



# PUBLIC INFORMATIONL MEETING

THE LONG ISLAND RAILROAD'S MAIN LINE EXPANSION PROJECT  
(Third Track)

MAY 19, 2016

NEW HYDE PARK ROAD SCHOOL, NEW HYDE PARK, NY





# Introduction

**Bob Lofaro**

Mayor

Village of New Hyde Park

We are not the Long Island Rail Road

We are not the Metropolitan  
Transportation Authority

Your comments tonight will help guide your  
local elected officials in properly  
representing you

But also in the audience tonight are:

Representatives from Governor Cuomo's Office

Representatives from the Metropolitan Transportation Authority

Representatives from the Long Island Rail Road

Representatives from Labor Unions, Non Governmental  
Organizations and people that will profit from this project

# Our Goals Tonight are:

To tell you what we know

To tell you what we've heard

To tell you what we've seen

Help prepare you for Public Hearings and Public Input

Help prepare us for the Public Hearings and Public Input

# Public Scoping Hearings

**Scoping** is a process that develops a written document, known as a “scope,” which outlines the topics to be addressed and answered in an Environmental Impact Statement

[www.vnhp.org](http://www.vnhp.org)

# Last Public Scoping Hearings in 2005

There were six conveniently located sessions at convenient times for affected residents and businesses to participate

1,500 people attended, 240 spoke, and there were 2,500 written comments provided

# Public Scoping Hearings

**Tuesday, May 24th from 11am to 2pm at The Inn at New Hyde Park**

**Tuesday, May 24th from 5pm to 9pm at The Inn at New Hyde Park**

Tuesday, May 24th from 11am to 2pm at Hofstra University

Tuesday, May 24th from 6 pm to 9 pm at Hofstra University

Wednesday, May 25th from 11am to 2pm at the "Yes We Can" Comm Ctr

Wednesday, May 25th from 6 pm to 9 pm at Antun's, Hicksville

So, what kind of topics should we want the  
Environmental Impact Analysis to address?

# CUMULATIVE ENVIRONMENTAL IMPACTS





# The Scoping Process: Your Input

Your **MEANINGFUL** input is important

Not sufficient to say “I don’t like this”

But, any and all input is important



# **The S.E.Q.R.A. and Scoping Process: An Overview**

**Ben Truncale**

Village Attorney  
Village of New Hyde Park

# What is S.E.Q.R.A.?

- **S**tate
- **E**nvironmental
- **Q**uality
- **R**eview
- **A**ct

# What is SEQRA?

- **S**tate **E**nvironmental **Q**uality **R**evue **A**ct
- Established by Article 8 of the New York State Environmental Conservation Law
- Implemented by Part 617 of the New York Codes of Rules and Regulations
- Purpose: to assure that social, economic and environmental factors are considered by state and local agencies in reaching decisions on proposed government actions that may impact the environment

# What does SEQRA say?

- “No agency involved in an action may undertake, fund or approve the action until it has complied with the provisions of SEQR[A]”
- **Agency:** public bodies, including state departments, local boards and public authorities
- **Action:**
  - The approval or direct development of physical projects
  - Planning activities that require a government agency decision
  - Adoption of agency rules, regulations, procedures and policies

# The SEQRA Process: Parties

- **Involved Agency:** an agency is "involved" when the determination is made that the agency has or will have a discretionary decision to make regarding some aspect of the action
- **Lead Agency:** the involved agency principally responsible for, coordinating, carrying out, funding or approving an action A lead agency, once selected, has the duty to make the determination, on behalf of all involved agencies, of the potential environmental significance of the proposed action
- **Interested Agency** a public body not undertaking, funding or approving the proposed action but wishes to participate in the process because of its specific concerns

# The SEQRA Process: Classification

- Once it is determined that an action is subject to SEQRA, the next step is to determine the impact of the action
- There are three action classifications:
  - Type I Actions
  - Type II Actions
  - Unlisted Actions

# The SEQRA Process: Classification

- **Type I Action:** an action that is specified in the SEQRA regulations as more likely to have a significant adverse impact on the environment than other actions. Generally requires an Environmental Impact Statement (“EIS”).
- **Type II Action:** an action which has been found categorically to not have significant adverse impacts on the environment.
- **Unlisted Action:** a catch-all category for actions not listed as Type I or Type II.

# The SEQRA Process: Determination of Significance

- After an action is determined to be either Type I or Unlisted, a determination of environmental significance is made by the lead agency
- Three Types of Determinations:
  - **Negative Declaration** → If the lead agency finds that the action will have no significant adverse impacts on the environment, no EIS is necessary and the lead agency prepares a Negative Declaration
  - **Positive Declaration** → If the lead agency finds one or more significant adverse environmental impacts, it must prepare a Positive Declaration

# The SEQRA Process: Scoping

- Once it is determined that an EIS is necessary, a procedure known as “scoping” may take place
- Scoping is a process that develops a written document, known as a “scope,” which outlines the topics of an EIS
- The purpose of scoping is to narrow issues and ensure that the EIS will be a concise, accurate and complete document that is adequate for public review

# The SEQRA Process: Scope Contents

- The draft scope must contain the following items:
  - A brief description of the proposed action;
  - Potential adverse impacts of the action;
  - The information needed to adequately address each impact;
  - An initial identification of mitigation measures;
  - Reasonable alternatives to be considered;
  - An identification of the data that should be included in the appendix of the EIS; and
  - Issues that were raised during scoping and determined to be not relevant or not environmentally significant

# The SEQRA Process: Scoping Goals

- The DEC has enumerated the following objectives of scoping:
  - Focus the draft EIS on the potentially significant adverse environmental impacts;
  - Eliminate non-significant and non-relevant issues;
  - Identify the extent and quality of information needed;
  - Identify the range of reasonable alternatives to be discussed;
  - Provide an initial identification of mitigation measures; and
  - Provide the public with an opportunity to participate in the identification of impacts

# The SEQRA Process:

## Draft Scope Review and Final Scope

- The lead agency must provide a copy of the draft scope to all involved and interested agencies
- The lead agency must provide a reasonable opportunity for the public to participate in the scoping process The DEC suggests a minimum 20-day period for public review
- The lead agency must then provide a final written scope to the project sponsor and all involved and interested agencies to the lead agency within 60 days of its receipt of a draft scope
- The final scope must incorporate all public/agency comments
- The lead agency must distribute that final scope to the project sponsor, to all involved agencies, and to interested agencies and members of the public who commented in writing on the draft scope

# The SEQRA Process: Post Scoping

- After the scoping procedure takes place, a Draft EIS is created by the project sponsor and submitted to the lead agency for review
- The lead agency must determine within 45 days that the Draft EIS is adequate
- Public hearings are held to discuss the Draft EIS
- The Final EIS is then prepared, and includes the Draft EIS, including revisions and supplements, a summary of comments received and the lead agency responses to those comments
- Once the final EIS is filed, agencies must decide whether to carry out, approve, or fund the proposed action
- Each involved agency must evaluate the environmental effects disclosed in the EIS and impose conditions on a project that are necessary to minimize or avoid adverse environmental effects to the maximum extent practicable

# The SEQRA Process: This Scoping Document

Socioeconomic Analysis, Environmental Justice, Visual and Aesthetic Resources, Historic and Archaeological Resources, Natural Resources , Contaminated Materials, Infrastructure and Utilities, Transportation , Air Quality, Noise and Vibration, Construction Impacts, Cumulative and Secondary Impacts, Safety and Security, Electromagnetic Fields, Climate Change/Sustainability, Alternatives, Irreversible and Irretrievable Commitments of Resources, Unavoidable Adverse Impacts

# The SEQRA Process: Your Input

Your **MEANINGFUL** input is important

Not sufficient to say “I don’t like this”

But, any and all input is important



# The Long Island Rail Road's Plan: An Overview

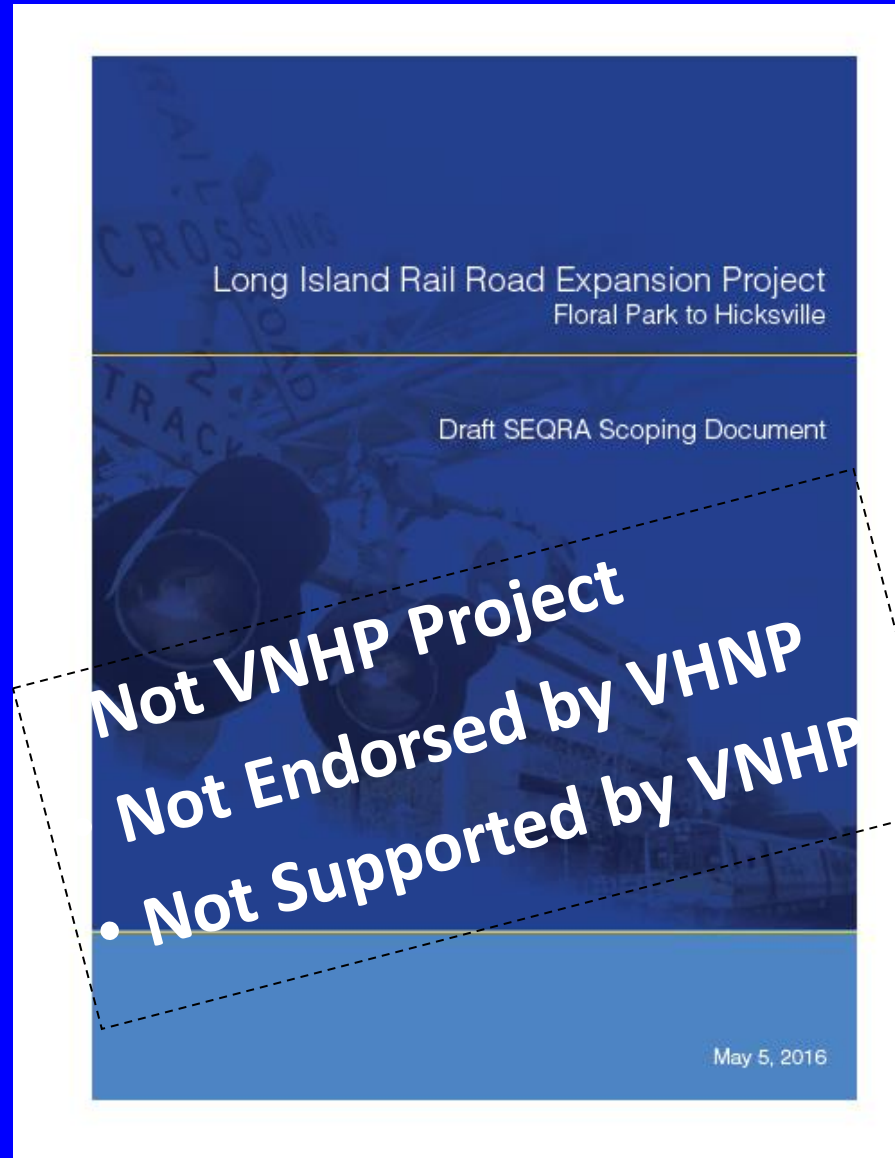
**Larry Montreuil**

Deputy Mayor

Village of New Hyde Park

# VNHP LIRR Third Track Task Force

- Series of meetings with State officials
  - Review Alternatives for Grade Crossing Eliminations
  - Provide feedback and pain points with each alternative
- State officials revised plans, presented
  - Overview
  - Artist's renderings of concept
  - Resulting traffic flow
- Surviving alternatives = Scoping document



**Di**sclaimer

## Their Plan

- To add a Third Track, we think it will be on the south side of the current two tracks but we haven't seen a plan
- Grade Crossing elimination at New Hyde Park Road, Covert Avenue and South 12<sup>th</sup> Street

# NYS DOT Levels of Service (LOS)

LOS	Delays	Description	Delay per Vehicle (seconds)
A	No Delays	Highest quality of service with few restrictions on maneuverability or speed.	$\leq 10$
B	No Delays	Stable traffic flow. Speed becoming slightly restricted. Low restriction on maneuverability.	11 - 15
C	Minimal Delays	Stable traffic flow, but less freedom to change lanes, select speed or pass.	16 - 25
D	Minimal Delays	Traffic flow becoming unstable. Speeds subject to sudden change. Passing is difficult.	26 - 35
E	Significant Delays	Unstable traffic flow. Speeds change quickly and maneuverability is low.	36 - 50
F	Considerable Delays	Heavily congested traffic. Demand exceeds capacity and speeds vary greatly.	> 50

# Covert Avenue

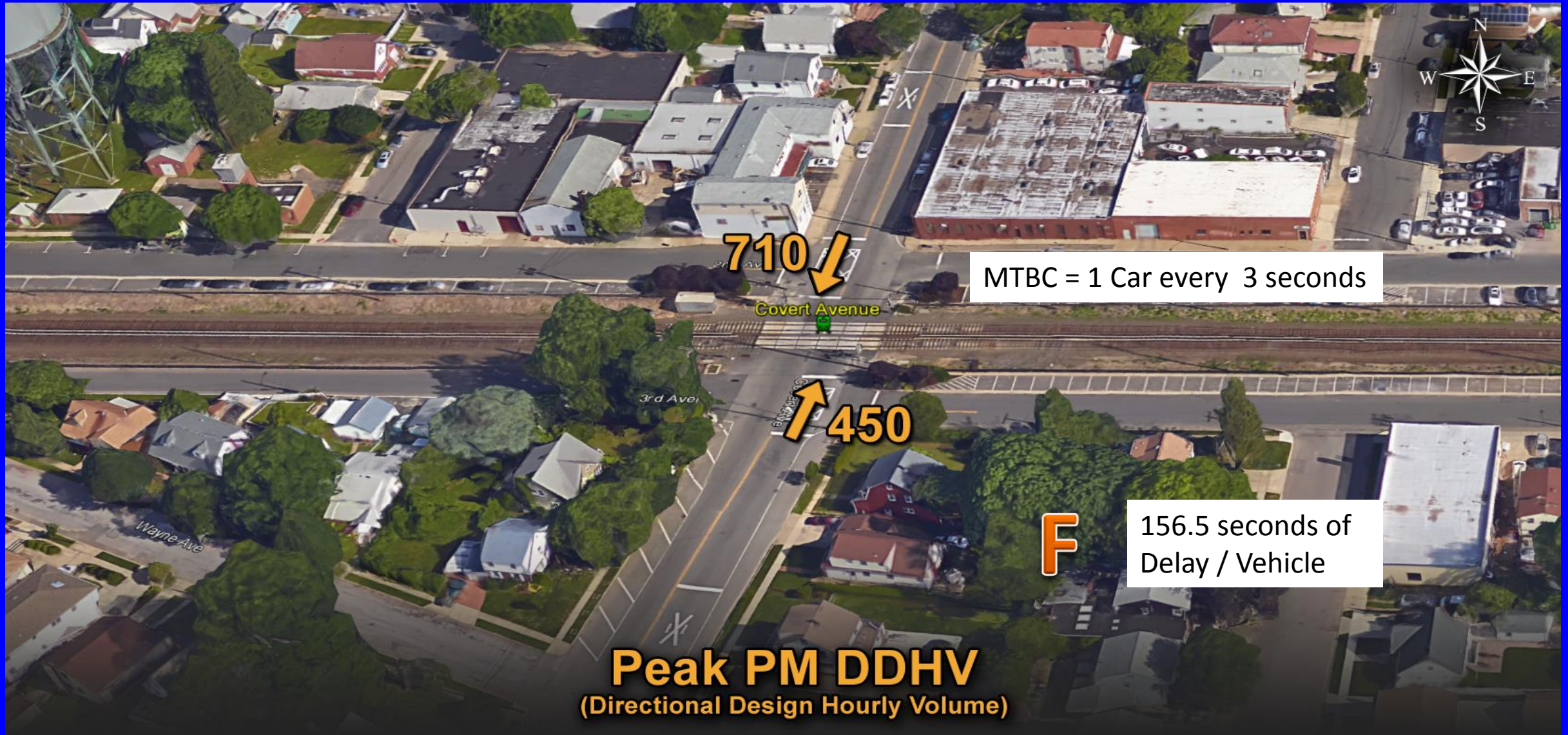
- Create 2 lane underpass
- Sidewalk on east side
- 2<sup>nd</sup> and 3<sup>rd</sup> Avenues remain at grade with tracks

## Construction Scenarios

- Close Covert Ave. for 6 months
- Keep 1 lane open, northbound for 9 months
  - Divert southbound to S12th, NHP Road, Plainfield Ave

# Covert Avenue

Existing At Grade Crossing



# South 12<sup>th</sup> Street

## Option 1

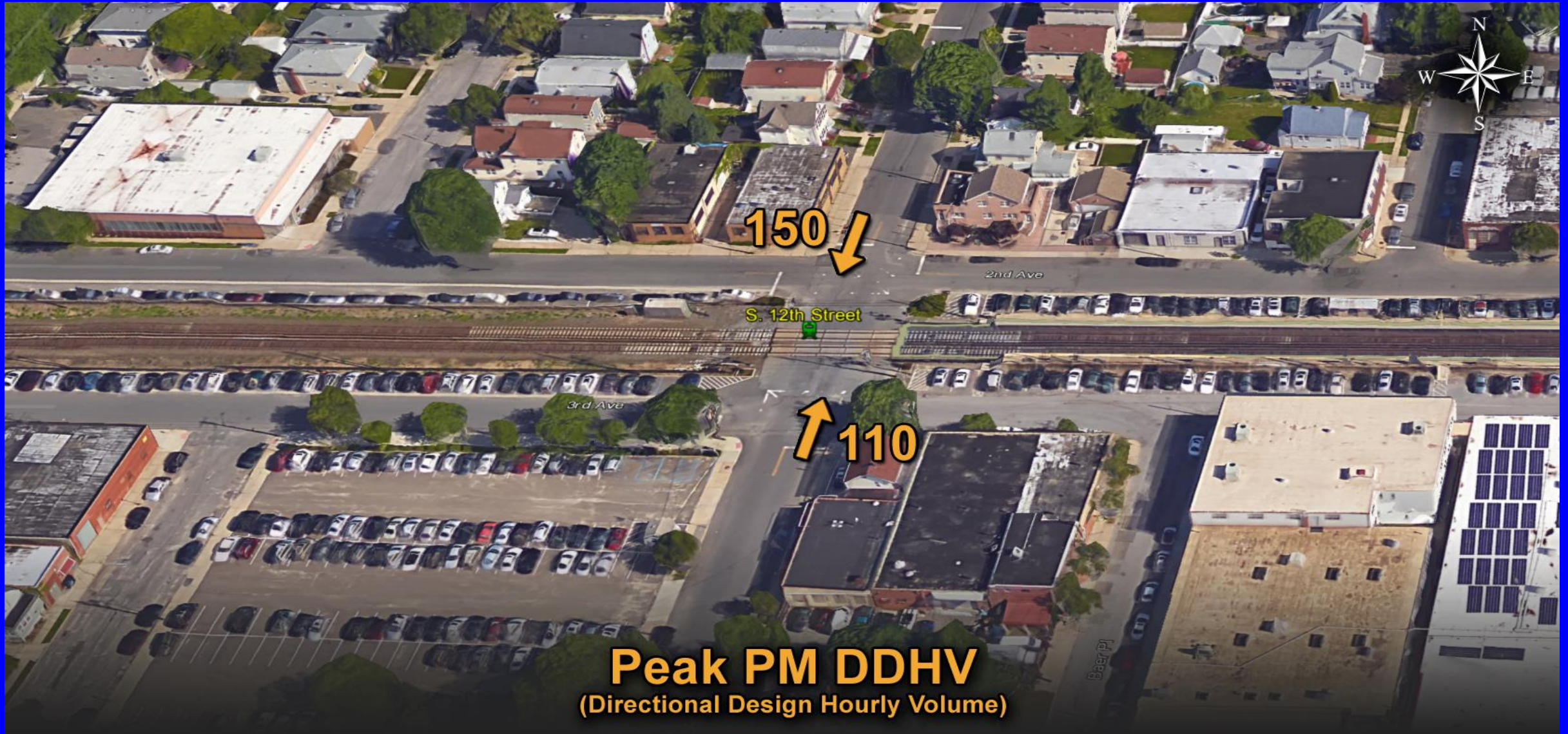
- Close South 12<sup>th</sup> Street crossing
- Build pedestrian bridge over LIRR
- Build multi-level parking garage at S12th St. commuter lot

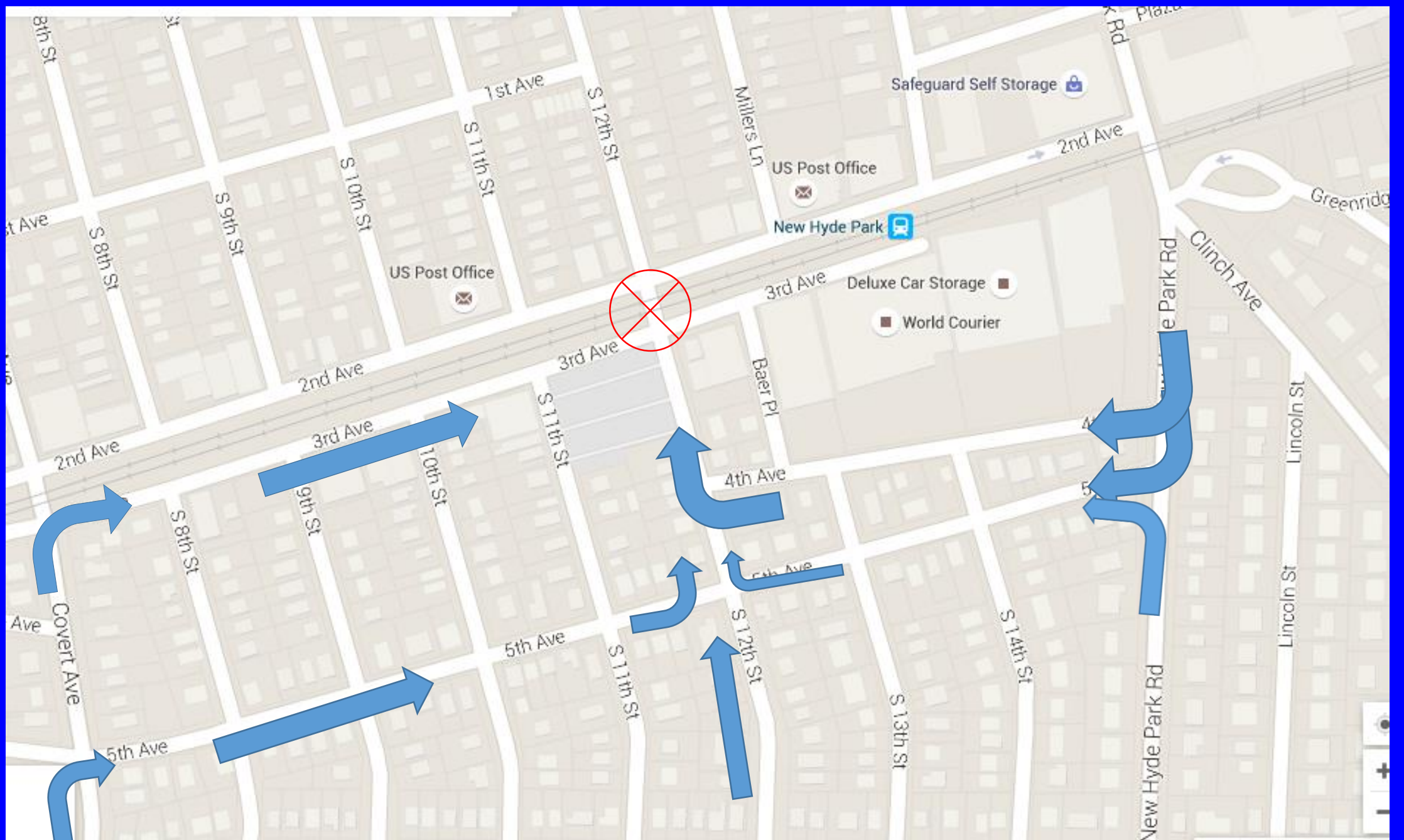
## Option 2

- One-way Underpass with sidewalk
- One-way service road at grade to connect to 2<sup>nd</sup> Ave.
- One-way service road at grade to connect to 3<sup>rd</sup> Ave.

# South 12<sup>th</sup> Street

Existing At Grade Crossing





# New Hyde Park Road

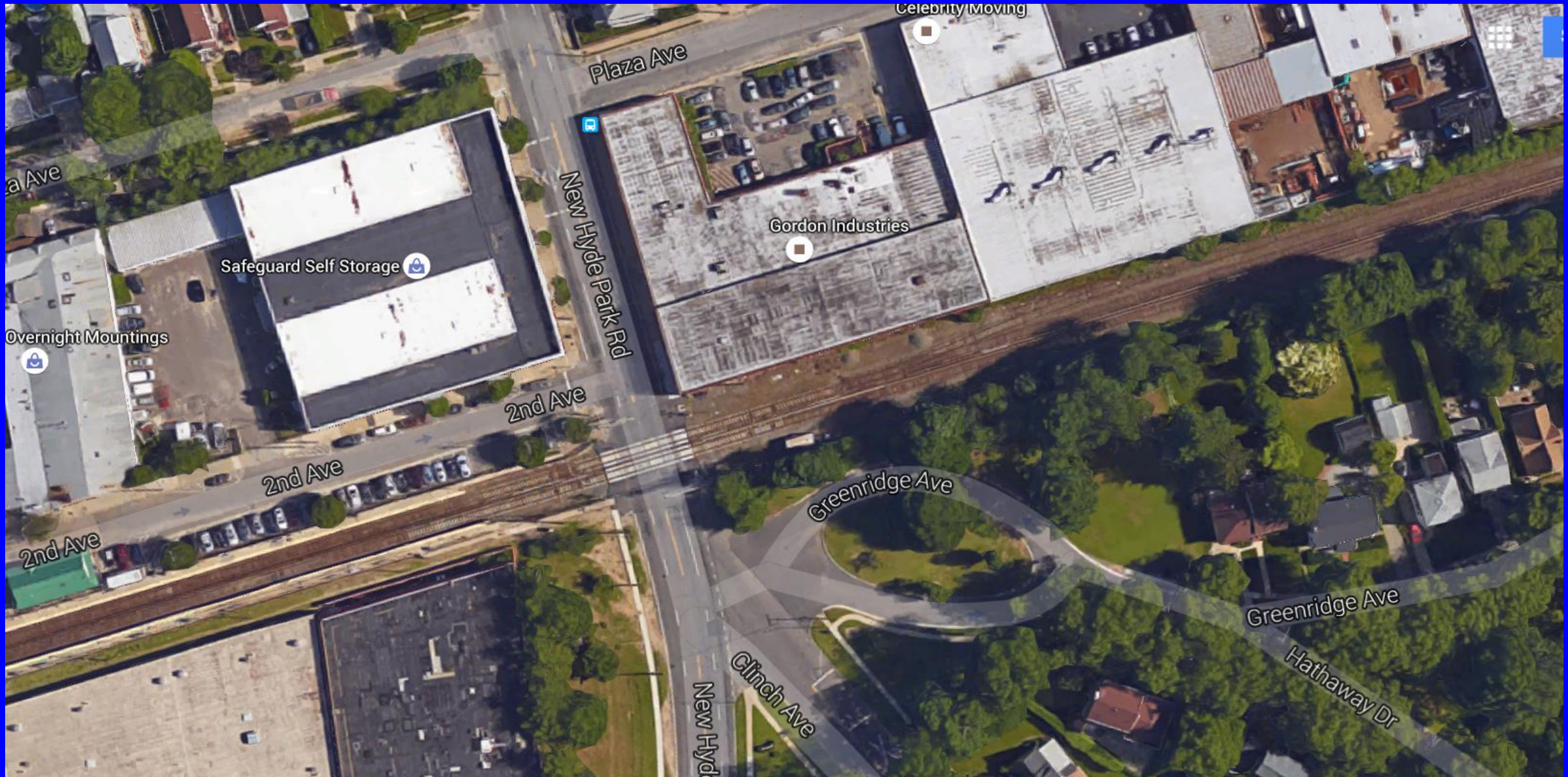
Existing At Grade Crossing



Proposed to be acquired to make room for the underpass on New Hyde Park Road



# NEW HYDE PARK ROAD



# NEW HYDE PARK ROAD



# New Hyde Park Road

## Option 1

- Five lane underpass
- Left lane turning lanes at Plaza and Clinch
- Parking lot replaces Storage Building
- Traffic signal at Plaza and NHP Road

## Option 2

- Four lane underpass
- No dedicated left hand turning lanes
- No property takings
- Kiss and ride and traffic signal south of LIRR

# Grade Crossing Elimination Concerns

## Construction Period

- Total Time
- Hours of construction
- Noise
- Staging areas
- Traffic diversions through residential streets

## Final State

- Traffic flow through residential streets
- Greater urbanization – more vehicles
- Freight trains
- LIRR service improvements to NHP

We have yet to see the full plan for LIRR Expansion Project

# Elevating Tracks – Not Considered

- Construction and staging is more disruptive
- Operational impact to LIRR
- Property acquisitions
- Cost is higher

# Mainline Mayors: Mega-Project Prerequisites

1. New Passenger Train Yard in Huntington to preset trains for westbound commute
2. Electrify Port Jefferson Branch
3. Complete 2<sup>nd</sup> track into Ronkonkoma
4. Grade crossing elimination, *in a contextually sensitive manner*
5. Correct the *Jamaica Crawl* by upgrading problematic switches
6. Compete East Side Access into Grand Central Terminal
7. High speed signaling and switches in conjunction with passing sidings throughout the LIRR system



COMMENTS  
QUESTIONS  
INPUT  
SUGGESTIONS  
THOUGHTS

