity and Post-Construction Considerations, Design Elements/Changes and Post-Construction Considerations*).
3. Potential re-location of Carle Place station and/or addition of significant parking for Carle Place area commuters in proximity to the Carle Place station (as described in Section 9(b) below, *Additional Comments, Carle Place Train Station*).
4. Potential temporary bussing for school children during the School Street grade crossing work.
5. Potential compensation for property owners subject to constructive takings/diminution of property values.

9. Additional Comments

a. Soil Disruption Concerns

We note that a number of residents in many of the Mainline Communities have expressed concerns about the disruption of the soils in the track right-of-way, and the potential environmental concerns that could exist due to the use of chemicals (e.g. defoliants, pesticides, etc.) in the right-of-way over the years, as well as fuel and other spills that could have occurred. As a result, it is our understanding that LIRR has conducted or is in the process of conducting soil sampling in all areas of the Mainline right-of-way, and presumably in the Westbury/Carle Place area. Several residents of the Westbury/Carle Place area raised similar concerns at a recent Carle Place Civic Association meeting that I attended. Therefore, LIRR should complete the soil testing that it is conducting, and include representative sampling in the Westbury/Carle Place right-of-way, and include those findings in the FEIS (or a revised DEIS), and share the results with the local communities.

If soil contamination is found, the project should not proceed until the appropriate remediation is completed, and the FEIS (or revised DEIS) must detail what remedial and mitigation measures are to be pursued with respect to any finding of soil contamination.

b. Carle Place Train Station

We note that at various times in our Meetings and other discussions, the issue of the Carle Place Train Station, including, but not limited to the parking at that station, have come up. It appears to us that no substantive discussions have taken place as to (i) the advisability of moving that station to locations that have been discussed in the past that would allow for the station to be reconstructed as a full station with ample parking developed to satisfy the needs of the Carle Place community; or (ii) LIRR providing substantial parking resources for the station by acquiring properties adjacent to, or near, the Carle Place station and erecting a parking lot or structure for the use of Carle Place commuters.

We urge that LIRR engage with representatives of the Carle Place community to (i) ascertain if the community would desire the moving of the station to an alternate, more suitable location; (ii) determine the need for and desire of the Carle Place community commuters to have access to more parking at their station; (iii) determine if the movement of the station would otherwise benefit the Carle Place community or facilitate the project. The FEIS should reflect the product of these discussions and propose mitigation to address the concerns.

LIRR should engage representatives of the Town of North Hempstead, the Carle Place School District, County of Nassau, local civic organizations and others. It appears that this aspect of the Project has not been fully analyzed (or analyzed at all) and we would suggest that such an analysis is important.

In addition, during the construction and closure of the Carle Place Station, consideration should be given to shuttle bus transportation to the Mineola train station in addition to the Westbury train station. All shuttle bus routes to and from the Westbury train station and bus staging areas should be included in the preliminary MPT.

c. Impacts on Jamaica Ash (Anthony Core) Owned Properties

Since the issuance of the DEIS, we have received communications from Anthony Core, principal of Jamaica Ash, and owner of several commercial properties (including the Jamaica Ash property located in the Village) impacted by the Project, and the School Street grade crossing elimination in particular.

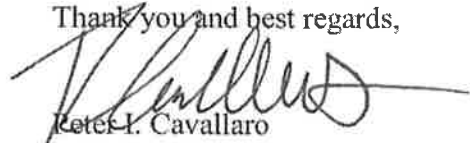
Mr. Core has expressed a number of concerns about the current proposal that relate to his property that need to be further analyzed, modified and mitigated. His comments are outlined in a letter that he has submitted to the Village, which is attached hereto as Exhibit 3. It is our understanding that Mr. Core has also sent a letter to LIRR outlining these concerns. We hereby incorporate by reference his comments and concerns into this letter.

10. Conclusion

On behalf of the Village, and our residents, I want to thank Governor Cuomo and his staff, the LIRR, DOT and all other involved agencies for undertaking the extensive outreach and input effort in regard to the Project, and the development of this very comprehensive DEIS for initial consideration.

We believe that the DEIS is a good faith effort to address the many concerns and impacts that the Project will generate. While many of the concerns have been addressed or mitigated, more analysis needs to be done on several areas of concern, as noted herein. We look forward to continuing the collaborative process that is reflected in this DEIS to make sure that all relevant, legitimate and material concerns are addressed.

Thank you and best regards,



Peter L. Cavallaro
Mayor

Mr. Edward M. Dumas, LIRR
January 31, 2017
Page 15

EXHIBIT 1

Westbury DRI Consultant Group

See attached

Westbury DRI

First	Last	Affiliation	Phone	Email	Notes
Consultant Team					
Katie	Lyon	BJH Advisors	410-274-5040	klyon@bjhadvisors.com	Primary Contact
Sarah	DeFalco	BJH Advisors	917-803-7867	sdefalco@bjhadvisors.com	
Kei	Hayashi	BJH Advisors	646-573-9588	khayashi@bjhadvisors.com	
James	Lima	James Lima Planning and Development	347-675-8637	james@jameslimadevelopment.com	
Mark	Strauss	FXFOWLE	646-292-8275	mstrauss@fxfowle.com	

Mr. Edward M. Dumas, LIRR
January 31, 2017
Page 17

EXHIBIT 2

Westbury Consultant Letter

See attached

January 6, 2017

Ms. Lisa Black
Director of Intergovernmental Affairs
New York State Division of Homeland Security & Emergency Services
633 Third Avenue
New York NY 10017

and

John McCarthy
Special Advisor
Metropolitan Transportation Authority
2 Broadway
New York, NY 10004

cc: Mayor Peter Cavallaro, Village of Westbury; David Ashton, New York Department of State; Nancy Rucks, New York Department of State

**re: Long Island Railroad Expansion Draft Environmental Impact Statement (DEIS)
and Village of Westbury**

Dear Ms. Black and Mr. McCarthy,

Thank you and your team with the Metropolitan Transportation Authority (MTA) and Long Island Railroad (LIRR) for meeting with the Village of Westbury staff, the representatives from the New York State Department of State, and the Westbury Downtown Revitalization Initiative (DRI) consultant team in September 2016 regarding the LIRR Expansion Project. The information you shared at the meeting, subsequent to the meeting, and in the DEIS issued on November 28, 2016 was informative, and the plans associated with the LIRR Expansion Project support the Village's goals for growth and infrastructure investment.

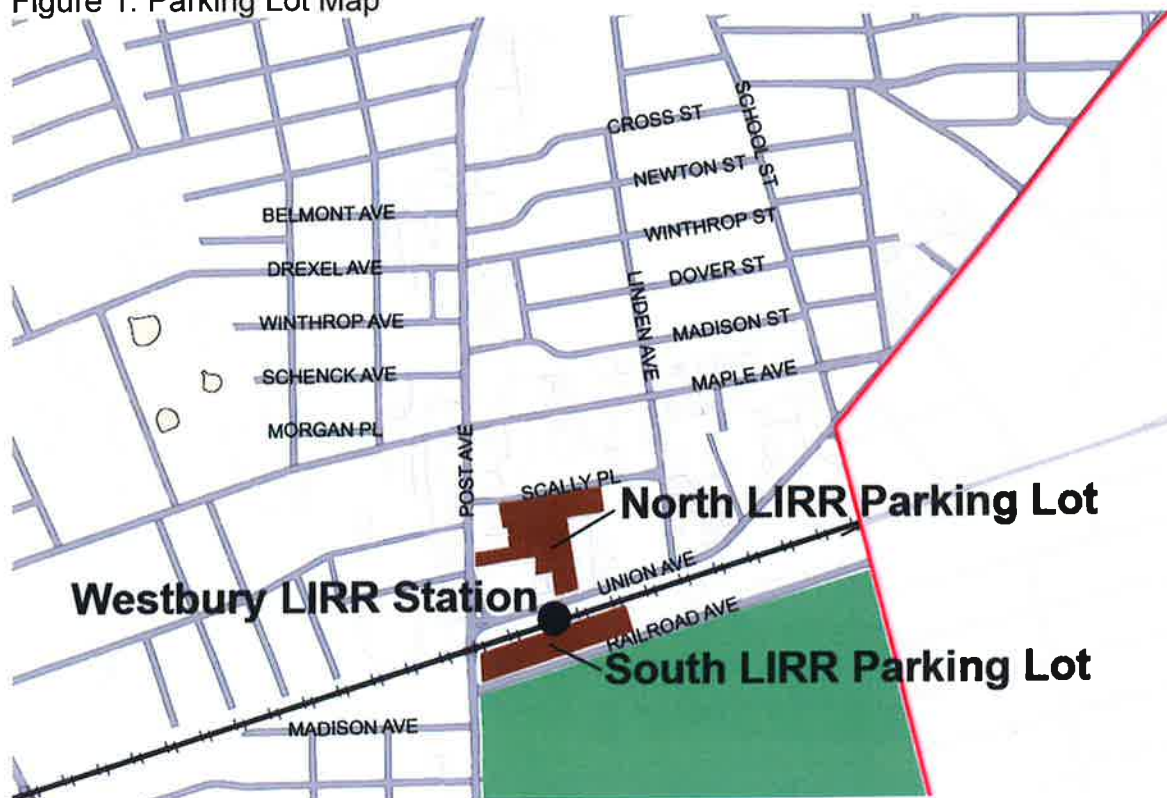
As you know, Westbury was selected by Governor Cuomo in conjunction with the Long Island Regional Economic Development Council for a DRI grant, which funds a six-month planning study and provides financial support for the implementation of priority projects. As the consultants for the DRI, we seek to ensure that the LIRR Expansion Project proposal complements the Village's goals and plans for revitalization, which include promoting transit oriented development and walkability in the downtown. In pursuit of these goals, the Village of Westbury seeks to catalyze new mixed use development near the Westbury LIRR station as well as on the commuter lots both south and north of the LIRR station. We would like to submit our feedback on the key

components of the plan that impact the downtown area in Westbury as outlined in the DEIS.

1. Parking Plan

The Village of Westbury has identified existing parking capacity as a constraint to continued growth. As a result, the Village supports the LIRR Expansion Project proposal for structured parking in both the north lot (owned by the Village of Westbury) and south lot (owned by the MTA) that would replace an aggregate of 614 surface spaces with 1,133 structured parking spaces and 175 surface spaces, effectively doubling the parking capacity near the train station. Below are specific comments for the plan in each lot, which are depicted in Figure 1 below.

Figure 1: Parking Lot Map



A. South Parking Lot Plan

The LIRR Expansion Project proposal for structured parking contemplates a multi-level parking structure in the center of the existing lot, while preserving 76 surface spaces on the west side of the lot along Post Avenue and 47 surface spaces on the east side of the lot adjacent to the self-storage property. The consultant team urges the MTA to explore locating the parking deck on the eastern most portion of the existing parking lot in order to reserve the largest possible surface lot with frontage on Post Avenue. This change would allow the Village to collaborate with the MTA to facilitate the most viable mixed use development on the portion of the lot fronting Post Avenue, thereby supporting the Village's goals for mixed-use development in proximity to the LIRR Station.

B. North Commuter Parking Lot Plan

The LIRR Expansion Plan proposal includes a four-story structured parking deck to replace the surface lot. The consultant team urges the MTA to collaborate with the Village of Westbury on the design of the parking structure in order to include a future development zone at the northern face of the garage (along Scally Place) for townhouses. As part of the revitalization efforts in Westbury, the Village may pursue integrating new residential units along one or more block faces of the parking structure (likely the Scally Place side). Residential units that line the structure will help to ensure the municipal parcel of land supports the Village's revitalization goals that include addressing demand for new housing units near the train station, better connecting the train station to the downtown, promoting aesthetic improvements in the downtown, as well as alleviating parking constraints. The consulting team also requests that the MTA considers designing the parking structure such that vehicles may enter and/or exit the parking structure via Scally Place, as well as Union Avenue, and that a traffic signal is considered on Union Avenue where cars enter the parking structure. Both of these measures will help to mitigate traffic impacts resulting from the new parking structure.

2. Elimination of School Street At Grade Crossing

Eliminating the School Street at-grade crossing and replacing it with an underpass will improve safety for pedestrians, motorists, and rail passengers and staff. The consultant team urges the MTA to work with the Village of Westbury and the Town of North Hempstead to coordinate the underpass crossing solution with surrounding streets and properties to ensure safe crossings for pedestrian, as well as motorist safety.

3. Station Improvements

The planned station improvements are appropriate to facilitate pedestrian access to the east and west platforms and provide ample waiting areas. The consultant team encourages the MTA to consider a staircase that allows access to both the east and west-bound platforms on the western end of the platform at Post Avenue.

4. Pocket Park/Plaza North of the Station

The consultant team supports the creation of a pocket park or plaza in place of the embankment on the north side of the LIRR Westbury Station. The team urges the MTA to collaborate with the Village on the design of the park so that it supports the Village's goal to better integrate the Westbury Station with the downtown core. The consultant team urges the MTA to consider incorporating the lane to the east of the current staircase on the north side of the station area (see image below) in the pocket park/plaza.

Figure 2: Lane north of the station area



5. Post and Union Avenues Intersection

The southbound intersection of Post Avenue at Union Avenue experiences heavy traffic under existing conditions. Projected increases in LIRR ridership at the Westbury station and parking demand for the south and north lots indicate vehicular traffic is likely to increase at the intersection of Post and Union Avenues. The consultant team urges the MTA to consider investing in improvements at the intersection that facilitate improved Post Avenue southbound traffic flow, particularly for vehicles that turn left from Post Avenue onto Union Avenue, and ensures safe crossings for pedestrians between the train station and downtown. The redesign of this intersection should be coordinated with the design of the small plaza or park on the north side of the embankment referenced in the DEIS.

6. Eastbound Platform at Westbury Station

The DEIS indicates that the new eastbound platform at Westbury Station will be 8 feet wide. The consultant team recommends that the MTA consider providing a 10 foot or wider section in the central portion of the platform near the connecting stairs and elevators.

7. Traffic Volumes on Post Avenue

The project would likely increase vehicular traffic volumes on Post Avenue accessing the station and parking garages in Westbury. The DEIS does not provide traffic data or analysis for the intersections along Post Avenue near the station. The consultant team recommends adding those intersections to the analysis.

8. Timeline

The consultant team recommends that MTA and LIRR provide more information about the timeframe for construction and implementation, and that the timeline is developed with a goal to mitigate impacts and inconveniences related to traffic, parking, and other operations in the Village of Westbury and near the LIRR station.

If you have questions about this request or would like to discuss in more detail, please contact me at khayashi@bjhadvors.com or (646) 573-9588 or Katie Lyon, Project Manager for the Westbury DRI at klyon@bjhadvors.com or 410-274-5040. Thank you.

Sincerely,
Kei Hayashi
Principal
BJH Advisors

Mr. Edward M. Dumas, LIRR
January 31, 2017
Page 19

EXHIBIT 3

Anthony Core (Jamaica Ash) Comment Letter

See attached

ANTHONY E. CORE, P.C.

ATTORNEYS AT LAW
173 SCHOOL STREET
WESTBURY, NEW YORK 11590

(516) 997-2700
FACSIMILE: (516) 997-7334
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ANTHONY E. CORE, ESQ.
JACQUELINE M. CAPUTO, ESQ.
BRADLEY T. SLOVER, ESQ.
PAUL GIVARGIDZE, ESQ.

OF COUNSEL
MICHAEL E. WHITE, ESQ

LEGAL SUPPORT STAFF
PAMELA L. DONOHUE
JUSTINE R. SMITH

* ALSO ADMITTED IN CT

January 31, 2017

VIA HAND DELIVERY

Hon. Peter I. Cavallaro, Mayor
Village of Westbury
Village Hall
235 Lincoln Place
Westbury, NY 11590

RE: Comments on the Long Island Railroad Expansion Project –
Floral Park to Hicksville
Draft Environmental Impact Statement

Dear Mayor Cavallaro:

As you know, we represent the owners and occupants of 172 and 173 School Street, Westbury, New York. While we intend on submitting comments to the Draft Environmental Impact Statement on the Long Island Railroad Expansion Project – Floral Park to Hicksville (the “Expansion Project”) we provide this letter to advise the Village of Westbury (the “Village”) of our clients direct concerns and to be included in the Village’s expression of comments and concerns about the Expansion Project.

The property at 172 School Street is within the Village and as you know, is the vehicle rebuilding, repair, maintenance and dispatch facility of Jamaica Ash & Rubbish Removal Co. Inc. (“Jamaica Ash”) and Meadow Carting (“Meadow”). Jamaica Ash provides a majority of commercial solid waste collection in Nassau County and also services to portions of Suffolk County. Meadow Carting provides a majority of residential solid waste collection services under contract to municipal entities within the Town of North Hempstead and several districts in the Town of Oyster Bay. It is fair to say that this facility at its present location as well as its function is essential to the community and would be impossible to relocate and replace. Jamaica Ash and Meadow have consistently been good neighbors and appreciate their working relationship with the Village.

The property at 173 School Street is not within the Village, but its use and primary purpose is to provide commercial offices which provide management and professional support

services for Jamaica Ash and Meadow, as well as affiliated companies which operate the largest material management and recycling facility in Nassau County, also located adjacent to the Long Island Rail Road tracks at Grand Boulevard and Dickens Street, which includes an existing rail spur.

As we have advised on the record at the Hearing held on January 17, 2017, the property owners and occupants generally support this important Third Track infrastructure improvement and recognize the need for elimination of the grade crossing at School Street, but remain extremely concerned about the adverse impacts of the proposed reconfiguration and reconstruction as presented in the DEIS plans to the access, use and overall value of the properties and buildings. These impacts are not adequately identified, analyzed, or evaluated in the DEIS and insufficient and/or unacceptable measures are presented to mitigate the adverse impacts to these properties. And while we have had the opportunity to meet with representatives of the Expansion Project sponsors, along with a representative of the Village, to voice our collective concerns, detailed response and resolution from the project sponsors remain a work in progress.

As examples of our continuing concerns, the following summary is provided:

172 School Street:

Alternative 1A contemplates eliminating its ingress and egress to School Street in its entirety and shifting it to Union Avenue. We believe this will result in an unacceptable loss of existing level yard space, a loss of vehicle staging, storage and parking and the elimination of the present vehicle fueling station. It is also our concern that the Union Avenue may not safely handle the additional truck traffic.

Alternative 1B contemplates moving the present School Street ingress and egress north on School Street and replacing the present access point with a substantial retaining wall. Again, our concern is the impact of the relocation of the access and the grade changes to loss of useable yard space.

In the case of Alternative 1A and 1B the use and function of the present dispatch office building which is at the existing ingress and egress, will be lost. A new replacement office will need to be relocated and reconstructed.

It is also imperative that there be a continuing pedestrian connection between 172 School Street and 173 School Street. This does not seem possible with Alternative 1A and to the extent it is possible with Alternative 1B, details need to be provided and become part of the plan.

In the case of both alternatives proposed there is a traffic signal/control device to be placed on School Street, just south of where the new ingress and egress for 172 School Street is proposed in Alternative 1B. There is no explanation of the timing of this signal as it may affect ingress and egress to 172 School Street or its relationship to the existing signal at the intersection of School Street and Union Avenue. Indeed there are inadequate traffic studies to determine changes in traffic flow, patterns or signalization with respect to the elimination of School Street

Grade Crossing as a whole.

173 School Street:

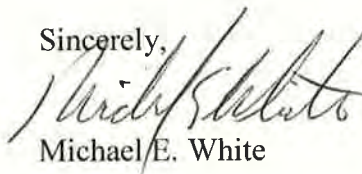
Again, the commercial offices at this address have essential personnel and provide critical services to the entities operating out of 172 School Street and the connectivity between the two properties must be maintained.

The primary impacts of concern of the Expansion Project to 173 School Street is the changes in grade of the ingress and egress and the resulting loss in parking. This loss in parking if not mitigated will make the property non-conforming to applicable land use codes, severely limit its use, if not make it a total loss.

The additional impact to the building resulting from the grade changes will eliminate the use of the entrance way in its existing configuration and location.

We appreciate this opportunity to coordinate our comments and concerns about the Expansion Project with the Village. We will also continue to work with the Village toward resolution of these concerns by the Expansion Project sponsors.

Sincerely,

A handwritten signature in dark ink, appearing to read "Michael E. White", written in a cursive style.

Michael E. White



Village of New Hyde Park Village Hall

1420 Jericho Turnpike • New Hyde Park, NY 11040-4684
(516) 354-0022 • Fax: (516) 354-6004
Website: www.vnhp.org

November 30, 2016

Robert A. Lofaro
Mayor

Trustees:
Richard A. Coppola, Jr.
Donald B. Barbieri
Lawrence J. Montreuil
Donna Squicciarino

Christopher Devane
Village Justice

Cathryn Hillmann
Village Clerk-Treasurer

Thomas P. Gannon
Superintendent of
Building Department &
Public Works

The Honorable Andrew M. Cuomo
Governor of New York State
New York State Capitol Building
Executive Chamber
Albany, New York 12224

Long Island Rail Road Main Line Expansion Project Draft Environmental Impact Statement (DEIS)

Dear Governor Cuomo:

I am the Mayor of the Incorporated Village of New Hyde Park. I am in receipt of the Long Island Railroad's Draft Environmental Impact Statement ("DEIS") which sets forth the schedule for the Public Hearings and sets January 31, 2017 as the deadline for public comment.

Considering the vast amount of information contained in the DEIS, the magnitude of this \$2,000,000,000 proposed project, and its potential impact to our community, the New Hyde Park Village Board feels that the scheduled Public Hearings and comments deadline does not give the public enough time to thoroughly review this massive document and respond in a thoughtful manner. Also, considering the time of year with traditional year-end activities, the fact that it took the project's consultants over six months to develop the document, and the type of weather that can be expected in January and February, I am reaching out to you to respectfully request that the deadline for public input and comments on the DEIS be extended to a later date, perhaps in late March or April 2017.

This project has been discussed, analyzed, and debated for decades, so I'm sure that a couple of extra months will not be too much of an ask to prove to the public the true commitment of the project sponsor to be open, fair and transparent.

Thank you for your consideration concerning this issue.

Respectfully,

Robert A. Lofaro
Robert A. Lofaro
Mayor

Timothy T. Tweedy, PE, SECB.
9 Daisy Avenue Floral Park, NY 11001

February 12, 2017

Edward M. Dumas, Vice President Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road
MC 1131 Jamaica Station Building
Jamaica, NY 11435

Re: Comments by February 15th on LIRR Main Line third track proposed project.

Dear Sir and Madam,

This letter is to express my opposition to the LIRR MTA third Track project proposed for the main line between Hicksville and Floral Park. My opposition reflects those in opposition related to environmental, social and severe economic impacts as were expressed in public comments and as provided by the Citizens Against Rail Expansion.

However my opposition also centers on the fact that this significant expenditure of the public fisc along with obligations going forward is being done in a very mundane and non-innovative manner. In short there is no vision or creativity in the project.

On Long Island there are whole swathes of the region that are not well served by public transport. These communities include South Jamaica, Cambria Heights, Elmont, Franklin Square, Uniondale, East Meadow, Levittown, and Farmingdale the communities further to the east.

The LIRR should use this budget money to begin a new line that may be able to bypass Jamaica along the tracks running through Maspeth and proceed then toward Hempstead Turnpike (State Route 24) and or along Linden BLVD then to Hempstead TPKE.

This work could follow best tunneling procedures in sand and would be better, but akin to the Atlantic Avenue tunnel. The opening of new stations along this route which would encompass, Hofstra University, the new Med School and Sloan Kettering Cancer institute, Nassau Community College, Belmont Race Track as well as Eisenhower Park and points east will provide the necessary relief from the main line by allowing the Farmingdale branch to connect to this new route.

Also note that there are tracks from the main line that cross Meadowbrook Parkway in Garden City East and run toward Roosevelt Field and south and these could be tied into this new 4 track line which would allow for the 'run around' route for trains should there be problems on the tracks west ward.

Four tracks through central Long Island can be laid at least and these could possibly be funded by the Federal Government in reviving an alternate to the NE corridor Project with Amtrak stops at Hofstra, and other points as the Amtrak Goes north to a cross LI Sound tunnel to Connecticut.

This route could by pass Jamaica along an increased track width of the Montauk Branch through Maspeth, etc. in Queens. This will also tie into freight operations as well. Using more creativity a new tunnel could be driven to Manhattan and perhaps finally a direct connection to New Jersey for Passengers and Freight tying the LIRR back to its original owner's tracks of the old Pennsylvania Railroad.

These new innovative tracks would provide a vital life line to people of color and new first time home buyers in the communities to tie into the economic hubs of Brooklyn and Queens, while strengthening the resiliency of Long Island for now and the future.

As a Professor of Civil Engineering Technology and Physics a professional engineer and a resident of Long Island and a pro- New York person I ask you to use this money for a real Paradigm shift for Long Island. Do the capital plan on the books for the Railroad now related to repairs and signals, etc. and spend this new money on a New Rail line for the underserved communities of Long Island.

Regards, Tim

T*TT/tt

Encl.

CC File

 A Modern LI
Long Island Rail Road
Expansion Project

Floral Park to Hicksville

A proposal to provide a more robust and reliable rail service, making living and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name

Rose Biggin

Address

91 Atlantic Ave., Carle Place, NY 11514

(OPTIONAL)

Email

Phone

516-334-0861

Company

Another problem, the many derailments that have taken place recently.

Comment. Question. Suggestion.

My Concerns: 1. The value of our property going down. 2. After living here in CP for 55 years, we dealt with the problems from the people running & taking care of the LIRR stations, rails & cleaning the property on Atlantic Ave. We always had rats poison everywhere, cleaning the garbage thrown there, & most of all, our stations in CP, & the parking situation. How are they going to do any of these things now? 3. Where is the money coming from to do this project the right way? We need to have these questions looked into.

Other ways to submit your comments



Submit Questions and Comments

You can submit your comments via the project website aModernLI.com or email us at info@aModernLI.com

Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President

Market Development & Public Affairs Long Island Rail Road Expansion Project MTA Long Island Rail Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

Robert Jagde
26 Clayton Ave
Floral Park, NY 11001
February 11, 2017

Edward M. Dumas, Vice President
Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road, MC 1131
Jamaica Station Building, Jamaica, NY 11435

Mr. Dumas,

I am submitting these comments regarding the LIRR Third Track Expansion. Generally speaking, I am totally opposed to this project. As a resident of Floral Park this project will have very little positive impact my LIRR service and will have adverse effects on my community for many years to come.

I do have several comments however regarding the project design related to the proposed design of the grade crossing eliminations at Covert Ave and New Hyde Park Road.

Governor Andrew M. Cuomo signed the Complete Streets Act (Chapter 398, Laws of New York) on August 15, 2011, requiring state, county and local agencies to consider the convenience and mobility of all users when developing transportation projects that receive state and federal funding. Nassau County adopted a Safe Streets policy in 2013. Complete street design features are roadway design features that accommodate and facilitate convenient access and mobility by all users, including current and projected users, particularly pedestrians, bicyclists and individuals of all ages and abilities. These features may include, but need not be limited to: sidewalks, paved shoulders suitable for use by bicyclists, lane stripping, bicycle lanes, share the road signage, crosswalks, road diets, pedestrian control signalization, bus pull outs, curb cuts, raised crosswalks and ramps and traffic calming measures.

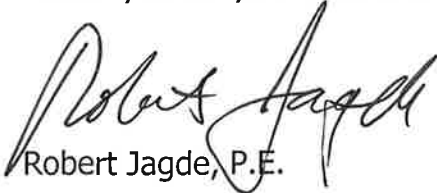
This state law and county policy attempts to mitigate preventable fatalities and accidents along our roads, while also encouraging increased transportation choices for Nassau County's residents. Roads in Nassau County are some of the most dangerous

for pedestrians and cyclists in the region. Nassau County is the fifth most dangerous county for adults over 60 years of age. Safer options for walking and biking would give Nassau County residents real transportation choice in determining how to conduct their day to day business. These options allow residents to conduct local business and travel without needing their cars, reducing congestion on Nassau County roads and improving the County's environment, while also allowing people to get some exercise in the process.

While I see the proposed designs for the Covert Ave and New Hyde Park Road underpasses include raised and separated sidewalks, they do not include any accommodation for bicycle lanes. I do not see any mention of any review or consideration of the Complete Streets Act or Nassau County policy by name in the proposed design any of the design or environmental impact documents. In the "Draft Environmental Impact Statement", Appendix 1-A, Table 3-1 "Design Criteria", no mention at all is made of this law and policy. I point out that the LIRR does not have a good track record with compliance with the Complete Streets Act. As an example I offer the Nassau Blvd underpass of the main line tracks which was recently reconstructed (in 2015/2016). No attempt whatsoever was made to accommodate bicycle lanes, lane stripping or special signage in the design. Instead it is a dangerous narrowing of the roadway creating a pinch-point seemingly designed to trap and harm cyclists.

Please revise your plans to be in compliance with the Safe Streets Act of 2011 and Nassau County policy adopted in 2013. This project is unnecessarily being pushed forward at an accelerated pace for political reasons. In the process several important facets of the design are being overlooked, ones will have long-term adverse consequences for my community of Floral Park if not addressed at this point.

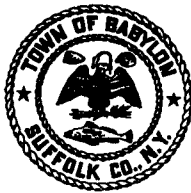
Thank-you for your time and consideration,



Robert Jagde, P.E.

Town of Babylon

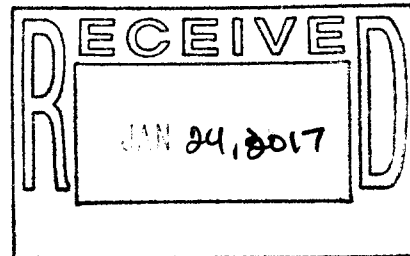
200 E. Sunrise Highway
Lindenhurst, New York 11757
(631) 957-3072



RICH SCHAFFER
SUPERVISOR

January 18, 2017

Edward M. Dumas, Vice President
Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road, MC 1131
Jamaica Station Building, Jamaica, NY 11435



Dear Mr. Dumas:

I write to support the Long Island Railroad Expansion Project. By adding a third track to the Main Line Corridor between Hicksville and Floral Park, the project will address the single largest infrastructure constraint to economic vitality for Long Island in the 21st century. Until the bottleneck in the Corridor is relieved, meaningful expansion of service on the Ronkonkoma Branch cannot occur and the full benefits of LIRR investment in Double Track and East Side Access cannot be exploited.

The Town of Babylon is engaged in a major transit-oriented revitalization of Wyandanch, where LIRR is a partner. The Town is also planning a new transit-oriented development of the area surrounding the shuttered LIRR station at Republic Airport. As these projects unfold, new demands will require increased rail service to flourish.

LIRR is to be commended for its commitment to the communities that will bear the brunt of construction impacts by including in the project six new garages for 2,300 cars, five new state-of-the-art rail stations, elimination of seven dangerous grade crossings and sound walls to reduce noise and vibration. And no residential property taking is required.

I urge LIRR to build the Expansion Project now.

Sincerely,

Richard Schaffer
Supervisor
Town of Babylon

 A Modern LI
Long Island Rail Road
Expansion Project

Floral Park to Hicksville

A proposal to provide a more robust and reliable rail service, making living and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name

RON ZARB

Address

33 ALBANY AVE. WESTBURY, N.Y. 11590

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

Re: Parking at the Carle Place
LIRR Station

I understand that the LIRR would not purchase private property to convert to a parking lot. I have a suggestion that the LIRR build a lot on it's own right of way. Since noise barriers are being considered, I suggest that these barriers act as walls to build a parking lot atop the existing railways.

This suggestion would greatly reduce the cost of purchasing and building a ground parking lot, and help the community of Carle Place, which is in need of parking at the train station.

Other ways to submit your comments



Submit Questions and Comments

You can submit your comments via the project website aModernLI.com or email us at info@aModernLI.com

Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

February 2017

Edward M. Dumas
Vice President Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road
MC 1131 Jamaica Station Building
Jamaica NY 11435

Dear Mr. Dumas:

Historically, local communities along the 9.8 mile Main Line have opposed the LIRR Third Track Expansion Project, installation of continuous third track between Floral Park (Nassau) and Hicksville. The second time, one hundred and forty one local organizations and officeholders voiced their opposition and 10,000 people signed a petition against it. The current Draft Environmental Impact Statement for the LIRR Expansion Project (DEIS) does nothing to ameliorate our steadfast opposition against the proposal.

I implore you to not waste any more time and tax revenue on this misguided project. I am against the Third Rail for the following reasons:

1. There is no substantiated justification of the reverse commute logic for this massive construction project – no demand for non-traditional trips, expanded corporate base, high paying positions, ability to pay LIRR fares, preferred alternative to expressways and parkways, supplanting of necessity for auto, etc.; current reverse peak ridership is exceedingly low;
2. Beveridge & Diamond, the attorneys hired by Floral Park, Garden City, and New Hyde Park, advised the MTA/LIRR is proceeding as lead agency under NY's State Environmental Quality Review Act rather than the Federal National Environmental Policy Act which would allow a federal body to act as the lead agency and the affected communities to participate in the review process.
3. MTA/LIRR stated they are foregoing federal funding of this project. The excessive expenditure of over two billion dollars is fraudulent; the financial cost will ultimately be borne by LIRR commuters (fares) and homeowners (taxes) along the main line.
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6. The five year construction period from 2017 to 2022, including overnight and weekend hours, would devastate communities. It would impede businesses; traffic flow for police, rescue, fire vehicles, and residents; decrease available parking; diminish quality of life; etc.

7. Agent Orange and herbicides were sprayed along the Main Line during the 1970s; unearthing the nondegrading toxin may cause adverse health effects on people and animals; drilling piles may contaminate our ground water wells;
8. Realization will cause an increase in the round-the-clock number of passing commuter and freight trains; acceleration of energy usage and carbon emissions; transport of hazardous materials and refuse; loud noise and damaging vibrations.
9. When the LIRR transformed the street-level Bellerose (Nassau) and Floral Park (Nassau) tracks to elevated lines in the 1960s, they secured 15 foot easements on bordering property.
10. Future construction of the East Side Access Project is scheduled from 2023 to 2040; the Hempstead line will operate through Jamaica to either Grand Central Station or Penn Station, not Atlantic Terminal; the Bellerose (Nassau) stop will be discontinued. This Project will add eight westbound AM peak trains. This will increase to 317 trains operating daily between Floral Park and Mineola and 279 between Mineola and Hicksville.
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Please consider the following rational, cost effective, community-friendly alternatives that will actually improve system safety and reliability by rectifying root causes of legitimate issues; some were proposed by Pat Nowakowski, President of MTA LIRR:

1. Eliminate the seven street-level or grade crossing along the Main Line at New Hyde Park Road, Covert Avenue, South 12 Street, Willis Avenue, Main Street, Urban Avenue, and School Street.
2. Upgrade high-speed signaling and switches, passing sidings, and power equipment along the Main Line.
3. Institute positive train control on all Main Line trains;
4. Increase the number of cars on existing peak Main Line trains; e.g., from six to twelve.
5. Replace existing track from Jamaica to Floral Park (Nassau).
6. Institute more westbound morning and eastbound evening peak Main Line trains.
7. Institute express trains by eliminating Queens Village, Hollis, Jamaica, Kew Gardens, Forest Hills, and Woodside stops during peak hours on Main Line.
8. Include the Floral Park (Nassau) stop on the Hicksville, Oyster Bay, Port Jefferson lines that already stop at New Hyde Park.
9. Purchase new trains for the Main Line.
10. Make the Floral Park (Nassau) station handicap accessible or ADA compliant.
11. Suffolk County should barge or truck their refuse.

A concerned citizen and taxpayer,

Signature Richard E. Comenzo
Name Richard E. Comenzo
Address 55 Tulip Ave. B7 Apt 6
City RP, NY 11001

REQUIRED INFORMATION:

Name: ROGER KUEHNLENZ

Email: RKUEHNLENZ@AOL.COM

Mailing Address: 84 CIsnee Avenue
Floral Park, N.Y. 11001

Comments: Long Island does not need a Third Track

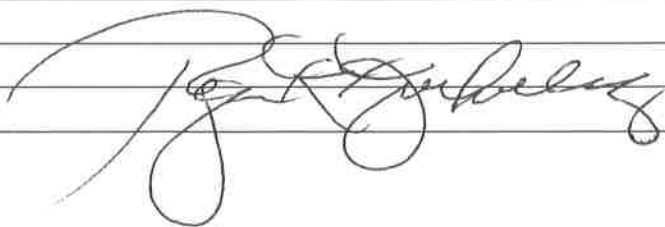
Costs: Already the MTA is raising fares.

If you want to keep people on LI lowu rates

Cut RR tickets, cut bridge fees

Who is going to pay for the railroad expansion?

How much is it going to Cost?



LIRR Expansion Project - DEIS
At-Grade Crossing Elimination in New Hyde Park

Close the South 12th Street Public Highway-Rail At-Grade Crossing Completely to Vehicle Traffic (Figure 1-23 attached)

I / We Roopam Bhalla / Shivenku Bhalla
as resident(s) of 319 South 12th Street, New Hyde Park, New York 11040 request the following actions related to the LIRR Expansion Project At-Grade Crossing Eliminations:

As part of the LIRR Expansion Project, the New Hyde Park Group of Public Highway-Rail At-Grade Crossings of New Hyde Park Road, Covert Avenue and South 12th Street are to be eliminated. The LIRR currently proposes that New Hyde Park Road and Covert Avenue be depressed under the railway. The LIRR currently indicates that the South 12th Street Public Highway-Rail At-Grade Crossing may be eliminated similarly to New Hyde Park Road and Covert Avenue or it may be closed completely to vehicle traffic.

The South 12th Street Public Highway-Rail At-Grade Crossing should be closed completely to vehicular traffic (Option 1). This course of action has several advantages, including a savings of \$100 million of taxpayer dollars and an overall reduction in the project construction timeframe. The LIRR currently proposes that the New Hyde Park Railroad Station platforms be extended westward, with the platforms crossing over South 12th Street to accommodate M-3, M-7 and M-9 trains that are twelve (12) railroad cars long. The 2nd and 3rd Avenue vehicle and pedestrian infrastructure design will be enhanced by eliminating the South 12th Street At-Grade Crossing bottleneck in the middle of the New Hyde Park railroad station hub. The Pedestrian Bridge (Figure 1-15) above the railroad will be located near the western end of a reconstructed New Hyde Park Railroad Station.

The One-Way Southbound Only Vehicle Underpass with One Sidewalk Only (Option #2) would require property takings in front of residential homes on South 12th Street. Governor Cuomo expressly stated that there should be no residential property takings – partial or full. We agree with the Governor Cuomo.

Therefore we the residents of South 12th Street request that as part of the LIRR Expansion Project the South 12th Street At-Grade Crossing Elimination be accomplished by Utilizing

OPTION #1: PERMANENT CROSSING CLOSURE
WITH PEDESTRIAN BRIDGE (Figure 1-25 attached)

 A Modern LI
**Long Island Rail Road
Expansion Project**

Floral Park to Hicksville

A proposal to provide a more robust
and reliable rail service, making living
and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name Stacey Logan - Docke

Address 175 ATLANTIC AVE. CARLE PLACE, NY 11514

(OPTIONAL)

Email SLOGANDOCKE@FIRSTREPUBLIC.COM

Phone (917) 885-2304

Company FIRST REPUBLIC PRIVATE WEALTH MGMT.

Comment. Question. Suggestion.

As long as we don't lose our home, we have no complaints. We are actually excited about the expansion project. We'd love to see ALL of the trees on the North & South sides of the track removed! They are overgrown way above the wires & they sway like crazy during windy & inclement weather. They are dangerous & should be taken out!! I commute to the city for work a few times per month so I am looking forward to improved service. Thank you for your attention!

Other ways to submit your comments



Submit Questions and Comments

You can submit your comments via
the project website aModernLI.com
or email us at info@aModernLI.com

Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

February 2017

Edward M. Dumas
Vice President Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road
MC 1131 Jamaica Station Building
Jamaica NY 11435

Dear Mr. Dumas:

Historically, local communities along the 9.8 mile Main Line have opposed the LIRR Third Track Expansion Project, installation of continuous third track between Floral Park (Nassau) and Hicksville. The second time, one hundred and forty one local organizations and officeholders voiced their opposition and 10,000 people signed a petition against it. The current Draft Environmental Impact Statement for the LIRR Expansion Project (DEIS) does nothing to ameliorate our steadfast opposition against the proposal.

I implore you to not waste any more time and tax revenue on this misguided project. I am against the Third Rail for the following reasons:

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10. Make the Floral Park (Nassau) station handicap accessible or ADA compliant.
11. Suffolk County should barge or truck their refuse.

A concerned citizen and taxpayer,

Signature Sheila Fenchak

Name Sheila + Joseph Fenchak

Address 91 Tulip Ave BC-1

City Floral Park, N.Y. 11001

Steven Choinski

schoinski@optonline.net

634 Wayne Avenue, New Hyde Park NY 11040

Comments on Draft Environmental Impact Statement (DEIS)

Long Island Rail Road Expansion Project

Chapter 12: Noise

It appears that this critical chapter may have been rushed in order to meet a scheduled release date as there are a number of errors that call into question any conclusions reached regarding the need for measures to address noise and vibration problems. The project should be delayed until a corrected DEIS can be reissued with time allowed for public comment.

Page 12-10 refers to Table 12-5 of Section E (Environmental Consequences). However, Section E is titled "FUTURE WITHOUT THE PROPOSED PROJECT" and contains no such table. Table 12-5 is actually located in Section D (Existing Conditions).

Page 12-10 goes on to say that as summarized in Table 12-5, "the predicted day-night noise levels along the Project Corridor range from 63 dBA at Receptor M12 (a residence along Holman Boulevard in Hicksville) to 80 dBA at Receptor M3 (a residence along 5th Avenue in New Hyde Park)". These figures cannot be found in this table. However, these figures do appear in Table 12-4 of Section D. That table displays baseline noise monitoring results not predicted noise levels. So it would seem that the text on page 12-10 needs to be changed to refer to the figures in Table 12-5 instead of those in Table 12-4.

The last paragraph on page 12-10 indicates that "based on field measurements, both existing and future rail operations may be predicted using corridor-specific ground-propagation curves shown in Figure 12-6". However, Figure 12-6 has no curves and it provides little or no useful information for the homeowner interested in determining the vibration level for his home based on its distance from the track. The leftmost distance shown on the x-axis or distance line running horizontally across the bottom of the graph is 10 feet and the distance shown in the center of that axis is 100 feet. Why then is the right most distance on that axis shown as 1000 feet when one would expect it to be 180 feet or twice the distance from the left side to the middle? And what distances are indicated by the other irregularly spaced, unlabeled vertical lines intersecting with the x-axis or distance line on the bottom of the graph?

That same paragraph on page 12-10 refers to a Table 12-6 of Section E when it is actually part of Section F, and cites a predicted ground-borne vibration level under the existing condition of 63 VdB (decibel volts) at Receptor 12 (a residence along Holman Boulevard in Hicksville) when in fact the table shows a level of 86 VdB. Similarly, this paragraph indicates the vibration level is 80 VdB at Receptor 3 (a residence along 5th Avenue in New Hyde Park) when the table shows it to be 83 VdB. This paragraph suggests that the 63VdB and 80VdB levels show the range of levels summarized in the table when the table actually shows a range of 70-93 VdB, with these values corresponding to Receptors 4 and 5, not 12

and 3. So which numbers are correct, those in the paragraph, those in the table, or some others not shown in this document?

Pages 12-12 and 12-13 speak of "proposed" features that would eliminate noise and vibration impacts, and page 12-14 lists several vibration control measures that "may be included" in the track design for the proposed project. This language would seem noncommittal whereas "expect to be included" or better yet "will be included" would be more reassuring to concerned and skeptical residents affected by this proposed project. An article titled *Silencing the Subways* by Christopher Maag can easily be found on the internet at <http://narrative.ly/silencing-the-subway/>. A reading makes it clear that in creating the new subway stations in Manhattan, some measures to reduce noise and vibration to levels lower than those in existing stations were utilized while still other measures that could have been used were not due to cost. I would hope that the Governor and the MTA realize that in some areas along the path of the proposed third track - mine is one of them - it is not uncommon for jets, helicopters, trains and motor vehicles to be passing in close proximity to a resident's home, sometimes at the same time. And I would hope they do the right thing by these New Yorkers.

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Long Island Rail Road
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Floral Park to Hicksville

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and reliable rail service, making living
and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name Shari J. Licitra

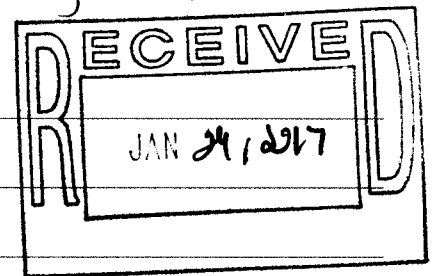
Address 23 Greenridge Avenue, Garden City, N.Y. 11530

(OPTIONAL)

Email

Phone 516-328-1485

Company



Comment. Question. Suggestion.

We are not happy about this project. We don't see the need for a 2 Billion dollar Project to accomodate 2 more peak trains & 16 more reverse commuting trains. We have always wanted the grade crossing to be changed. We are also concerned that if the Cross Harbor Freight Movement Project is funded we will be significantly impacted by increased freight traffic. We believe that this project is being pushed forward to accomodate freight. We also need a sound barrier that goes at least two feet above the top of the double decker trains. Thank you



You can submit your comments via
the project website **aModernLI.com**
or email us at **info@aModernLI.com**

Edward M. Dumas, Vice President

Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

February 2017

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Vice President Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road
MC 1131 Jamaica Station Building
Jamaica NY 11435

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Susan McCarmack
91 Tulip Avenue
Floral Park, NY.

11001

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A concerned citizen and taxpayer,

Signature *Susan McCormack*
 Name SUSAN MCCORMACK
 Address 91 Tulip Ave
 City FLORAL PARK, NY

11001

EDWARD P. MANGANO
COUNTY EXECUTIVE



SHILA SHAH-GAVNOUDIAS, P.E.
COMMISSIONER

COUNTY OF NASSAU
DEPARTMENT OF PUBLIC WORKS
1194 PROSPECT AVENUE
WESTBURY, NY 11590

February 15, 2017

Edward M. Dumas, Vice President
Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road, MC 1131
Jamaica Station Building, Jamaica, NY 11435

**RE: LIRR Expansion Project
Comments on the DEIS**

Mr. Dumas:

The Nassau County Department of Public Works (Department) appreciates the opportunity to review and provide comments on the LIRR Expansion Project (Project) Draft Environmental Impact Statement (DEIS). As an Involved Agency under the State Environmental Quality Review Act (SEQRA), the Department has thoroughly reviewed the DEIS. The Department focused on sections containing the Project purpose, scope and preliminary design as it relates to proposed improvements on and adjacent to County properties and right-of-way.

As I am sure you are aware, Nassau County owns and/or maintains real property and infrastructure throughout the Project corridor. In particular, four of the seven roadway grade crossing eliminations, as proposed, involve substantial construction to County-owned arterial roadways. In addition, the County owns and maintains separate stormwater and sanitary infrastructure, and traffic signal equipment that are identified in the DEIS as being modified/improved to accommodate full implementation of the Project. In ensuring that all proposed work on, and adjacent to, County property/ROW/infrastructure is designed and carried out in accordance with all applicable regulations and specifications, the Department offers the attached questions and comments.

I thank you again for the opportunity to comment on the DEIS and look forward to our continued coordination as the project moves into the next phase. Please feel free to contact William Nimmo, Deputy Commissioner, at (516)-571-6810 should you have any questions or concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read "Shila", is written over a horizontal line.

Shila Shah-Gavnaudias, P.E.
Commissioner



LIRR Expansion Project DEIS – GENERAL COMMENTS

Appendix 1-A, Table 3-8 Utilities – Water and Sanitary Sewer: Please note that “NCDPW” does not own and/or maintain water mains in the mentioned grade crossing elimination areas. Please also verify ownership of sanitary sewer mains in the Village of Garden City (larger pipes may be owned by the County).

Grade Crossing Eliminations (County Roads): Several proposed grade-crossing eliminations involving County roads introduce the need for smaller access/frontage ways to provide ingress and egress to adjacent private properties. This configuration may present a significant issue for the County with respect to maintenance and ensuring state-of-good repair. The County strongly recommends that the FEIS include alternative ownership arrangements for the access ways/frontage roads created as a result of implementing the Project.

Construction Impacts – Traffic: It is expected that the public will experience periods of significant interruptions in traffic flow during construction of the grade-crossing eliminations. The County recommends that all public relations/notification/outreach be handled, prior and during construction, by the LIRR or appropriate State agency. The County should be given the PR POC so that responses to impacted constituents are properly coordinated.

Role of Nassau County in the design review process: Pursuant to NYS General Municipal Law (GML), the Nassau County Department of Public Works maintains design review and approval jurisdiction for all proposed projects adjacent to county property and right of way that may impact county infrastructure. More specifically this project directly alters county, traffic patterns, sanitary sewer collection, storm water drainage and our current right of way responsibilities. All design iterations put forth by the MTA/Long Island Rail Road are subject to the County’s review and approval. All County Specs must be met in regard to work done adjacent to and directly to our facilities.

It is unclear whether the Long Island Expansion Project DGEIS reflects prior infrastructure comments provided by the County during the GML review process. Therefore, the County requests that the FGEIS make reference to the County’s design review jurisdiction (limited to effect on County-owned infrastructure) and provide the status of County review for each engineering discipline. It is the County’s understanding that more detailed design plans, incorporating County comments and preferences, will be provided to the Department of Public Works after the DGEIS public comment period deadline. At that time, the County will continue its design review, in accordance with GML.

LIRR Expansion Project DEIS – DETAILED COMMENTS

Please see the following pages for detailed comments on the proposed Traffic Mitigation measures and Stormwater Infrastructure.



TRAFFIC MITIGATION

General

1. Mitigation measures for the Years 2020 and 2040 appear separately within the Transportation section; with East Side Access scheduled for completion a couple of years after the Expansion project, the ultimate mitigation measures for 2040 should be implemented in conjunction with the construction of the LIRR Expansion Project.
2. Proposed parking restrictions require approval of local jurisdictions. Parking restrictions on County roadways are under the jurisdiction of the local municipality. Any proposed changes to parking restrictions to accommodate permanent or construction impacts will need to be approved by the appropriate jurisdiction, including (but not limited to) the Villages of Mineola, Garden City, Westbury and the Towns of North Hempstead and Hempstead.
3. Intersection plans for permanent traffic mitigation measures are included in Transportation Chapter 10; these should also be provided for the construction mitigation measures proposed in Chapter 13.
4. The County maintains overhead and underground traffic signal cables in proximity to the crossings, and will provide record plans for use in preparing the Design-Build contract documents.
5. We note that the numbering of the "Alternative" drawings in Appendix 1-A does not necessarily correspond with the numbering of the "Options" evaluated in the Transportation Chapter.
6. The DEIS does not quantify the impacts to roadways with at-grade crossings east of the Hicksville area (e.g. Bethpage-to-Farmingdale on the Main Line and Syosset-to-Cold Spring Harbor on the Huntington/Port Jefferson Branch). With the added capacity the 3rd Track provides, it is safe to assume that all crossings served by the improvements to the western section will experience increased "gate down" time during peak periods. The DEIS should quantify the existing gate down time at these crossings and provide the increase in gate down time anticipated as a result of the 3rd Track. Mitigation should be provided where the additional gate down time creates significant impacts.
7. All roadway geometric modifications should be designed in accordance with AASHTO, NYSDOT and County standards, including roadway grades, "lane drops" for through travel lanes, and driveway slopes. For approaching motorists, adequate visibility beneath proposed overpasses to existing/proposed traffic signal heads, as well as to stopped/"back of queue" vehicles in through/left turn lanes, needs to be provided.
8. Bicyclists can currently traverse the railroad at the at-grade crossings. When these are eliminated, they would need to use the proposed underpasses. Can bike lanes be provided, or at a minimum are the proposed travel lane widths and shoulders in the underpasses adequate to safely accommodate bicyclists?

New Hyde Park Area

Permanent Traffic Mitigation

1. The primary difference between Build options is the provision of a five-lane underpass at New Hyde Park Road under Option 2, compared with the four-lane condition of Option 1. The analyses prepared for both of these options assume full closure of the South 12th Street crossing. While the intersectional capacity analysis for New Hyde Park Road at Clinch Avenue indicates similar levels of service for the two Build options, under Option 1 traffic capacity of New Hyde Park will be impacted by a "lane drop" in the southbound direction, in advance of Clinch Avenue. The lane drop is too abrupt, and is inconsistent with the typical cross section on New Hyde Park Road, which includes two travel lanes in each direction to accommodate significant traffic volumes, which should increase with



Nassau County Department of Public Works

the closure of the 12th Street crossing. Additionally, the proposed Kiss and Ride lot as designed in Option 1 provides parallel parking for drop off. Motorists entering from the north wishing to return to the north will need to make a U-turn maneuver within the lot during busy times to access the traffic signal to make the necessary left turn. The southern driveway will require a left turn restriction due to the potential of limited sight distance. As designed, this Kiss and Ride lot will have significant operational difficulties that could potentially spill back onto New Hyde Park Road.

As a result, we strongly recommend that the New Hyde Park Road geometry shown for Option 2 be constructed under this project; however, as currently shown the proposed lateral shift in the southbound through lanes approaching Plaza Avenue appears to be too abrupt. A northbound-to-westbound left turn phase would be needed for the proposed Plaza Avenue traffic signal. While Option 2 has the advantage of avoiding a “dead end” condition on Second Avenue, by directing eastbound traffic through the proposed parking lot, the volume of traffic using the parking lot should be identified; and, to ensure vehicle/pedestrian conflicts are minimized, appropriate traffic control devices will be required within the lot, which is under the jurisdiction of the local municipality.

2. With respect to the South 12th Street crossing, there are two options noted in the DEIS, Option 1 being permanent roadway closure with a pedestrian bridge, and Option 2 being a one-way, southbound roadway underpass with a sidewalk (as well as a pedestrian bridge). (Although Levels of Service summary tables were prepared for “Option 1” and “Option 2,” those options refer to the four-lane or five-lane cross sections for New Hyde Road, as described in Comment 1 above, and not the closure or one-way options for South 12th Street.) That being said, based on the magnitude of existing traffic volumes at the South 12th Street crossing, it would appear that traffic can readily divert to the new grade separated crossings at New Hyde Park Road or Covert Avenue; however, before we express a preference for the full closure option we would like to review traffic analyses, in order to confirm that allowing southbound flow on South 12th Street would not result in a significant improvement in capacity at intersections along Covert Avenue or New Hyde Park Road (e.g. at Jericho Turnpike).
3. On Page 10-35, it is stated that the New Hyde Park Road/Clinch Avenue intersection would be signalized; however, signalization only applies to Option 1.

Construction Conditions

1. When the New Hyde Park Road crossing is being constructed, one lane of traffic in each direction is being maintained. Based on the estimated Levels of Service at the track during construction (degradation from LOS C to LOS F in the northbound direction in the AM peak hour, and from LOS C to LOS E in the southbound direction in the PM peak hour), it would seem that a significant number of motorists will divert to Covert Avenue and South 12th Street, yet the LOS impacts at intersections on those roadways appear to be negligible.

Signal timing revisions are proposed at the Stewart Avenue/New Hyde Park Road intersection to address capacity impacts in the morning; however, a larger capacity impact in the evening (deterioration from LOS C to LOS F for the southbound approach) is noted in Table 13-1, but not addressed in the capacity analysis summary table. This deterioration should be mitigated. In addition, this signal is part of a coordinated traffic signal system, and since any change to signal timing and or phasing may have adverse impacts to operations at adjacent signals, these impacts, if any, should be quantified.



Nassau County Department of Public Works

2. Similar to New Hyde Park Road, when the Covert Avenue crossing is being constructed, signal timing revisions are proposed at the Stewart Avenue/New Hyde Park Road intersection to address capacity impacts in the morning; however, a larger capacity impact in the evening (deterioration from LOS C to LOS F for the southbound approach) is not mitigated. This deterioration should be mitigated. In addition, this signal is part of a coordinated traffic signal system, and since any change to signal timing and or phasing may have adverse impacts to operations at adjacent signals, these impacts, if any, should be quantified.

Mineola Area

Permanent Traffic Mitigation

1. Under Option 2 (one-way northbound traffic at Main Street and one-way southbound traffic on Willis Avenue), since Main Street extends only three blocks north of the LIRR, northbound motorists would need to utilize local streets to return to northbound Willis Avenue, rather than using Jericho Turnpike to do that. In addition, motorists turning right to access northbound Willis Avenue would then be turning left at an unsignalized intersection. Given that existing traffic volumes on Main Street are not significant, the County would be strongly in favor of Option 1 (two-way underpass at Willis Avenue and closure of Main Street to traffic, with a new pedestrian bridge); however, we are concerned that the additional traffic on Main Street from identified developments in the area cannot be adequately mitigated by the developer and the Expansion Project. Otherwise, an Option that includes a two-way underpass at Willis Avenue and one-way operation of Main Street could be necessary.
2. Regarding the two-way Willis Avenue underpass shown for Option 1, it appears that the following alternative may have merit, and should be assessed:
 - Shift the underpass to the west side of the existing roadway.
 - South of the tracks, this would eliminate the need for parallel one-way northbound access roadways flanking the underpass roadway. This would also eliminate the need to control northbound crossing traffic using the proposed traffic signal at Third Street (although the signal may still be needed to mitigate restricted sight distance). Relocate the driveway access to the parking lot for 63-65 Willis Avenue from Willis Avenue to Front Street.
 - North of the tracks, replace the one-way southbound access roadway with a one-way northbound roadway on the east side of the underpass roadway. Motorists using this roadway would be required to turn right onto 2nd Street, to optimize traffic flow at that intersection.
 - It appears that the pedestrian bridge is being provided solely for north-south pedestrian flow on Willis Avenue (any foot traffic needing to cross the tracks to access Mineola station platforms could do so using the proposed Main Street pedestrian bridge). Therefore, with additional cross section width made available by deleting one of the access roadways south of the tracks, consider providing a sidewalk alongside of the underpass roadway to facilitate north-south pedestrian flow. This should eliminate the need for a new pedestrian bridge.

As currently shown, motorists exiting the commercial driveway at 85 Willis Avenue and the LIRR facility between the Main Line and Oyster Bay Branch tracks would be directed to one-way eastbound Hinck Way, and when they reach Willis Avenue can only turn right and proceed south. Under the modified option, they could turn right onto 2nd Street, and proceed



Nassau County Department of Public Works

to a signalized intersection at Willis Avenue, which would allow all traffic movements. This could also benefit motorists exiting the proposed parking garage.

The traffic signal at Willis Ave and Second Street currently includes a railroad “pre-emption” phasing sequence. (The County can provide phasing information.) During construction this phasing will require modification to avoid the potential for westbound Second Avenue vehicles to back onto the tracks east of the intersection. This preemption operation will also need to be modified for final design, to include adequate Railroad ROW Transfer Time at the remaining Second Street crossing.

Westbury Area

Permanent Traffic Mitigation

1. It appears that, based on the results of the No Build and Build intersectional capacity analyses, there was little or no additional traffic “attracted” to these crossings (now that they would be grade separated) from other roadways (e.g. Post Avenue); can that be confirmed?
2. On Page 10-63, it is stated that at the Urban Avenue/Broadway intersection, there would be impacts on the northbound Urban Avenue approach during the PM peak hour, which *could* be mitigated by installing an actuated traffic signal. It should be clarified that signal installation *will be* part of the traffic mitigation for this project.

Construction Conditions

1. Proposed mitigation at the Post Avenue/Union Avenue includes pavement marking modifications to provide a southbound left turn lane. As noted in the General Comments, provide a drawing indicating that this measure is feasible, considering that the existing northbound approach has a through lane and a separate right turn lane. In addition, traffic signal modifications would be needed to address conflicting southbound left turn and northbound right turn movements.



STORMWATER INFRASTRUCTURE

Drainage Comments on DEIS

As part of the review of the DEIS for the project referenced above, the Department reviewed and discussed various proposals discussed from the project's Drainage Report dated December 23, 2016. The Drainage Report and Appendix A are available in the project's ProjectWise folders as follows:

Drainage Report

[PIN 0902_LIRR Expansion_Grade Crossing Drainage_Report_2016.12.23.pdf](#)

Appendix A

[Appendix A - Figures Design Alternatives.pdf](#)

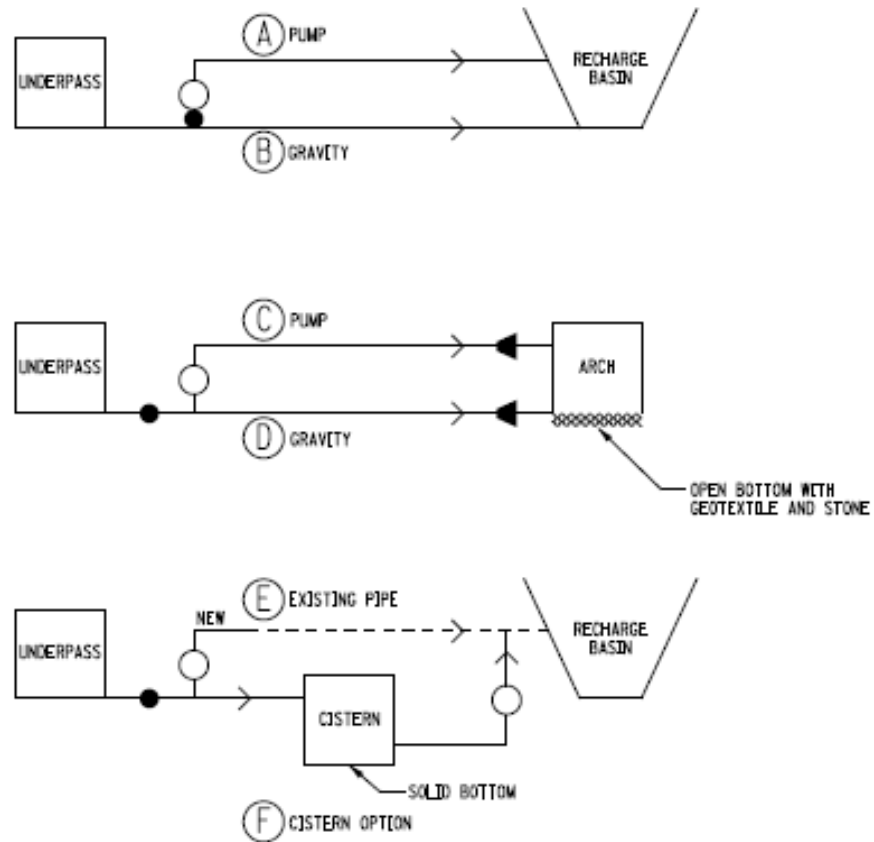
Appendix A proposes twenty-three different options for the seven grade crossing elimination locations currently proposed: Covert Avenue, South 12th Street, New Hyde Park Road, Main Street, Willis Avenue, School Street, and Urban Avenue.

The twenty-three proposals are both complicated and nuanced. In order to facilitate a more effective meeting outcome, the twenty-three proposals were broken down to six representative schematic drawings. Each schematic shows the key elements of the drainage system, namely: proposed and existing pipes, trash racks and sediment traps, pumps, recharge basins and recharge arches, geotextile and stone liners, and energy dissipators. The schematic drawings are below.

Please note that this is their general preference amongst the various alternatives presented in the Drainage Report, as well as how any Alternative Technical Concept proposals (ATCs) submitted by the Design-Builder would be received.



DRAINAGE SCHEMATICS



KEY

●	TRASH RACK AND SEDIMENT TRAP
○	PUMP
—	PROPOSED PIPE
- - - -	EXISTING PIPE
XXXXXXXXXX	GEOTEXTILE AND STONE
◀	ENERGY DISSIPATOR
(A)	CONFIGURATION "A"

NOTE:

1. RECHARGE BASIN DEEPENING, WIDENING OR EXPANSION IS NOT SHOWN.



Nassau County Department of Public Works

Configuration	Components	NCDPW Preference (See Notes)
A	Underpass – Sediment Trap - Pump – New Positive Drainage System – Recharge Basin	2
B	Underpass – New Positive Drainage System – Recharge Basin	1
C	Underpass – Sediment Trap - Pump – Energy Dissipator - Recharge Arch	6
D	Underpass – Sediment Trap - New Positive Drainage System – Energy Dissipator- Recharge Arch	5
E	Underpass – Sediment Trap - Pump – Existing Positive Drainage System – Recharge Basin	3
F	Underpass – Sediment Trap – Cistern – Pump - Existing Positive Drainage System - Recharge Basin	4

Notes:

1. The numbers in the column labeled “NCDPW Preference” indicate the County’s preferred alternative in series. The number “1” indicates their most preferred alternative, and successively higher numbers are less desirable in series.
2. The recharge arch alternatives are highly undesirable by NCDPW, because they will be difficult to maintain. Advancement of these proposals would require extensive discussions with NCDPW about their design and maintenance.
3. County recharge basins being utilized for the disposal of stormwater are required to have a design storm with a 100 year return frequency which equates approximately to a rainfall depth of 8 inches over a 24 hour period. In addition for. Nassau County requires a 20 year return frequency for the sizing of pipes for conveyance systems.
4. Stormwater basins and conveyance piping are required to be rehabilitated if being utilized as part of this project.

In much of the project area, the NCDPW drainage facilities consist of a drainage trunk line, and retention/detention basins. Localized state, town, and village street drainage systems lead to the County’s facilities. For many of the proposals shown, there is need to coordinate construction and maintenance with the various drainage system owners. The County is agreeable to allow the project to discharge to their facilities, with appropriate approvals.

The twenty-three different options for the seven grade crossing elimination locations were next discussed. It is important to note that only Covert Avenue, New Hyde Park Road, Main Street, and Willis Avenue are County owned roads. The balance of the roads, South 12th Street, School Street, and Urban Avenue, are village or town owned. The County does not own or maintain the drainage system under these roads or leading from them. The NCDPW did not offer an opinion on non-County road drainage. Coordination of design and maintenance approvals with the respective village and town must be taken up by the LIRR 3rd Track Project Team.



Nassau County Department of Public Works

Location	Figure Number	Configuration (with underpass)	NCDPW Preference	Notes
Covert Avenue	1	F	2	See Note 10.
	2	Eliminated – Perforated Pipe		
	3	Eliminated – Perforated Pipe		
	4	D	3	See Note 2.
	5	C	4	See Note 2 and 10.
	----	Evaluate if a “B” Configuration is possible at this location.	1	AECOM is evaluating if a “B” Configuration is possible at this location.
South 12 th Street	6	F	Not a NCDPW street - See Note 5	
	7	F	Not a NCDPW street - See Note 5	The drainage line shown on this proposal under South 12 th Street is owned by the Village of New Hyde Park, appropriate approvals are necessary.
	8	Eliminated – Perforated Pipe		
	----	Evaluate if a “B” Configuration is possible at this location.	Not a NCDPW street - See Note 5	AECOM is evaluating if a “B” Configuration is possible at this location.
	----	If South 12 th Street is closed, the area will be drained by the existing surface drainage system.		
New Hyde Park Road	9	F	2	See Note 10.
	10	B	1	Nassau County would like a parallel alignment, not in the LIRR ROW.
	11	D	3	See Note 2.
	12	C	4	See Note 2 and 10.
Main Street and Willis Avenue	13	A & B	3: B-Gravity 5: A-Pump	
	14	A & B	1: B-Gravity 2: A-Pump	Conveyance pipe on First Street shall be sized adequately to convey storm water from the proposed County Project to address issues at SWB 125, reference DeBruin Report
	15	A & B	4: B-Gravity 6: A-Pump	Under 15 th Street, near Franklin Avenue, there is an underground pedestrian tunnel connecting Nassau County buildings. If this alignment is selected, Nassau County will require that the drainage pipe be build under the pedestrian tunnel.



Nassau County Department of Public Works

				If an alignment utilizing West Street is selected, the County will require the replacement of the road, in its entirety.
	----	If Main Street is closed, the area will be drained by the existing surface drainage system.		
School Street	16	B	Not a NCDPW street - See Note 5	Try to avoid Old Country Road by using a School Street – Oak Street – Linden Avenue alignment.
	17	A	Not a NCDPW street - See Note 5	Try to avoid Old Country Road by using a School Street – Oak Street – Linden Avenue alignment.
	18	E	Not a NCDPW street - See Note 5	
	19	E	Not a NCDPW street - See Note 5	
	20	F	Not a NCDPW street - See Note 5	
Urban Avenue	21	Alternative diverts existing drainage under the LIRR ROW. The existing drainage system is severed by the underpass and needs to be reestablished.	Not a NCDPW street - See Note 5	In order to avoid the LIRR ROW, perhaps it would be better to divert the drainage system utilizing a Kinkel Street – Broadway – Rushmore Street alignment? Check with pipe owner, Town of North Hempstead. See Notes 7 and 11.
	22	B	Not a NCDPW street - See Note 5	See Notes 7 and 11.
	23	Combined A&E. The flow is pumped in a large diameter pipe from the underpass, then the flow is split at the Main Street/Rushmore Street intersection with some flow going to the existing drainage system and some going to a new smaller diameter pipe.	Not a NCDPW street - See Note 5	This alternative proposes to split the drainage from a large diameter pipe, into two pipes, one with a smaller diameter. A large diameter pipe flowing into a smaller diameter pipe is typically considered undesirable by most owners. Please verify that the entity to whom the pipe would be conveyed would be willing to accept this design. See Notes 7 and 11.



Notes:

1. The numbers in the column labeled "NCDPW Preference" indicate the County's preferred alternative in series. The number "1" indicates their most preferred alternative, and successively higher numbers are less desirable in series.
2. The recharge arch alternatives are highly undesirable by NCDPW, because they will be difficult to maintain. Advancement of these proposals would require extensive discussions with NCDPW about their design and maintenance.
3. All drainage facilities shall be designed to avoid the need to coordinate access, maintenance, and reconstruction approvals from the LIRR, and other public and private entities.
4. In much of the project area, the NCDPW drainage facilities consist of a drainage trunk line, and retention/detention basins. Localized state, town, and village street drainage systems lead to the County's facilities. For many of the proposals shown, there is need to coordinate construction and maintenance with the various drainage system owners. The County is agreeable to allow the project to discharge to their facilities, with appropriate approvals.
5. The County does not own this roadway, nor drainage under it or leading from it. The 3rd Track project team will need to obtain design approval and coordinate a maintenance agreement with the appropriate municipality.
6. For South 12th Street, NCDPW has no concern as to which retention/detention basin runoff is directed to.
7. Regarding the Rushmore Street trunk line. The concrete plant located on the southeast quadrant of the LIRR and Rushmore Street had an illicit discharge into a manhole located where Rushmore Street meets the LIRR ROW. The leachate has deposited in the pipe run between the manhole where it enters and Recharge Basin #51. Nassau County requires the drainage system, the pipe, to be cleared of concrete to its original diameter, and the manhole at the concrete plant where the concrete had allegedly entered the drainage system to be removed. This work is requested regardless of the alternative selected. If the manhole is required for some drainage purpose, it will be allowed.
8. Nassau County will not accept cisterns under their roadways.
9. As part of the submission and approval process, Nassau County requires a draft Operations and Maintenance manual for the system proposed. The manual shall contain an estimate of labor, materials, and equipment. Access for inspection and maintenance by the use of cranes will not be allowed.
10. Any alternative with a pump will require that an electronic connection to the NCDPW monitoring and operations network.
11. Recharge Basin #51 has associated legislation to preserve this land. The drainage report states that there is adequate volume in the basin for the design storm. The legislation may complicate any excavation associated with increasing the volume of this recharge basin.

End Comments

LIRR Expansion Project - DEIS
At-Grade Crossing Elimination in New Hyde Park

Close the South 12th Street Public Highway-Rail At-Grade Crossing Completely to Vehicle Traffic (Figure 1-23 attached)

I / We Sean & Claudia O'Connor

as resident(s) of 7 South 12th Street, New Hyde Park, New York 11040 request the following actions related to the LIRR Expansion Project At-Grade Crossing Eliminations:

As part of the LIRR Expansion Project, the New Hyde Park Group of Public Highway-Rail At-Grade Crossings of New Hyde Park Road, Covert Avenue and South 12th Street are to be eliminated. The LIRR currently proposes that New Hyde Park Road and Covert Avenue be depressed under the railway. The LIRR currently indicates that the South 12th Street Public Highway-Rail At-Grade Crossing may be eliminated similarly to New Hyde Park Road and Covert Avenue or it may be closed completely to vehicle traffic.

The South 12th Street Public Highway-Rail At-Grade Crossing should be closed completely to vehicular traffic (Option 1). This course of action has several advantages, including a savings of \$100 million of taxpayer dollars and an overall reduction in the project construction timeframe. The LIRR currently proposes that the New Hyde Park Railroad Station platforms be extended westward, with the platforms crossing over South 12th Street to accommodate M-3, M-7 and M-9 trains that are twelve (12) railroad cars long. The 2nd and 3rd Avenue vehicle and pedestrian infrastructure design will be enhanced by eliminating the South 12th Street At-Grade Crossing bottleneck in the middle of the New Hyde Park railroad station hub. The Pedestrian Bridge (Figure 1-15) above the railroad will be located near the western end of a reconstructed New Hyde Park Railroad Station.

The One-Way Southbound Only Vehicle Underpass with One Sidewalk Only (Option #2) would require property takings in front of residential homes on South 12th Street. Governor Cuomo expressly stated that there should be no residential property takings – partial or full. We agree with the Governor Cuomo.

Therefore we the residents of South 12th Street request that as part of the LIRR Expansion Project the South 12th Street At-Grade Crossing Elimination be accomplished by Utilizing

OPTION #1: PERMANENT CROSSING CLOSURE
WITH PEDESTRIAN BRIDGE (Figure 1-25 attached)





11.22.16



Source: NYSDOT

**LIRR Expansion Project
Floral Park to Hicksville**

Rendering: South 12th Street Grade Crossing
Option 1: Permanent Crossing Closure with Pedestrian Bridge
Figure 1-25

 A Modern LI
**Long Island Rail Road
Expansion Project**

Floral Park to Hicksville

A proposal to provide a more robust and reliable rail service, making living and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name Shari J. Licita
Address 23 Greenridge Avenue, Garden City, N.Y. 11530

(OPTIONAL)

Email

Phone

Company

Comment. Question. Suggestion.

How is this project being funded. The scoping document says MTA funds & State funds. Can you guarantee that the price of a train ticket, monthly and daily will not increase. Can you guarantee that our taxes will not increase to pay for this project. Will we be compensated if the project stalls and work takes longer than projected? Will we be compensated if our home is damaged due to construction, At the value our home was worth before the Governor stated talking about this project.

Other ways to submit your comments



Submit Questions and Comments

You can submit your comments via the project website aModernLI.com or email us at info@aModernLI.com

Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island
Rail Road Expansion Project MTA Long Island Rail
Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

LIRR Expansion Project - DEIS
At-Grade Crossing Elimination in New Hyde Park

Close the South 12th Street Public Highway-Rail At-Grade Crossing Completely to Vehicle Traffic (Figure 1-23 attached)

I / We Steven C Levi & Barbara Levi Ltd

as ^{owners} resident(s) of 1114 1st Avenue, New Hyde Park, New York 11040 request the

following actions related to the LIRR Expansion Project At-Grade Crossing Eliminations:

As part of the LIRR Expansion Project, the New Hyde Park Group of Public Highway-Rail At-Grade Crossings of New Hyde Park Road, Covert Avenue and South 12th Street are to be eliminated. The LIRR currently proposes that New Hyde Park Road and Covert Avenue be depressed under the railway. The LIRR currently indicates that the South 12th Street Public Highway-Rail At-Grade Crossing may be eliminated similarly to New Hyde Park Road and Covert Avenue or it may be closed completely to vehicle traffic.

The South 12th Street Public Highway-Rail At-Grade Crossing should be closed completely to vehicular traffic (Option 1). This course of action has several advantages, including a savings of \$100 million of taxpayer dollars and an overall reduction in the project construction timeframe. The LIRR currently proposes that the New Hyde Park Railroad Station platforms be extended westward, with the platforms crossing over South 12th Street to accommodate M-3, M-7 and M-9 trains that are twelve (12) railroad cars long. The 2nd and 3rd Avenue vehicle and pedestrian infrastructure design will be enhanced by eliminating the South 12th Street At-Grade Crossing bottleneck in the middle of the New Hyde Park railroad station hub. The Pedestrian Bridge (Figure 1-15) above the railroad will be located near the western end of a reconstructed New Hyde Park Railroad Station.

The One-Way Southbound Only Vehicle Underpass with One Sidewalk Only (Option #2) would require property takings in front of residential homes on South 12th Street. Governor Cuomo expressly stated that there should be no residential property takings – partial or full. We agree with the Governor Cuomo.

Therefore we the residents of 1st Avenue request that as part of the LIRR Expansion Project the South 12th Street At-Grade Crossing Elimination be accomplished by Utilizing

OPTION #1: PERMANENT CROSSING CLOSURE
WITH PEDESTRIAN BRIDGE (Figure 1-25 attached)



Source: GF-AECOM



11.22.16

Source: NYSDOT



**LIRR Expansion Project
Floral Park to Hicksville**

Rendering: South 12th Street Grade Crossing
Option 1: Permanent Crossing Closure with Pedestrian Bridge
Figure 1-25

February 2017

Edward M. Dumas
Vice President Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road
MC 1131 Jamaica Station Building
Jamaica NY 11435

Dear Mr. Dumas:

Historically, local communities along the 9.8 mile Main Line have opposed the LIRR Third Track Expansion Project, installation of continuous third track between Floral Park (Nassau) and Hicksville. The second time, one hundred and forty one local organizations and officeholders voiced their opposition and 10,000 people signed a petition against it. The current Draft Environmental Impact Statement for the LIRR Expansion Project (DEIS) does nothing to ameliorate our steadfast opposition against the proposal.

I implore you to not waste any more time and tax revenue on this misguided project. I am against the Third Rail for the following reasons:

1. There is no substantiated justification of the reverse commute logic for this massive construction project – no demand for non-traditional trips, expanded corporate base, high paying positions, ability to pay LIRR fares, preferred alternative to expressways and parkways, supplanting of necessity for auto, etc.; current reverse peak ridership is exceedingly low;
2. Beveridge & Diamond, the attorneys hired by Floral Park, Garden City, and New Hyde Park, advised the MTA/LIRR is proceeding as lead agency under NY's State Environmental Quality Review Act rather than the Federal National Environmental Policy Act which would allow a federal body to act as the lead agency and the affected communities to participate in the review process.
3. MTA/LIRR stated they are foregoing federal funding of this project. The excessive expenditure of over two billion dollars is fraudulent; the financial cost will ultimately be borne by LIRR commuters (fares) and homeowners (taxes) along the main line.
4. The Proposed Project will add eight eastbound AM peak trains and only one westbound AM Peak train, and the opposite equivalent during PM peak. Currently 252 trains operate daily between Floral Park and Mineola and 215 between Mineola and Hicksville; this will increase to 297 and 260 respectively.
5. Suffolk County recently outlawed their garbage landfills and intends to utilize the NY & Atlantic Railway's freight trains to move their refuse through Nassau to Brooklyn and Queens sites; freight trains already transport construction materials and demolition debris, flour, food products, liquefied propane gas, bio-diesel, stone, aggregates, and lumber.
6. The five year construction period from 2017 to 2022, including overnight and weekend hours, would devastate communities. It would impede businesses; traffic flow for police, rescue, fire vehicles, and residents; decrease available parking; diminish quality of life; etc.

7. Agent Orange and herbicides were sprayed along the Main Line during the 1970s; unearthing the nondegrading toxin may cause adverse health effects on people and animals; drilling piles may contaminate our ground water wells;
8. Realization will cause an increase in the round-the-clock number of passing commuter and freight trains; acceleration of energy usage and carbon emissions; transport of hazardous materials and refuse; loud noise and damaging vibrations.
9. When the LIRR transformed the street-level Bellerose (Nassau) and Floral Park (Nassau) tracks to elevated lines in the 1960s, they secured 15 foot easements on bordering property.
10. Future construction of the East Side Access Project is scheduled from 2023 to 2040; the Hempstead line will operate through Jamaica to either Grand Central Station or Penn Station, not Atlantic Terminal; the Bellerose (Nassau) stop will be discontinued. This Project will add eight westbound AM peak trains. This will increase to 317 trains operating daily between Floral Park and Mineola and 279 between Mineola and Hicksville.
11. There are no cited or conceivable commensurate benefits to the effected Main Line Nassau communities from the Third Track Expansion Project and the East Side Access Project.

Please consider the following rational, cost effective, community-friendly alternatives that will actually improve system safety and reliability by rectifying root causes of legitimate issues; some were proposed by Pat Nowakowski, President of MTA LIRR:

1. Eliminate the seven street-level or grade crossing along the Main Line at New Hyde Park Road, Covert Avenue, South 12 Street, Willis Avenue, Main Street, Urban Avenue, and School Street.
2. Upgrade high-speed signaling and switches, passing sidings, and power equipment along the Main Line.
3. Institute positive train control on all Main Line trains;
4. Increase the number of cars on existing peak Main Line trains; e.g., from six to twelve.
5. Replace existing track from Jamaica to Floral Park (Nassau).
6. Institute more westbound morning and eastbound evening peak Main Line trains.
7. Institute express trains by eliminating Queens Village, Hollis, Jamaica, Kew Gardens, Forest Hills, and Woodside stops during peak hours on Main Line.
8. Include the Floral Park (Nassau) stop on the Hicksville, Oyster Bay, Port Jefferson lines that already stop at New Hyde Park.
9. Purchase new trains for the Main Line.
10. Make the Floral Park (Nassau) station handicap accessible or ADA compliant.
11. Suffolk County should barge or truck their refuse.

A concerned citizen and taxpayer,

Signature Susan Doyle

Name Susan Doyle

Address 9 Tulip Avenue, Juniper Bldg. # A12

City Floral Park, New York 11001

LIRR Expansion Project - DEIS

At-Grade Crossing Elimination in New Hyde Park

Close the South 12th Street Public Highway-Rail At-Grade Crossing Completely to Vehicle Traffic (Figure 1-23 attached)

I / We Thomas Gentile Christine Madrazo

as resident(s) of 16 South 12th Street, New Hyde Park, New York 11040 request the following actions related to the LIRR Expansion Project At-Grade Crossing Eliminations:

As part of the LIRR Expansion Project, the New Hyde Park Group of Public Highway-Rail At-Grade Crossings of New Hyde Park Road, Covert Avenue and South 12th Street are to be eliminated. The LIRR currently proposes that New Hyde Park Road and Covert Avenue be depressed under the railway. The LIRR currently indicates that the South 12th Street Public Highway-Rail At-Grade Crossing may be eliminated similarly to New Hyde Park Road and Covert Avenue or it may be closed completely to vehicle traffic.

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The One-Way Southbound Only Vehicle Underpass with One Sidewalk Only (Option #2) would require property takings in front of residential homes on South 12th Street. Governor Cuomo expressly stated that there should be no residential property takings – partial or full. We agree with the Governor Cuomo.

Therefore we the residents of South 12th Street request that as part of the LIRR Expansion Project the South 12th Street At-Grade Crossing Elimination be accomplished by Utilizing

OPTION #1: PERMANENT CROSSING CLOSURE WITH PEDESTRIAN BRIDGE (Figure 1-25 attached)

Town of North Hempstead

Supervisor
Judi Bosworth

Town Board
Viviana L. Russell
Peter Zuckerman
Angelo P. Ferrara
Anna M. Kaplan
Lee R. Seeman
Dina M. DeGiorgio



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Town Clerk
Wayne H. Wink, Jr.

Receiver of Taxes
Charles Berman

Commissioner
Michael A. Levine, AICP



February 6, 2017

Elisa C. Picca, Executive Vice President
Long Island Rail Road
Jamaica Station
Jamaica NY 11435-4380

RE: Main Line Expansion
Draft Environmental Impact Statement

Dear Ms. Picca:

The Town of North Hempstead has reviewed the November 2016 Draft Environmental Impact Statement (the "DEIS") prepared by the Long Island Rail Road ("LIRR") as Lead Agency for the LIRR Main Line Expansion Project from Floral Park to Hicksville (the "Proposed Project"). For the public record as part of the mandatory comment period on the DEIS content, the Town respectfully submits its concerns with respect to the Proposed Action.

The Town's comments relate to the construction period and the impact on our residents and businesses once the project is completed.

Concerning the two grade crossings within the Town's jurisdiction at proposed grade separation locations (School Street and Urban Avenue), the Town repeats to reinforce its comments from the Scoping Phase about short-term construction impacts and longer-term ramifications on residents, businesses, current land uses, transportation patterns and quality-of-life issues. Concerning the impact on Carle Place, Westbury and adjoining areas, the Town repeats its concerns about emergency access during construction and noise and parking availability after construction.

After construction, the Town continues to be concerned with potential new public land uses as the specifics of a more detailed design emerges. Ongoing maintenance and upkeep of newly-created public properties/spaces regardless of the agency in ownership remains a concern of the Town since decisions still remain with some site configurations, final design, and ownership decisions unresolved. Where applicable, comments and references are made to specific DEIS

chapter content, which the Town suggests either requires further attention or analysis, modification or change.

GRADE SEPARATIONS BETWEEN MAIN LINE AT CHERRY LANE, SCHOOL STREET AND URBAN AVENUE

The Town submits that in its development and refinement, the final project design includes the following:

- An ADA-compliant sidewalk with significant width (minimum 5'0") to accommodate pedestrian and bicycles through the School Street underpass corridor.
- Safety provisions (such as rails, lighting, etc.) through the underpass corridor to protect pedestrians and cyclists from vehicle traffic. As a conduit to/from Dryden Street School, safety is paramount.
- A driveway reconstruction and service road installation for access to 150 School Street (commercial) to the satisfaction of the Owner and the Town.
- A traffic signal at Railroad Avenue and School Street due to altered sight lines, particularly affecting pedestrian/cyclist safety when exiting the tunnel and approaching Dryden Street.
- A driveway reconstruction at 118 School Street (residential) to the satisfaction of the owner and the Town.
- 461 Railroad Avenue (commercial) – retain access to its parking field abutting the LIRR right-of-way and School Street, as well as continued loading dock access to the satisfaction of the Owner and the Town.
- Relocated site access point for 172 School Street either to a point further north along School Street (grades permitting) or to Union Avenue to the satisfaction of the Owner and the Town.
- Reconfigured parking lot access for 173 School Street either via Grant Street (new driveway across a portion of 167 School Street) or incorporating a new grading scheme to retain ingress/egress from School Street to the satisfaction of the Owner and the Town.
- An ADA-compliant sidewalk with significant width (minimum 8'0") to accommodate pedestrian and bicycles through the Urban Avenue underpass corridor.
- Safety provisions (such as rails, lighting, etc.) through the underpass corridor to protect pedestrians and cyclists from vehicle traffic.
- Appropriate grade modifications to Railroad Avenue to allow it to remain open with Urban Avenue passing underneath.
- The relocation of the driveway at 146 Urban Avenue (residential) to the satisfaction of the owner and the Town.
- A stairway or ramp between the southeast corner entrance area of Bunky Reid Park (municipal) and the underpass sidewalk.

- An ADA-compliant overpass from Railroad Avenue (north side of Main Line) to 117 Urban Avenue, should the existing use be removed and affected by the roadway underpass retaining wall.
- Appropriate access for any affected businesses along Urban Avenue in the New Cassel Industrial Park.
- Consultation with the Town and the community about the aesthetics of new large-scale concrete retaining/soundproofing/underpass walls—including, but not limited to texture, color, imagery and lighting at (or near) these grade separations or anywhere along the Main Line within the study area.
- Replacement of vegetation that is removed as part of the construction process to the satisfaction of the Town.

CARLE PLACE AND WESTBURY STATION IMPROVEMENTS

The Town is aware that as construction of the Third Track begins through the Main Line corridor that railroad commuter patterns and schedules may be modified as changes are implemented. With the creation of the track, platform modifications may disrupt vehicular and pedestrian/bicycle traffic along Cherry Lane, Ellison Avenue, Union Avenue, Railroad Avenue and/or Post Avenue, even if only for the designated construction periods. We are particularly concerned with the planned reconstruction of the platforms at Carle Place. The conceptual plans show the removal of 12-15 parking spaces and certain pedestrian amenities without depicting where these would be restored.

It is critical that all maintenance and protection of traffic (MPT) plans, as well as significant disruptions to commuter service as proposed in the planning phase and implemented (and/or modified) in the construction phase be furnished to the Town for review, comment, or purely informational purposes. This will assist residents and visitors to the Town alike to minimize disruption and inconvenience to their routines and schedules.

COMMENTS SPECIFIC TO DEIS (INCLUDES CONSTRUCTION PERIOD IMPACTS)

Environmental Justice

The unwritten assumption is that rerouting traffic during the construction of grade separations will not disparately impact the disadvantaged areas. Unfortunately this relies on everyone having equal access to automobiles as their primary mode of transit. A significant number of people in these communities rely upon walking, public transport (i.e., the NICE bus), or a combination thereof to carry out their daily life activities. Cutting off Main Line crossing points for even six months could result in profound negative impacts for the most vulnerable (elderly, disabled, low-

income, minority) residents of the Environmental Justice communities within the Project Area. A public transit shuttle option should be included during the construction period (i.e. Carle Place station to Westbury station, Westbury (downtown) and Union Avenue to Dryden Street School (and points south), and New Cassel residential area to Old Country Road).

Visual Resources

The Scoping Document states, “The DEIS will include representative renderings of proposed project elements.” While some renderings have been provided in the Project Description chapter, none were provided within the visual impact chapter. The renderings of post-construction conditions should be provided for all views where elements of the project will be visible, and all existing condition photographs should be updated to show the post-construction conditions. Additionally, a map showing areas of vegetative removal should be included and a discussion should be presented regarding the replanting of vegetation. In the event replanting is not feasible, the DEIS should explain why and offer renderings of proposed mitigation measures.

As mentioned previously, where concrete walls and new parking garages are proposed, input from residents who live adjacent to the right-of-way should be obtained prior to implementation (regarding material selection, shadows, painting, color, etc.)

Historic Resources

It must be clearly stated that the LIRR plans to demolish the Nassau Tower as well as the substation in Mineola. The above fact was clearly stated in the Resource Evaluation for Multiple Properties in Appendix 6 – which stated that both buildings are “eligible for placement on the State & National Register of Historic Places”.

Contaminated Materials

For sites to be acquired, the Town hereby requests additional information about Phase I and Phase II environmental site assessments performed on such sites (i.e. by whom, when, findings), and intended ownership and maintenance plans for any newly created parcels in the project area. It is not clear from the description on Page 8-4 whether any testing (including for mercury) has been performed on other LIRR-controlled sites besides the two properties specified.

The EIS cites a report listing all pesticide and herbicide use from 2011 to 2015, however, “*only anecdotal information is available for the preceding time period. At this time, the history of pesticide and rodenticide use is not available*” (page 8-5). We remain concerned with

contaminants (and level of toxicity) that may exist from previous decades that has not been subject to actual testing. In particular we are aware of coal storage yards that existed on both sides of the tracks dating back to when the railroad operated steam locomotives.

Soil contamination from periods predating known testing is of major importance both during construction and as a residual post-construction aftereffect. Fill of unknown origin (i.e. ash, demolition debris, and industrial wastes) was commonly used in several locations along the right-of-way. Soil disturbance during construction or grade changes that affect stormwater runoff patterns are of great concern.

Infrastructure/Utilities

The project area exceeds one linear mile and is therefore subject to certain EPA regulations for stormwater runoff retention, capture, and infiltration. The EIS gives a cursory mention to Best Management Practices and the utilization of “green infrastructure” methods. We would hope that as design work proceeds that a detailed Stormwater Pollution Prevention Plan will be developed and shared with the Town.

Transportation

The DEIS states that there will not be any additional taxi trips serving new ridership. That does not seem reasonable to conclude and the methodology supporting this assumption is not clear.

A master table should be produced for each station area that clearly shows the changes in overall level-of-service (LOS)/delay time for each intersection in the Existing, No-Build, Build 2020 & Build 2040 conditions.

Safety and Security

The Scoping Document suggests that the DEIS will present information related to lighting and improved signage. The DEIS mentions “Improved station lighting” on Page 15-4, but does not provide any specifics as to where and how lighting improvements will be provided. No specific information is provided on new or improved signage either.

Noise

The DEIS notes there are 4,000 noise and vibration sensitive receptors within the default screening distances near the project corridor. A map showing these sensitive receptors, possibly color coded based on the category of the receptor, should be provided.

The DEIS presumes that the Project Sponsor “*maintains a rigorous rail-grinding and wheel-truing program to maximize track life and to minimize adverse vibration in the community*”. The DEIS should be clear as to whether the LIRR conducts these types of maintenance activities and, if not, assumptions about vibrations resulting from the operation of trains should be updated.

The DEIS references Table 12-5 of Section E as showing the predicted day-night noise levels ranging from 63 to 80 dBA. This reference appears to be incorrect as Table 12-5 of section E does not show these ranges. Table 12-4, however, does show these ranges. It is unclear if the DEIS intended to reference Table 12-4, or Table 12-5. Also, Table 12-6 of Section E is referenced as showing the predicted ground-borne vibration levels as ranging from 63 to 80 VdB. This appears to be incorrect as the vibration levels shown range from 79 to 93 VdB.

The DEIS states that the maximum day-night project noise levels are predicted to decrease throughout the project corridor approximately 10 dBA from the existing conditions, as shown in Table 12-5. However, there is an increase in volume at every receptor when comparing the day-night noise levels presented in Table 12-4 and the projected levels in Table 12-5. This discrepancy should be clarified, and if an increase is anticipated, mitigation measures should be offered.

GENERAL CONSIDERATIONS

The Town had noted during the Scoping phase that certain businesses near proposed grade separations may be adversely impacted by permanent changes to access, roadway modifications, and/or takings. The Town emphasizes that **any changes to business access or relocation** of affected businesses be undertaken in concert with these owners. For any businesses to be relocated, all efforts should be made to find acceptable sites within the Town.

The Town reiterates concerns regarding the **development and implementation of construction schedules**, particularly with the complexities of using a design-build (D/B) project delivery technique. Westbury/New Cassel schools--particularly the Dryden Street School--must not be adversely impacted by noise, undue traffic pattern disruptions, or safety issues during any potential modifications to the School Street crossing. Safety at all project locations is paramount. Construction *must be sequenced* so that any potential grade separations (should they be deemed feasible) not occur simultaneously so as to ensure that congestion impacts on Post Avenue and

Grand Boulevard do not fail acceptable LOS thresholds. MPTs must be provided to the Town prior to implementation. Additionally, widespread public noticing of schedule and platform changes at Carle Place and Westbury LIRR Stations during construction *must be undertaken with ample advance communication*, which must include ongoing and transparent communication with the Town during any and all stages of planning and construction.

We thank you for this opportunity to comment and trust that as the project advances, the Town will be fully apprised so as to keep all constituents informed of the impacts and outcomes.

Sincerely,



Michael A. Levine, AICP
Commissioner of Planning

cc: Hon. Judi Bosworth, Supervisor
Elizabeth Botwin, Town Attorney



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MEMORANDUM

To: Edward M. Dumas, Vice President-Market Development & Public Affairs
Long Island Rail Road Expansion Project

From: Paul Grygiel, AICP

Date: February 13, 2017

Re: **Review of DEIS for LIRR Expansion Project on Behalf of the Incorporated Village of Mineola**

Introduction

This memorandum has been prepared on behalf of the Incorporated Village of Mineola as part of its review of the Draft Environmental Impact Statement (DEIS) for the Long Island Rail Road Expansion Project—Floral Park to Hicksville. The DEIS was prepared in accordance with the requirements of the New York State Environmental Quality Review Act (SEQRA). The memorandum focuses on the potential impacts of the proposed alternatives presented in the DEIS for elimination of existing grade crossings on Main Street and Willis Avenue in Mineola, and in particular the impacts of the proposals on downtown Mineola in terms of traffic patterns, pedestrian and bicycle safety, land use, urban design, community character and economic development. The final section of this document lists recommendations to mitigate the potential impacts of this project.

Projected Impacts of Project Outlined in DEIS

The DEIS includes an analysis of the different impacts the proposed development will have on Mineola if constructed. The impacts considered include land use, socioeconomic, environmental justice, visual, historic, natural resources, contaminated materials, infrastructure, transportation, air quality, noise, construction, safety and security, electromagnetic fields and climate change. There are also discussions of cumulative, secondary, irreversible and unavoidable impacts and alternatives to the proposed action, as required by SEQRA. The following sections provide an overview of the impacts reported in the DEIS and a discussion of other possible impacts and mitigation strategies, as determined by the Village of Mineola.

Land Use

The study area used for the land use impact analysis consists of the area within ¼ mile of the centerline of the LIRR right-of-way and within ½ mile radius around the Mineola Station. The DEIS states that the only substantial land use impacts generated by the proposed project would be to the properties that would be acquired, as well as visual impacts to the immediate vicinity where the pedestrian bridge(s) would be built.

The proposed impact will likely have a greater impact on land use in Mineola than is projected in the DEIS document. The increased rail capacity may make properties in downtown Mineola more attractive for development and redevelopment. On the other hand, the large standalone parking decks and underpasses would negatively impact the visual environment and pedestrian friendliness of the area, thereby decreasing



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activity and demand for different uses in downtown. Therefore high quality design measures, like the ones listed in the final section, should be implemented to mitigate any negative visual impacts and to complement possible future development around the station area.

Traffic

An analysis of the projected impacts the proposed project will have on traffic conditions, safety, and accessibility, under the two build options is provided in the DEIS. Future conditions were analyzed for the years 2020 and 2040 by modeling the traffic generated if future development growth continued at the current, status quo, rate (the Baseline Scenario) and the additional traffic generated if the proposed project were constructed (Build Scenario). The traffic generated under each scenario was used to project corresponding level of service (LOS) at intersections surrounding the train station in Mineola. This analysis was completed for both alternative build scenarios¹, as previously mentioned. The resulting LOS data for the Baseline and Build Scenarios were then compared to measure the potential impact the proposed project will have on traffic.

Out of the 15 intersections analyzed by the DEIS, most would be unaffected, in terms of LOS, by the proposed project under either option. However, some intersections would be significantly impacted by the proposed development and would begin to operate below acceptable levels of service. Examples of such adversely impacted intersections include:

- Willis Avenue at Third Street (Option 1): Under the 2020 Baseline Scenario, would operate at a LOS of A during PM peak hour, but would operate at LOS E under the 2020 Build Scenario. Would operate at acceptable LOS for all three peak periods under 2040 Baseline Scenario, but would operate at LOS F for all three peak periods under 2040 Build Scenario.
- Willis Avenue at First Street (Option 1): Would operate at LOS A during AM and PM peak hours under 2040 Baseline Scenario, but LOS E during AM and PM peak hours under 2040 Build Scenario.
- Willis Avenue at First Street (Option 2): Would operate at LOS D under 2040 Baseline Scenario during PM peak, but LOS F under 2040 Build Scenario.
- Willis Avenue at Second Street (Option 2): Would operate at LOS C under the 2020 Baseline Scenario during PM peak hour, but would operate at LOS E under 2020 Build Scenario. Would operate at LOS C during AM peak hour under 2040 Baseline Scenario, but would operate at LOS F during AM peak under 2040 Build Scenario.

The data therefore suggests that under either construction option, the proposed project would negatively impact traffic congestion at some local intersections in Mineola, especially along Willis Avenue. It should be noted that no data was provided in the DEIS for anticipated growth in queuing. Increased traffic congestion and car idling due to queuing would have a negative impact on air quality, greenhouse gas emissions, and quality of life for Mineola residents.

¹ According to the DEIS, Build Option 1 would consist of closing Main Street at the LIRR tracks and constructing a two-way underpass on Willis Avenue beneath the Main Line tracks. Build Option 2 would consist of constructing a pair of one-way underpasses, with Main Street one-way northbound and Willis Avenue one-way southbound.



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The DEIS document provides strategies to mitigate impacts at each intersection, however it does not specify whether NYSDOT or any other agency would assist the Village of Mineola with the repaving, restriping, and other construction activities necessary to implement these measures. If the proposed project were approved, NYSDOT could work with the Village of Mineola to help implement traffic congestion mitigation measures as necessary.

According to the DEIS document the total parking demand around the train station in Mineola is projected to be 2,502 spaces by the year 2040. The proposed project would increase off-street parking capacity to 2,401 total parking spaces, which would decrease the parking space shortfall from 976 to 101 spaces.

While pedestrians and cyclists in general would not likely be negatively impacted by the proposed project, there will be impacts on pedestrian accessibility to businesses in the downtown. A pedestrian bridge will be constructed over the LIRR tracks and the existing grade crossings to accommodate pedestrian crossings. However, making it more difficult for pedestrians to cross the tracks could negatively impact businesses, as residents of the new multifamily developments on the south side of the Main Line may be less inclined to walk to businesses on the north side.

It should also be noted that a pedestrian bridge is proposed between the Main Street parking garage and the adjacent parking area. Depending on the design of the proposed parking garage, this treatment may not be necessary and instead a set of stairs, elevators, and pedestrian bridges may suffice. LIRR should address the reasons for this treatment, whether it be due to parking garage design or the perceived safety of the subject pedestrian crosswalk area.

Cyclists would use the two-way underpass on Willis Avenue under build Option 1, while under build Option 2, they would use the Main Street underpass for northbound trips and the Willis Avenue underpass for southbound trips. As discussed in during the Project Scoping review phase of the process, bicyclists are only likely to use the underpasses if they are as safe and convenient as the existing viaduct on Mineola Boulevard. This would mean the underpasses would need to be graded and constructed in a manner which cyclists would be highly visible, especially at underpass entrances and exits.

Socioeconomic Impacts

If the proposed project were to be constructed, it is expected to generate 1,297 full-time equivalent (FTE) direct construction employment opportunities, 762 FTE jobs off-site, \$3.18 billion in demand for local industries in Nassau County.

However, if the proposed project were constructed, it would require the acquisition of several commercial properties in downtown Mineola. Not only would businesses around the station area be directly impacted, but the loss of downtown commercial property will result in an estimated loss of property tax revenue of about \$32,168. The revenue loss would likely be offset by the fact that the increased train service would attract new businesses, jobs, and residents to downtown Mineola. However, as stated in the previous section, mitigation strategies would need to be implemented to ensure the downtown remains an attractive place for businesses and residents in order for the area to capture the anticipated growth potential. There is also the issue noted above of the increased difficulty for pedestrians to get from one



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side of downtown to the other in either alternative for Main Street. Alternative 2 also would have impacts by reducing visibility from passing motorists and making Main Street less pedestrian friendly in the block between the Main Line and Second Street.

Air Quality

The DEIS determined that no microscale analyses need to be conducted for CO, PM_{2.5}, PM₁₀, or other criteria pollutants, even though Nassau County is considered a Maintenance Area for PM_{2.5} and CO and a Moderate Nonattainment Area for O₃. Ambient air monitoring data was provided in the DEIS and showed that all ambient air concentrations were well below National Ambient Air Quality Standards (NAAQS), except for the 8-hour ozone standards.

Overall, the proposed project should improve air quality along the project corridor by reducing vehicular trips and idling times at grade crossings. In Mineola, however, traffic congestion and idling times would significantly increase at some intersections due to the proposed project, offsetting the overall air quality improvements. The DEIS should provide estimated queuing length and idling time data in order to better understand the air quality impacts of the proposed project.

Climate Change

The DEIS does not calculate any net greenhouse gas (GHG) emission that would be generated by the proposed project. Instead, it provides a qualitative analysis of expected climate change impacts from the proposed project. Overall the proposed project is expected to result in a decrease in GHG emissions by encouraging the use of rail over automobiles and by upgrading station equipment (signals, lighting, ticketing) with more energy efficient technologies, thereby reducing electricity usage. Other components to enhance clean and efficient power use would be utilized, including:

- An aluminum third rail
- Third rail heater controls
- More efficient lighting and signals (LED, automated, motion sensor controlled)
- Energy efficient pumps or other such powered equipment

In Mineola, any negative climate change impacts would be largely due to the idling of vehicles caused by increased congestion. As mentioned in the previous section, DEIS should provide queuing and idling data, and should also recognize that mitigation measures are needed to offset the negative environmental impacts caused by traffic congestion.

Historic Impacts

There are three historic architectural resources that would be impacted by the construction of the proposed project, according to the DEIS. The first two are the former Mineola LIRR Electrical Substation and Nassau Tower, located at Main Street and Station Road. LIRR proposes to completely demolish the substation building and construct additional parking on the site, constituting an adverse impact on SEQRA and Section 14.09. Nassau Tower is proposed to be demolished as part of the track realignment. In addition to the substation, the commercial buildings at Station Plaza



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North, which are located within 100 feet of the proposed project, could also possibly be negatively impacted by construction of the proposed project.

The DEIS states that LIRR would prepare a Construction Consultation Plan (CCP) in coordination with the New York Office of State Parks, Recreation and Historic Preservation (OPRHP) to ensure construction would not cause inadvertent impacts on historic architectural resources. The Denton Building at 210 Old Country Road and the Citibank (former European-American Bank) building at 199 Second Street are also listed as architectural resources, but are not listed for inclusion in the CCP. Additional information should be provided about the types of strategies LIRR plans to implement to mitigate the impacts of the demolition of the historic substation and tower.

Recommended Mitigation Measures

The following are recommendations for how LIRR and NYSDOT could work with the Village of Mineola to implement strategies to mitigate the anticipated negative impacts of the proposed project on the downtown area. The following potential mitigation measures would help alleviate impacts the proposed project would have on aesthetics; pedestrian and bicycle friendliness, connectivity and convenience; visibility of businesses; foot traffic; vehicular congestion; and community character. Photographs and other graphics are appended to this document to illustrate some of these concepts.

1. Bury overhead electrical lines to make room for streetscape improvements. Where wires cannot be placed underground, place pedestrian-scale lighting on utility poles.
2. Update existing sidewalks and construct new proposed sidewalks in a manner consistent with the overall streetscape theme of downtown Mineola. This includes using brick pavers along sidewalks, planting street trees, installing benches and installing pedestrian-level street lamps.
3. Construct new crosswalks and update existing crosswalks with differentiated brick pavers, stamped concrete or similar treatments, in coordination with the existing downtown streetscape theme.
4. Provide decorative bollards between narrow sidewalks and the street, and in other locations as necessary.
5. Install bicycle racks adjacent to the train station, pedestrian bridges, and along Main Street directly north of LIRR tracks, as well as potentially other facilities such as bicycle lockers and a bike repair station.
6. Landscape, plant trees and/or install public art/monuments in new “dead spaces” created by proposed project. Examples include:
 - The proposed Front Street median, west of the proposed roundabout;
 - The proposed Main Street median, north of the proposed roundabout;
 - The buffer between the Willis Avenue right-of-way and the proposed realigned sidewalk on the east side of Willis Avenue, between Front and Third Streets;
 - The center of the proposed Main Street roundabout;
 - Surrounding proposed surface parking and parking garages; and
 - The proposed kiss-and-ride lot, which would be ideal for a micro-park.



7. Place directional signage and striping in key locations where proposed changes in traffic patterns are not intuitive, including:
 - The intersection of Third Street and Willis Avenue, specifically in regards to the Third Street left-turn movements;
 - Front Street and Willis Avenue intersection;
 - North of Oyster Bay Branch tracks, surface southbound movement on Willis Avenue, north of the commercial driveway;
 - Southbound movements at intersection of Second Street and Willis Avenue;
 - Main Street at proposed kiss-and-ride lot entrance;
 - Main Street at Third Street, indicating it is not a through street (unless the direction of Front Street is changed as described below);
8. Consider reversing the direction of vehicular traffic on Front Street so that it is one-way eastbound instead of westbound. This change would eliminate awkward, conflicting traffic movements at the entrance to the kiss-and-ride lot and at the intersection of Willis Avenue and Third Street. Such a change might necessitate further adjustments to traffic directions on connecting streets.
9. Install pedestrian-level wayfinding signs highlighting key landmarks, businesses, districts and roads in downtown Mineola. Appropriate locations for signage include: near pedestrian ramps, staircases and bridges; the ground level of parking garages; and key transitional intersections such as Third Street and Willis Avenue, Second Street and Willis Avenue and Main Street and Front Street.
10. Provide directional signage for motorists to get into the downtown and directing them to various locations within it, particularly to parking facilities.
11. Place bicycle signs near entrances and exits of underpasses, and to direct bicyclists to designated routes.
12. Create gateway monuments and treatments at Main Street and Mineola Station, on either side of the LIRR tracks.
13. Design pedestrian bridges with transparent materials and/or materials consistent with the design theme of downtown Mineola.
14. Incorporate the following elements into the design of parking garages to screen these structures and activate the street:
 - Vegetated buffers/walls;
 - Transparent materials, where applicable;
 - Murals or other public art to break up blank façade;
 - Ground-level retail uses;
 - Articulation and detailing that reflects historic Mineola architecture and also provides visual interest and breaks up monotonous façade.

Examples of Design Features: Streetscapes and Plazas



Bollards, benches, pavers, landscaping along low-traffic street – Hoboken, NJ



Benches, lighting, landscaping along shopping street – Arlington, VA

Examples of Design Features: Signage



Wayfinding signs in downtown – Phoenix, AZ



Wayfinding signs – Bolton Landing, NY (left) and Newark, NJ (right)



Sign directing motorists to parking – Bergenfield, NJ



Sample bicycle directional signs

Examples of Design Features: Parking Garages



Parking garage with ground floor retail space – Arlington, VA



Parking garage with ground floor retail space – Reston, VA

Examples of Design Features: Pedestrian Bridges



Pedestrian bridge with transparent materials – South Amboy, NJ



Pedestrian bridge with monumental treatments – Vanderbilt University

Bicycle Facilities and Signage



Bike repair station – Richmond, VA



Bicycle racks – Hoboken, NJ

REQUIRED INFORMATION:

Name: Wendy Fernandez

Email: YABIZ1@OPTONLINE.COM

Mailing Address: 39 Cunningham Ave
Floral Park, NY 11001

Comments:

My primary concerns:

- ① PEIS seems to only shows sound barrier on south side, Lisa Black states that residents expressed concern that there also be one on the north side of the track through Floral Park. I'd like to add my concern that this be heard - to have a sound barrier only on one side through this very close residential area would be detrimental to those residents who live directly on the Northside of the track.
- ② It is a primary concern that there are NO planned improvements to the Floral Park Station - a deteriorating entity that completely LACKS ADA access its imperative that if nothing else, this situation be rectified!!
- ③ There is little to no information regarding any temporary easements that may be necessary during construction. This is distressing and even temporary plans should be shared with the community.
- ④ It remains to be seen how rail service will be improved in Floral Park itself. In the morning there are only 2 (TWO) express trains that stop in the Floral Park train station - trains on the Hempstead branch often wait for main line trains to pass - IT REMAINS TO BE SEEN IN WHAT WAY, IF ANY the COMMUTE FROM FLORAL PARK WILL BE IMPROVED!!

over J

(5) There are valid concerns regarding soil testing and abatement of contaminants — it's a fair certainty that they are there, but the Railroad has not stated how, when and if residents will be notified of contaminants found in the area and how results of pre-post abatement testing will be released.

 A Modern LI
Long Island Rail Road
Expansion Project

Floral Park to Hicksville

A proposal to provide a more robust and reliable rail service, making living and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name WILLIAM GEORGE

Address MINNEOLA AVE CARLE PLACE

(OPTIONAL)

Email

Phone 516 997-4432

Company GUY PRATT INC.

Comment. Question. Suggestion.

IF I HAD \$2 BILLION PLUS DOLLARS I WOULD SPEED IT ON UPDATING THE SYSTEM (SIGNALS, RAILS, ETC) AND MODERN UPDATES BEFORE SPENDING IT ON THE 3RD TRACK PROJECT.

I WAS IN THE HEAVY CONSTRUCTION BUSINESS FOR 41 YEARS AND I BELIEVE THIS PROJECT WILL MORE THAN TRIPLE YOUR COST. ESTIMATES

Other ways to submit your comments



Submit Questions and Comments

You can submit your comments via the project website aModernLI.com or email us at info@aModernLI.com

Prefer to Mail your Comments in? Send to:

Edward M. Dumas, Vice President
Market Development & Public Affairs Long Island Rail Road Expansion Project MTA Long Island Rail Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

February 2017

Edward M. Dumas
Vice President Market Development & Public Affairs
Long Island Rail Road Expansion Project
MTA Long Island Rail Road
MC 1131 Jamaica Station Building
Jamaica NY 11435

Dear Mr. Dumas:

Historically, local communities along the 9.8 mile Main Line have opposed the LIRR Third Track Expansion Project, installation of continuous third track between Floral Park (Nassau) and Hicksville. The second time, one hundred and forty one local organizations and officeholders voiced their opposition and 10,000 people signed a petition against it. The current Draft Environmental Impact Statement for the LIRR Expansion Project (DEIS) does nothing to ameliorate our steadfast opposition against the proposal.

I implore you to not waste any more time and tax revenue on this misguided project. I am against the Third Rail for the following reasons:

1. There is no substantiated justification of the reverse commute logic for this massive construction project – no demand for non-traditional trips, expanded corporate base, high paying positions, ability to pay LIRR fares, preferred alternative to expressways and parkways, supplanting of necessity for auto, etc.; current reverse peak ridership is exceedingly low;
2. Beveridge & Diamond, the attorneys hired by Floral Park, Garden City, and New Hyde Park, advised the MTA/LIRR is proceeding as lead agency under NY's State Environmental Quality Review Act rather than the Federal National Environmental Policy Act which would allow a federal body to act as the lead agency and the affected communities to participate in the review process.
3. MTA/LIRR stated they are foregoing federal funding of this project. The excessive expenditure of over two billion dollars is fraudulent; the financial cost will ultimately be borne by LIRR commuters (fares) and homeowners (taxes) along the main line.
4. The Proposed Project will add eight eastbound AM peak trains and only one westbound AM Peak train, and the opposite equivalent during PM peak. Currently 252 trains operate daily between Floral Park and Mineola and 215 between Mineola and Hicksville; this will increase to 297 and 260 respectively.
5. Suffolk County recently outlawed their garbage landfills and intends to utilize the NY & Atlantic Railway's freight trains to move their refuse through Nassau to Brooklyn and Queens sites; freight trains already transport construction materials and demolition debris, flour, food products, liquefied propane gas, bio-diesel, stone, aggregates, and lumber.
6. The five year construction period from 2017 to 2022, including overnight and weekend hours, would devastate communities. It would impede businesses; traffic flow for police, rescue, fire vehicles, and residents; decrease available parking; diminish quality of life; etc.

7. Agent Orange and herbicides were sprayed along the Main Line during the 1970s; unearthing the nondegrading toxin may cause adverse health effects on people and animals; drilling piles may contaminate our ground water wells;
8. Realization will cause an increase in the round-the-clock number of passing commuter and freight trains; acceleration of energy usage and carbon emissions; transport of hazardous materials and refuse; loud noise and damaging vibrations.
9. When the LIRR transformed the street-level Bellerose (Nassau) and Floral Park (Nassau) tracks to elevated lines in the 1960s, they secured 15 foot easements on bordering property.
10. Future construction of the East Side Access Project is scheduled from 2023 to 2040; the Hempstead line will operate through Jamaica to either Grand Central Station or Penn Station, not Atlantic Terminal; the Bellerose (Nassau) stop will be discontinued. This Project will add eight westbound AM peak trains. This will increase to 317 trains operating daily between Floral Park and Mineola and 279 between Mineola and Hicksville.
11. There are no cited or conceivable commensurate benefits to the effected Main Line Nassau communities from the Third Track Expansion Project and the East Side Access Project.

Please consider the following rational, cost effective, community-friendly alternatives that will actually improve system safety and reliability by rectifying root causes of legitimate issues; some were proposed by Pat Nowakowski, President of MTA LIRR:

1. Eliminate the seven street-level or grade crossing along the Main Line at New Hyde Park Road, Covert Avenue, South 12 Street, Willis Avenue, Main Street, Urban Avenue, and School Street.
2. Upgrade high-speed signaling and switches, passing sidings, and power equipment along the Main Line.
3. Institute positive train control on all Main Line trains;
4. Increase the number of cars on existing peak Main Line trains; e.g., from six to twelve.
5. Replace existing track from Jamaica to Floral Park (Nassau).
6. Institute more westbound morning and eastbound evening peak Main Line trains.
7. Institute express trains by eliminating Queens Village, Hollis, Jamaica, Kew Gardens, Forest Hills, and Woodside stops during peak hours on Main Line.
8. Include the Floral Park (Nassau) stop on the Hicksville, Oyster Bay, Port Jefferson lines that already stop at New Hyde Park.
9. Purchase new trains for the Main Line.
10. Make the Floral Park (Nassau) station handicap accessible or ADA compliant.
11. Suffolk County should barge or truck their refuse.

A concerned citizen and taxpayer,

Signature Wm Doyle
 Name William Doyle
 Address 91 TULIP AVE JAMAICA 662
 City FLORAL PARK NY 11001

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Long Island Rail Road
Expansion Project

Floral Park to Hicksville

A proposal to provide a more robust and reliable rail service, making living and working on Long Island easier.

Have a comment, question or suggestion? Leave it here. We're listening!

Name

Joseph Vitiello

Address

#43 Midwood Ave Nesconset N.Y. 11767.

(OPTIONAL)

Email

Phone

(516) 250-8825.

Company

AsplundH.

Comment. Question. Suggestion.

~~It is~~ its vital that our Rail Road keeps up with the times and not fall back. Not to mention the work it would create. We want to attract people to live and work on Long Island ~~a~~ not move away. please pass this bill you will not regret it. 😊

Other ways to submit your comments



Submit Questions and Comments

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Prefer to Mail your Comments in? Send to:

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Market Development & Public Affairs Long Island Rail Road Expansion Project MTA Long Island Rail Road, MC 1131 Jamaica Station Building
Jamaica, NY 11435

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Name Neal Lewis
Address 7180 Republic Airport Farmdale N.Y.
(OPTIONAL)
Email NLewis@SI.MOLLOY.edu
Phone 516.323-4511
Company Sustainability Inst. @ Molloy College
Comment. Question. Suggestion.

Great stuff

All looks very good.

Minor suggestion, I like the modern
train station design more than the
traditional, & there should be solar
panels on the train stations.

Other ways to submit your comments



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Name CAROL Welch

Address 1610 Weed St New Canaan CT 06840

(OPTIONAL)

Email CARCARWEL@aol.com

Phone 203 972 6164

Company 70-74 Willis Ave, LLC

Comment. Question. Suggestion.

I need to know & understand how my property and more importantly, how my tenants will be impacted and for how long. The cannot conduct business without access to the building and use of the parking area.

Other ways to submit your comments



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Name Michael Longo
Address 461 Railroad Avenue Westbury N.Y. 11590 (Arrow Produce)

(OPTIONAL)

Email Mike L (@) arrowproduce.com

Phone 516-779-7866

Company Krystal Fruit + Veg (Arrow Produce)

Comment. Question. Suggestion.

I currently have 30 20ft trucks + bigger at my location. During the work I would like to know how I can get compensated for parking in another location. It looks like the MTA is going to use my location for parking + that potentially is a large problem

Thanks

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Name Andrew Manitt

Address 7180 Republic Airport

(OPTIONAL)

Email amanitt@si.molloy.edu

Phone 516-323-4512

Company Sustainability Institute at Molloy College

Comment. Question. Suggestion.

Solar PV should be incorporated in the redesigned
stations and other new structures

Other ways to submit your comments



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Name Jimmy Garcia

Address 746 Bayview ave Belpoint NY 11713

(OPTIONAL)

Email

Phone 631-803-6164

Company Hasp Construction

Comment. Question. Suggestion.

we need work in Long Island

Other ways to submit your comments



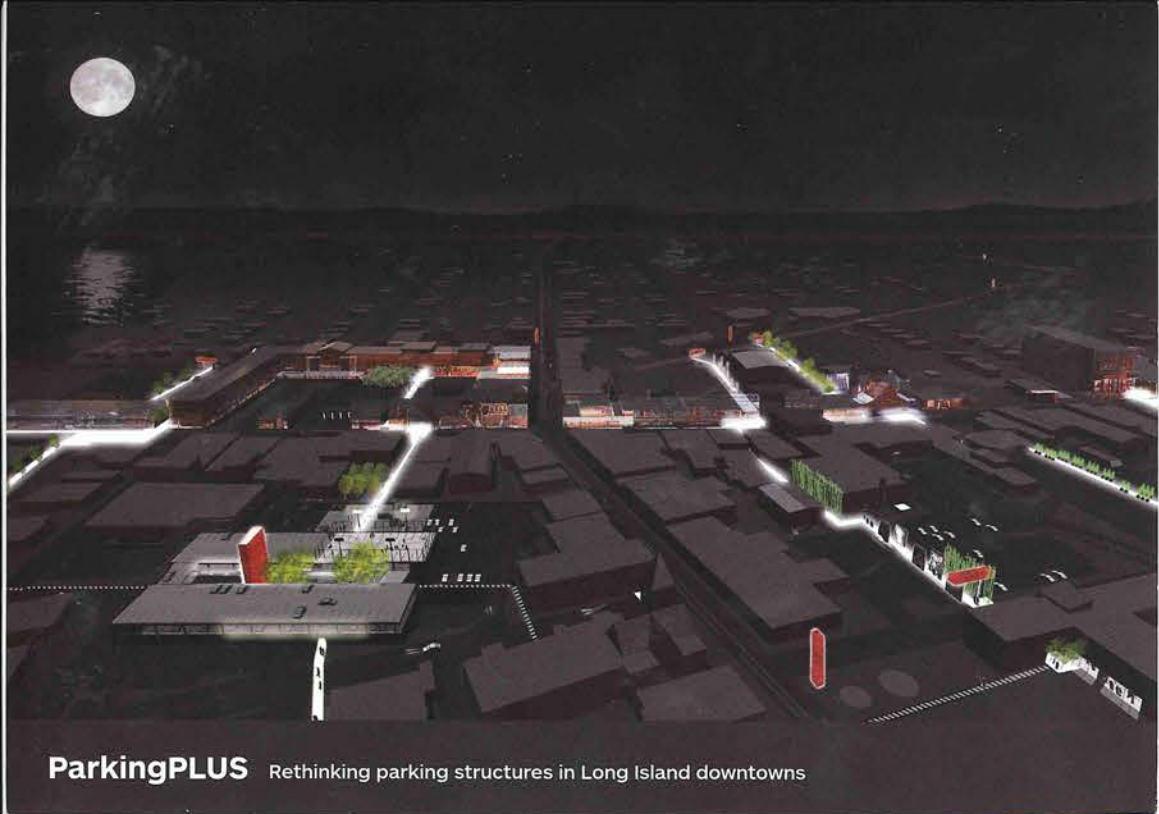
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These three postcards were attached to the above index card.



ParkingPLUS Rethinking parking structures in Long Island downtowns



ParkingPLUS Rethinking parking structures in Long Island downtowns



ParkingPLUS Rethinking parking structures in Long Island downtowns

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Name

John Condon

Address

501 5th Ave New Hyde Park

(OPTIONAL)

Email

jacsR1960@gmail.com

Phone

516 987-4961

Company

Comment. Question. Suggestion.

My Concern is my back yard on your maps
appear as 3rd Ave.  The map runs through
the length of our back yard. I need to know if
we will be losing any of our property due to
this project

Other ways to submit your comments



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Name Raffaele Pascuzzo
Address 60 Earl Street Westbury NY 11590
(OPTIONAL)
Email R.pascuzzo@hotmail.com
Phone (516) 957-8533
Company Home owner in CP/Westbury Track

Comment. Question. Suggestion.

If you build a retaining wall. Please make sure they are strong enough to prevent a landslide of our backyards into the track. Please Build an 11' sound Barrier on top of the retaining wall similar to those on the Northern State Parkway

Other ways to submit your comments



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Name JOHN VISCUSI

Address 89 BROADMOOR LA WESTBURY

(OPTIONAL)

Email JVISCI25@aol.com

Phone 516-220-0872

Company CARLE PLACE CIVIC ASSOCIATION

Comment. Question. Suggestion.

SOUND WALL / DECORATIVE WALLS ON
ATLANTIC AVE BOTH NORTH & SOUTH SIDES
WITH VEGETATION / PLANTINGS.
ALSO DECORATIVE WALL / SOUND BARRIER
ALONG SOUTH SIDE OF CARLE PLACE
TRAK ROAD STATION.

SOUND WALL ON N/S OF TRACKS FROM
MEADOW BROOK PKWY TO C.P. RR STATION
PLEASE !!!

JU

Other ways to submit your comments



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Name

David Kapell

Address

POB 463, Greenvale 11944

(OPTIONAL)

Email

David.Kapell@gmail.com

Phone

516-819-8024

Company

Right Track Coalition

Comment. Question. Suggestion.

I like the modern station design!

Other ways to submit your comments



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Name

Bill Lengenacker

Address

Long Island City

(OPTIONAL)

Email

Phone

Company

Clever Devices

Comment. Question. Suggestion.

I like the traditional aesthetic of the train stations.

Other ways to submit your comments



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Name

THOMAS VERNI

Address

221 LINDEN AVE WESTBURY NY 11590

(OPTIONAL)

Email

THOMAS.S.VERNIC@GMAIL.COM

Phone

631-252-9911

Company

RESIDENT / WESTBURY BID

Comment. Question. Suggestion.

START THE PROJECT ASAP!

Other ways to submit your comments



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Name

Edward M. Dumas

Address

10 Arden Drive Brentwood, NY

(OPTIONAL)

Email

edward@verizon.net

Phone

Company

Comment. Question. Suggestion.

The third track is not a stand alone project. With the increase in trains grade separation is needed on the Main line to North Haven. All county and state roads need to be grade separated. Especially Fifth Ave, SR111 and Commack Rd.

Also parking needs to be expanded, fare and not limited to local residents.

Norsee Tower should be preserved.

Local service needs to be enhanced. The fares should not be ^{limited to} Manhattan and rush hours.

For Breakfast should not be turned into a shuttle. The open door and waiting goes against the PRR readily accessible cross platform transfer that is so ADA and Family friendly, and casual user simplicity.

Other ways to submit your comments



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