



PUBLIC INFORMATIONAL MEETING

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

January 12, 2017

NEW HYDE PARK ROAD SCHOOL, NEW HYDE PARK, NY



The Long Island Rail Road's Draft Environmental Impact Statement

Larry Montreuil

Deputy Mayor

Village of New Hyde Park

Village of New Hyde Park LIRR Third Track Task Force

Diane Bentivegna
Edward Powers
Rich Pallisco

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

Purpose of Meeting

- Update the public on the LIRR Third Track Project
- Share Areas of Concern
- Explain how the public can participate

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



Introduction

Bob Lofaro

Mayor

Village of New Hyde Park

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

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

Draft Scoping

Public Hearings and Comments

Final Scoping

Draft Environmental Impact Statement

Public Hearing and Comments

Final Environmental Impact Statement

Draft Environmental Impact Statement

Environmental impact statement content.

(1) An EIS must assemble relevant and material facts upon which an agency's decision is to be made. It must analyze the significant adverse impacts and evaluate all reasonable alternatives. EISs must be analytical and not encyclopedic. The lead agency and other involved agencies must cooperate with project sponsors who are preparing EISs by making available to them information contained in their files relevant to the EIS.

Draft Environmental Impact Statement

(2) EISs must be clearly and concisely written in plain language that can be read and understood by the public. Within the framework presented in paragraph (5) of this subdivision, EISs should address only those potential significant adverse environmental impacts that can be reasonably anticipated and/or have been identified in the scoping process. EISs should not contain more detail than is appropriate considering the nature and magnitude of the proposed action and the significance of its potential impacts. Highly technical material should be summarized and, if it must be included in its entirety, should be referenced in the statement and included in an appendix.

Public Hearings

Tuesday, January 17th from 11am to 2pm at the "Yes We Can" Comm Ctr

Tuesday, January 17th from 6 pm to 9 pm at the "Yes We Can" Comm Ctr

Wednesday, January 18th from 11am to 2pm at Hofstra University

Wednesday, January 18th from 6 pm to 9 pm at Hofstra University

Thursday, January 19th from 11am to 2pm at The Inn at New Hyde Park

Thursday, January 19th from 6pm to 9pm at The Inn at New Hyde Park

The DEIS 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 SEQRA Process: This DEIS 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

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The Long Island Rail Road's Draft Environmental Impact Statement

Larry Montreuil

Deputy Mayor
Village of New Hyde Park

DEIS Chapter Breakdown

Review DEIS on Website : www.amodernli.com

Chapter	Description	Member
1	Description	Larry
2	Land Use	Larry
3	Socioeconomic	Diane
4	Environmental Justice	Diane
5	Visual Resources	Rich
6	Historic	Diane
7	Natural Resources	Rich
8	Contaminated Materials	Ed
9	Utilities and Infrastructure	Ed
10	Transportation	Ed
11	Air Quality	Rich
12	Noise	Larry
13	Construction	All
14	Cumulative and Secondary Impacts	Larry
15	Safety and Security	Ed
16	Electromagnetic	Larry
17	Climate Change	Diane
18	Alternatives	All
19	Irreversible and Irretrievable Commitments	Larry
20	Unavoidable Adverse Impacts	Larry
21	Public Participation and outreach	Larry

Village of New Hyde Park – Third Track Task Force

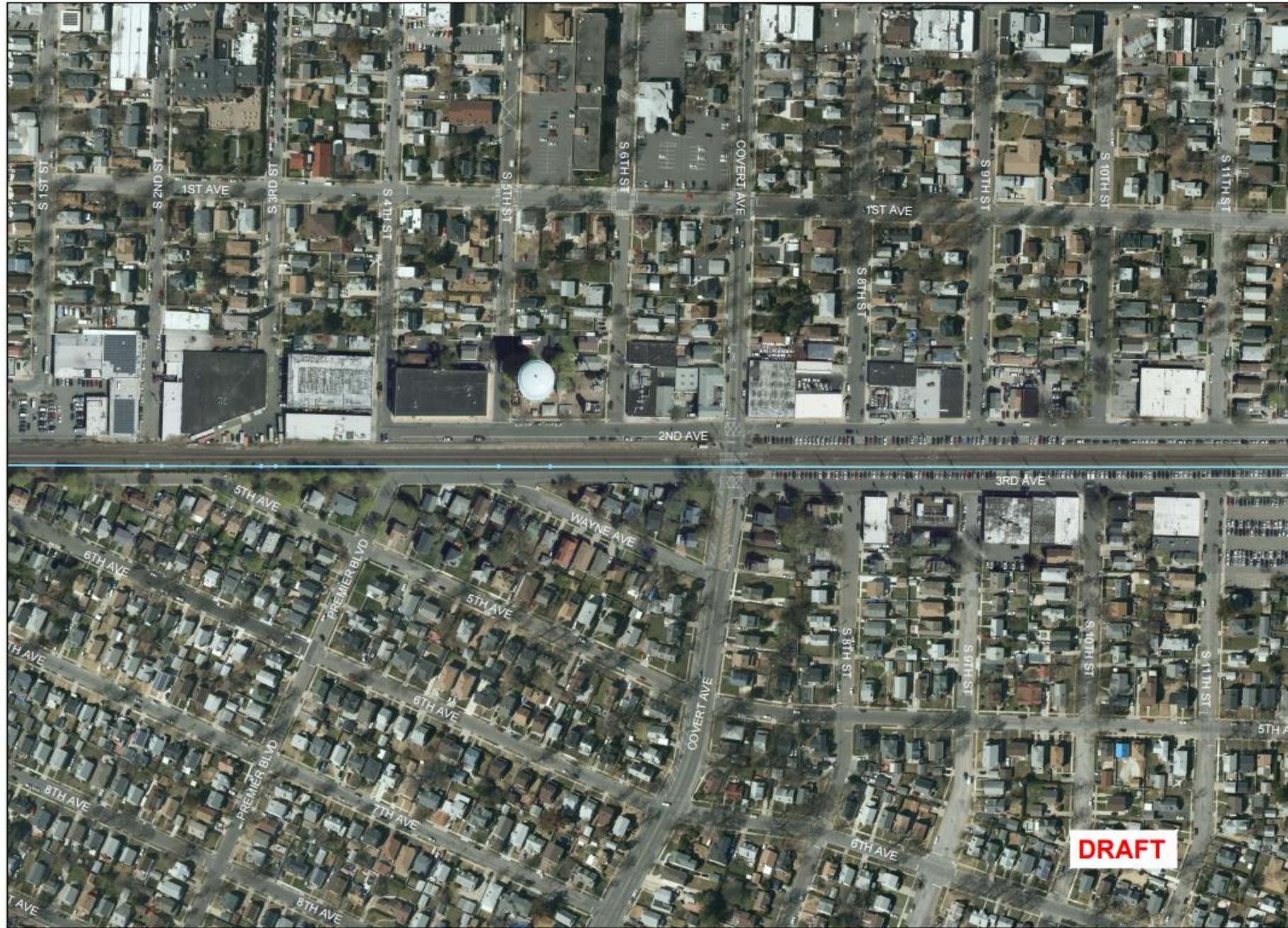
Public Information Session

January 12, 2017

Third Track Task Force Review of DEIS

Review DEIS on Website : www.amodernli.com

- Areas of Concern – TTTF Members
 - Change Village Character by
 - Changing Traffic Patterns
 - Structures that Change the appearance of our suburban neighborhood
 - Noise and Vibration
 - Further isolation of South Side residents from NHP community
 - Freight
 - Enormous Adverse Impact During Construction Period
 - Noise
 - Trucks
 - Traffic
 - Tremendous Negative Impact to Property Values
- Project Need Fails to Justify Cost and Upset
 - Disproportionate Adverse Affect to NHP and Neighboring Communities
- Financial Aspects Questionable



Long Island Rail Road

LIRR Expansion Project From
Floral Park to Hicksville

New Hyde Park

Sheet 3 of 21

November 22, 2016



ENLARGED AREA

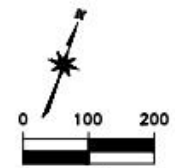


AECOM

KSE

KS ENGINEERS, P.C.

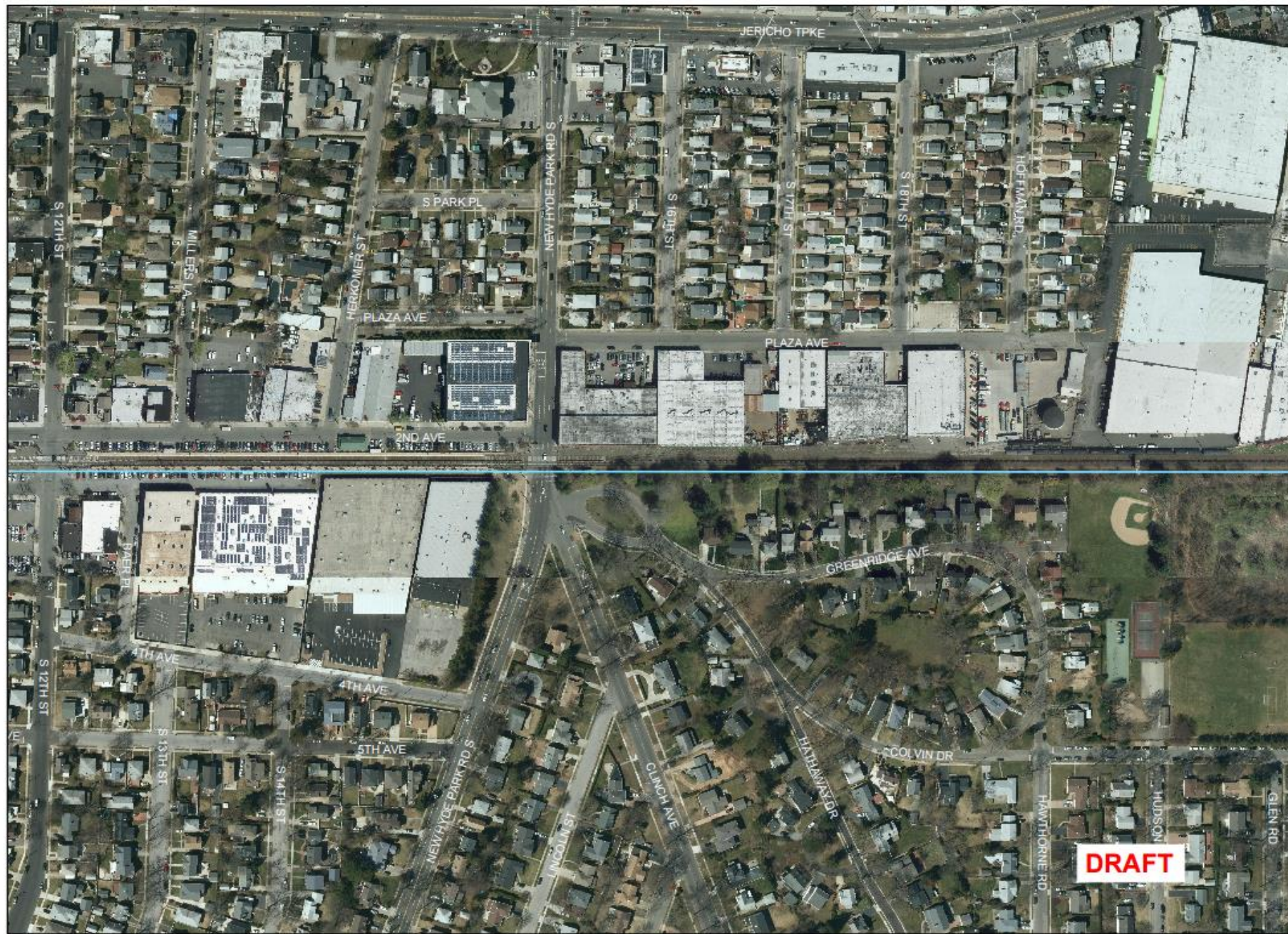
Source:
Aerial Photography - flown in April 2016 -
bandwidth of 500' on either side of the Long
Island Rail Road. Merged with New York
State Digital Orthoimagery Program flown in
2013



SCALE: 1"=200'

DRAFT

 **Long Island Rail Road**



Long Island Rail Road

LIRR Expansion Project From
Floral Park to Hicksville
Alternate A

New Hyde Park, North New
Hyde Park and Garden City

Sheet 4 of 21

November 22, 2016



ENLARGED AREA

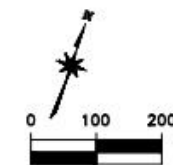


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SCALE: 1"=200'

 Long Island Rail Road









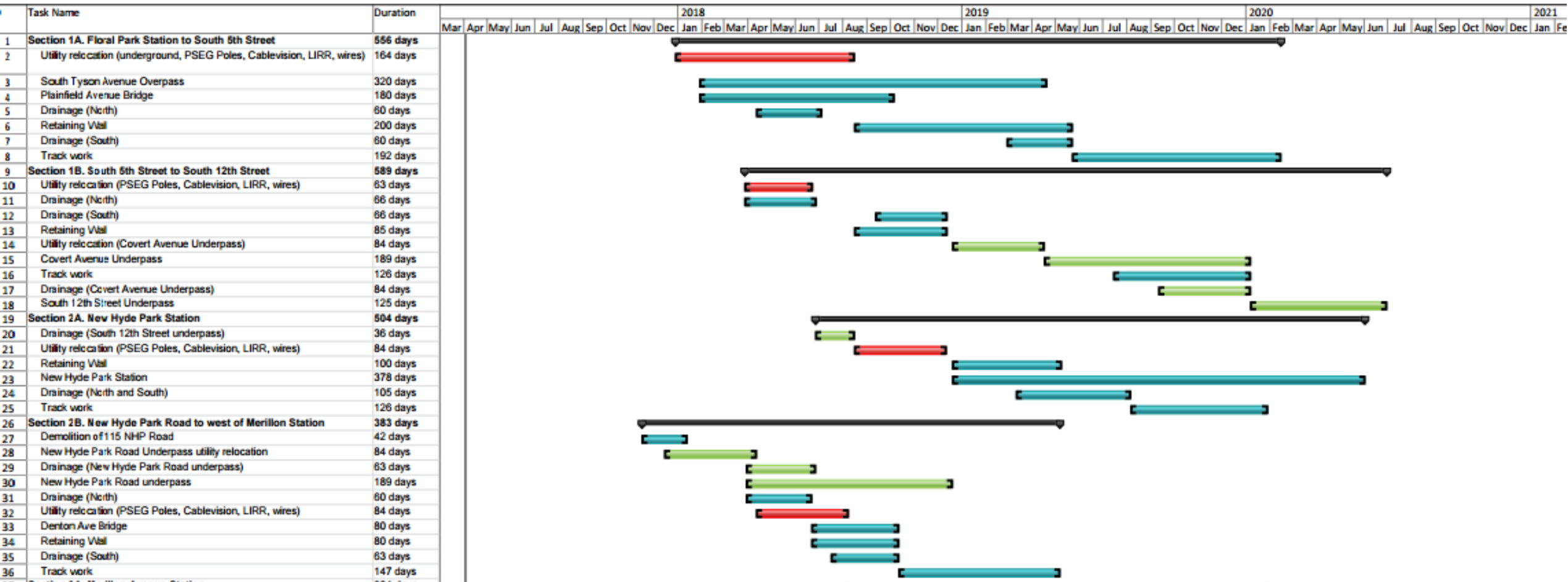




Source: NYSDOT

Construction Time Line - NHP

Nov. 2017 – July 2020



LIRR On Time Reliability

Comparison of On-Time Performance for LIRR and Metro-North

LIRR Branch	AM	PM	Annual
Huntington	88.8	83.7	88.6
Oyster Bay	92.8	83.8	92.4
Port Jefferson	85.6	83.7	87.0
Ronkonkoma	85.1	89.2	89.2
Metro-North	90.4	95.8	93.5
Note: 2015 on-time performance (OTP). Bold indicates LIRR branch OTP exceeds MNR average OTP for referenced period			

The DEIS references major events on the main line causing 10 or more delays:
3,538 Delays / 44 months

Year	Delays
2013	1,076
2014	668
2015	1,101
2016*	693
	<hr/>
	3,538

How many of these delays would have been avoided if there were a third track?

What is the degree to which on time reliability would have improved?

What is the cost of this enhancement? >>>> \$2.5 B

What is the cost, benefit and yield of other improvements that could be made?

* Last reported date 8/24/2016

	A	B	C	D	E	F	G	H
1								
2								
3				Main Line Tracks			Value	
4		Project	Cost	Two	Three	Improvement	Improvement / \$	
5			(\$ M)	LIRR System Reliability				
6		Jamaica Improvement Double Track	\$ 518.0	____%	____%	____%	_____	
7		M-9 Fleet Procurement	\$ 500.0	____%	____%	____%	_____	
8		Positive Train Control	\$ 390.0	____%	____%	____%	_____	
9		Track SGR	\$ 342.0	____%	____%	____%	_____	
10		Station Parking	\$ 296.0	____%	____%	____%	_____	
11		Power	\$ 250.0	____%	____%	____%	_____	
12		Shops / Yards	\$ 211.0	____%	____%	____%	_____	
13		Component Repairs	\$ 164.0	____%	____%	____%	_____	
14		Other	\$ 165.0	____%	____%	____%	_____	
15								
16		LIRR Capital Plan 2015 - 2019	\$ 2,836.0	____%	____%	____%	_____	
17								
18								
19								
20		LIRR Expansion Project	\$ 2,000.0	____%	____%	____%	_____	
21								
22								
23								

SHOW ME THE MONEY

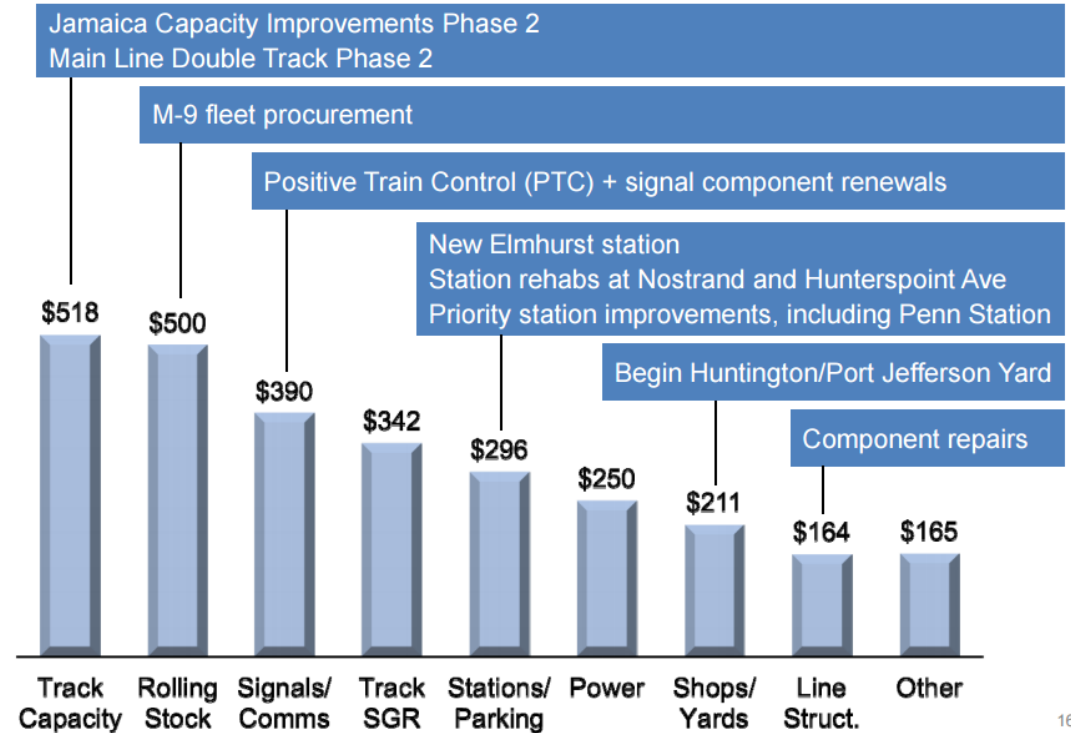
"The construction cost estimate for the LIRR Expansion Project is approximately \$2 billion, with funding to come from the MTA and other State sources."

Governor Cuomo: "The MTA Capital Budget has a lot of money they haven't spent."

What is no longer needed in the MTA Capital Plan that the public was told we were getting?

Yet the MTA 2015 – 2019 Capital plan makes no mention of the LIRR Expansion Project.

Long Island Rail Road: \$2.8 billion



DiNapoli: State's High Debt Limiting Options

Renews Call for Comprehensive Debt Reform

January 7, 2013

[State Comptroller](#) Thomas P. DiNapoli today warned in an [analysis](#) that New York State's heavy [debt](#) burden could jeopardize critical infrastructure projects and other capital needs.

New York State has the second highest level of debt in the country and is approaching its legal borrowing limit.

“We spend billions each year to repay existing debt, so fewer resources are available for more pressing needs. This comes at a challenging time when our state needs to rebuild and repair critical infrastructure and has growing capital needs.

“Taxpayers have little or no say in how much the state borrows, but they’re the ones who have to foot the bill. It is time to return to voter approval of borrowing.

Nearly 95 percent of state borrowing over the last 10 years has been through public authorities. (2013)

Total voter-approved, general obligation debt represents only 5.5 percent of the state-funded debt burden, down from 10.2 percent ten years ago;

New York State Office of the State Comptroller

Thomas P. DiNapoli, State Comptroller

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STATE AND LOCAL PUBLIC AUTHORITY DEBT OUTSTANDING

As of Most Recent Reported Fiscal Year

(in millions of dollars)

2016

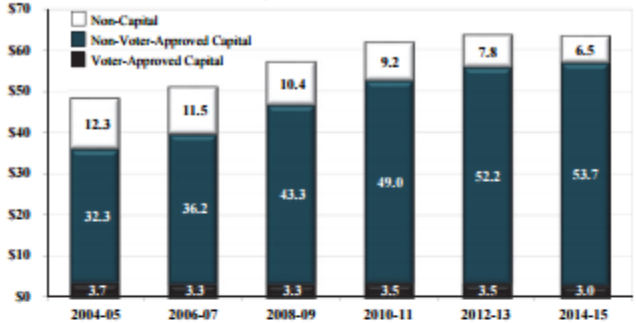
Public Authority	Debt Outstanding
Dormitory Authority of the State of New York	\$ 47,286
Metropolitan Transportation Authority	36,475
New York State Thruway Authority	10,977
New York State Housing Finance Agency	13,644
New York State Urban Development Corporation	12,419
Long Island Power Authority*	7,283
Environmental Facilities Corporation	6,054
New York Job Development Authority	6,596
New York State Energy Research and Development Authority	3,059
State of New York Mortgage Agency	2,603
New York Local Government Assistance Corporation	2,058
Tobacco Settlement Financing Corporation	1,378
Power Authority of the State of New York	1,563
Battery Park City Authority	1,059
State of New York Municipal Bond Bank Agency	506
Niagara Frontier Transportation Authority	135
New York State Bridge Authority	104
All Other State*	5,459
Total State*	158,657
Total Local	108,965
Grand Total*	\$ 267,621

\$ 267,621,000,000

New York State Comptrollers Report on Debt

State-Funded Debt

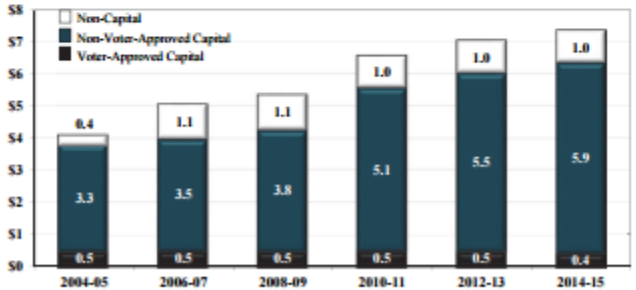
figures in billions



State-funded debt has increased 30.8% since 2005. Non-voter-approved capital debt accounted for 85% of the State-funded debt outstanding in 2014-15.

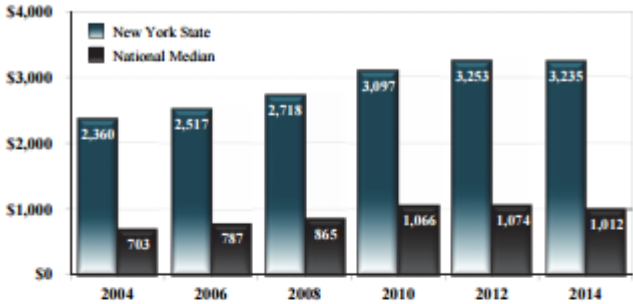
The Cost of New York State's Debt Service

figures in billions



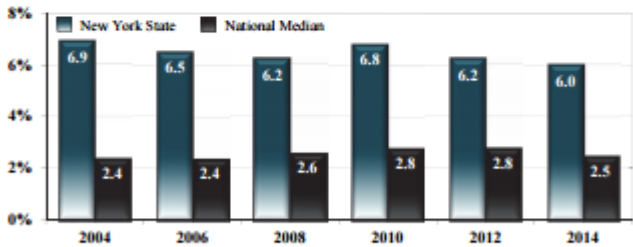
Debt service costs have increased 73.8% since 2005.

State Debt per Capita



In 2014, each New Yorker's share of the total State government debt was over three times the national median for states.

State Debt as a Percentage of Personal Income



New York has more than twice as much State debt as a percentage of personal income than the national median for states.

	Loan	\$ 2,000,000,000	
	Interest	2.5%	
Period	Months	240	
	Interest	Principal	Total
Total Int	(\$543,533,886.55)	(\$2,000,000,000.00)	(\$2,543,533,886.55)

Positive Economic Impact

The total effect on the local economy, expressed as economic output or demand for local industries, is estimated at approximately

\$3.18 billion for Nassau County,

\$47.14 million for Suffolk County, and approximately

\$3.33 billion for the New York State economy overall.

Property	Market Value	Assessed Valuation	Est. Property Tax Loss
124 Covert Avenue	\$1,400,000	\$20,851	\$57,908
115 New Hyde Park Road	\$2,400,000	\$65,000	\$262,979
Total	\$3,800,000	\$102,800	\$320,887

