

Attachment C:
Public and Private Oral Comments
on Draft Scoping Document

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NEW YORK STATE DEPARTMENT OF TRANSPORTATION
MTA/LONG ISLAND RAIL ROAD

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PUBLIC SCOPING MEETING
RE: LIRR EXPANSION PROJECT

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Mack Student Center
Hofstra University
Hempstead, New York

May 24, 2016
10:00 a.m.

B E F O R E:

SUSAN MCGOWAN, LIRR,
THE HEARING OFFICER

A P P E A R A N C E S :

For the Long Island Rail Road :

Susan McGowan, The Hearing Officer

Ed Dumas

Elisa Pica

FOR NYS DOT:

Mark Bocamazo, P.E.

Other Project Participants

The Public

The Press

The Media

Rebecca Wood, Stenographer

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P R O C E E D I N G S

MS. PICA: Good morning and welcome.

Thank you for attending today's public scoping meeting on the Long Island Rail Road Expansion Project.

My name is Elisa Pica. I am the executive vice president of the Long Island Rail Road. I'll be going through the program today along with some other logistical notes, but first I would like to start by asking you to stand and join me in the Pledge of Allegiance.

(Whereupon the Pledge of Allegiance commenced.)

MS. PICA: Thank you.

And thank you for taking the time from your busy schedules to be here today. Your input and feedback to this project is crucial and it is greatly appreciated.

Today is the first public meeting and part of a robust community

1
2 outreach process for the Long Island Rail
3 Road expansion project that began earlier
4 this year and that will continue
5 throughout its duration.

6 In a moment we're going to
7 show you a video presentation on the
8 proposed project. After that, we will
9 take comments from those who have
10 registered to speak.

11 If you would like to speak
12 and have not registered yet, there is
13 still plenty of opportunity to do so at
14 our front desk and we urge you to do that.

15 The purpose of this meeting
16 is to discuss the scope of the Long Island
17 Rail Road Expansion Project, in
18 particular, the Draft Scoping Document
19 that was released on May 5th. There are
20 copies of this report in the back of the
21 room and they are also available on our
22 project website, WWW.aModernLI.com, which
23 we encourage you to visit.

24 This is the public's first
25 opportunity to comment on the project, but

1
2 it will not be the last. There will be
3 more public meetings as the project plan
4 is progressed and more completely
5 developed.

6 Right now we are developing
7 the scope of things to study, what impacts
8 the project will have on the region, and
9 we call this process scoping.

10 After these scoping
11 meetings, we will release a final scoping
12 document outlining what will be reviewed
13 in the Draft Environmental Impact
14 Statement. That is the next step of the
15 process.

16 More details of the project
17 will be released later this summer once
18 the Draft Environmental Impact Statement
19 is complete and then there will be more
20 public meetings so that you can comment on
21 the proposed plan.

22 Your comments are important
23 to us and to the process. Your comments
24 will be entered into the public record as
25 part of the project and reviewed

1
2 accordingly.

3 Unprecedented outreach has
4 been the cornerstone of the Long Island
5 Rail Road expansion project. While we are
6 here today in a formal scoping meeting,
7 there are many other outreach efforts that
8 have been happening throughout Long
9 Island.

10 Our project team has had
11 more than 100 meetings with local
12 officials, business leaders, and other
13 interested parties and many of our members
14 of the team are here today to listen to
15 your comments.

16 We have also opened a
17 project office at the Mineola train
18 station at the south platform. We have
19 liberal hours at that location and
20 encourage anybody interested to come in
21 and talk to us about the project, to learn
22 more about it, to ask questions about the
23 project at that location.

24 We've also developed a
25 project website where people can provide

1
2 comments and gain information, 24 hours a
3 day, at their convenience.

4 Finally, we have visited
5 all residential properties that share a
6 property line with the Long Island Rail
7 Road. This is indeed a very different
8 project than past proposals.

9 Now I'd like to turn your
10 attention to a short video that we've
11 prepared about the project and the
12 process.

13 (Video played.)

14 MS. PICA: Thank you.

15 Now I'd like to introduce
16 to you the representatives from the Long
17 Island Rail Road and State DOT, as well as
18 our hearing officer who will be conducting
19 the public portion of our meeting today.

20 To my right is Mr. Mark
21 Bocamazo. He is a design engineer with
22 Region 2, New York state Department of
23 Transportation.

24 Next to him is Mr. Ed
25 Dumas. He's the Long Island Rail Road

1
2 vice president of market development and
3 public affairs.

4 And all the way to my right
5 is Ms. Susan McGowan, the Long Island Rail
6 Road's general manager of public affairs
7 and our hearing officer today. I will
8 turn this meeting over to Susan.

9 THE HEARING OFFICER: Thank
10 you, Elisa.

11 This scoping meeting is an
12 opportunity to hear from you regarding the
13 topics you think should be studied a part
14 of the project environmental review
15 process. In order to give public comment,
16 we ask that you sign up at the front desk.

17 We're also asking that
18 speakers limit their comments to three
19 minutes so that we can hear from as many
20 people as possible.

21 Again, this meeting will
22 not be the only opportunity you have to
23 comment on the project. You can also
24 continue to provide comments at the
25 project office at the Mineola station, by

mail, or online at aModernLongIsland.com
by June 13th.

Additional public meetings
will be held in a few months when more
details of the project are available and
released in what's called the Draft
Environmental Impact Statement.

We also have
representatives from both the Long Island
Rail Road and New York State Department of
Transportation available to consult with
you. They're in a room adjoining this
one.

If you prefer to give
comments privately, you can sign up at the
front desk to give comments to the private
stenographer who will also make sure they
are entered into the public record.

Because this is a formal
scoping meeting, we are entering your
comments into the public record. We will
not be responding directly to your
questions and comments from this podium;
however, again, we do have staff in the

1
2 other room and they can help answer your
3 questions if needed.

4 If you have any special
5 needs or concerns, please find a staff
6 member and we'll do our best to address
7 those concerns.

8 Kindly, if you haven't
9 already done so, place your cell phones on
10 silent.

11 Now I'm going to call the
12 names of the first five speakers who have
13 registered, in order, so they can prepare
14 themselves to come to the podium. Then I
15 will call the name of the first speaker.

16 When I call you to the
17 podium, please state your name and
18 affiliation and note that you have three
19 minutes.

20 Our first speaker is Mayor
21 Thomas Tweedy of the Village of Floral
22 Park. Oh, I said I'd read all five. John
23 Burk, Jr. will speak directly after the
24 Mayor; then Mark Epstein, then Neal Lewis
25 and Kevin Law. Mayor Tweedy.

1
2 MAYOR TWEEDY: Good
3 morning.

4 Thomas Tweedy, Mayor of
5 Floral Park. The speed with which the
6 plans for seven grade crossings and 9.8
7 miles of new express track through some of
8 the most densely populated and mature
9 communities borders on the
10 incomprehensible.

11 The Governor asked the
12 community leaders in Western Nassau County
13 to listen to the State's representatives
14 in developing this plan. We have listened
15 and shared our concerns, but our
16 participation should not be inferred as
17 consent.

18 The only way this plan
19 could move this quickly is because it is
20 the same plan as that was presented ten
21 years ago. If this is the same plan, why
22 not go under the oversight of the Federal
23 Transit Administration now?

24 Scoping testimony and
25 documents have already been provided ten

1
2 years ago. Why should those who testified
3 ten years ago be disenfranchised? Why
4 should they be ignored? We would accept
5 that testimony as the State's scoping
6 document we believe is nonresponsive.

7 Floral Park sat with the
8 State's representatives three times, yet
9 none of our concerns are contained or
10 addressed in this scoping document.

11 Where is the track
12 alignment? What is the right of way?
13 What is the drainage plan? What parking
14 will be lost building new superstructures
15 to support new bridges? What operation
16 benefit will be achieved? Or will we bear
17 all the burden and derive none of the
18 benefit? What impact will this plan have
19 on our recreation center?

20 When we began considering
21 the development of our new pool complex in
22 2013, we looked at MTA/LIRR's 5-year and
23 20-year Capital Programs. There were no
24 budget proposals for any Mainline Capital
25 Improvements.

Without disclosing track alignment choosing or 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 pool's shells and our Village's investments are at risk.

At our adjacent recreation center, what will the visual impact be as trains roar along the top of the retaining wall with basketball, football, 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 nine months, opening on time and on budget, even through the brutal winter of 2014. That was possible due to good planning. To date, there is little comparable planning,

1
2 unless, of course, it is the same plan as
3 ten years ago.

4 It is not our role to
5 design your track. It is yours to
6 disclose. We did as the Governor
7 requested; however, we do not believe that
8 justification for the third track has been
9 achieved when compared to the incremental
10 and less onerous LIRR proposals to address
11 improvements and train movement along the
12 main line.

13 This, combined with the
14 lack of transparency and the segmentation
15 strategy employed by the state's planning
16 reps, is disturbing.

17 Given the size and scope of
18 this mega project, we respectfully request
19 an extension of the scoping commitment to
20 90 days, additional scoping hearings be
21 convened in both Floral Park and Mineola,
22 the disclosure of all plans, and finally,
23 we request the oversight of this project
24 be returned to the FTA.

25 This is not a different

1
2 plan and if it is, show us.

3 THE HEARING OFFICER: Thank
4 you, Mayor Tweedy. Next we have John
5 Burke, Jr.

6 MR. BURKE: Thank you.
7 Good morning.

8 While I acknowledge and
9 appreciate the point of view of the Mayor,
10 I'm going to be speaking on behalf of
11 D'Addario and Company and coming at this
12 from a different perspective. And we
13 appreciate the opportunity to speak about
14 this project and voice our support of it.

15 Just to so you know,
16 D'Addario and Company is the world's
17 largest manufacturer of musical instrument
18 accessories. Over 825 of our 1,200
19 worldwide employees work and live here on
20 Long Island.

21 While the majority of our
22 employees are the factory workers who help
23 make our products, we also employ
24 engineers, mechanics, quality control
25 personnel, research and development

1
2 personnel, project managers, as well as
3 staff. And our sales, marketing, finance
4 and human resources department.

5 So as can you can
6 appreciate, we spend a lot of time
7 recruiting people to try and come and work
8 here at our company on Long Island.
9 However, in the last several years that
10 has become a much more daunting task for
11 us.

12 Several years ago, in
13 conjunction with our company's re-branding
14 initiative, D'Addario decided that in lieu
15 of the increased prominence of eCommerce
16 sites, digital marketing, and social media
17 platforms, that we needed to reach out to
18 the creative talent in New York City and
19 recruit them to come here work on Long
20 Island.

21 Filling these positions
22 wasn't easy. In fact, we heard from many
23 candidates that they simply didn't want to
24 come and work on Long Island because
25 commuting was too difficult.

1
2 As a result, D'Addario was
3 forced to open an office in Brooklyn. Now
4 we're obviously we're thrilled to have
5 these individuals working for us and we
6 value the contribution that they've made
7 and will continue to make to our company,
8 but D'Addario has spent hundreds of
9 thousands of dollars building out our
10 space in Brooklyn.

11 And we're going to spend
12 hundreds of thousands of dollars over the
13 course of the lease to stay in this space.

14 And we're left to wonder,
15 what else could we have done? What other
16 investments could we have made in our
17 company if we had a suitable
18 transportation infrastructure that would
19 bring people from New York City out to
20 Long Island?

21 Additionally, as a D'Addario employee,
22 I've had the opportunity to travel and
23 visit our affiliate companies in the UK,
24 France, and China, as well as other cities
25 here in the U.S., where we have a

1
2 manufacturing presence.

3 It's both surprising and
4 disappointing to see the incredible
5 disparity between the investment made in
6 transportation infrastructure in our
7 region as compared to the more developed
8 transportation networks that exist in
9 these other countries.

10 Long Island simply cannot
11 stay competitive without an improved rail
12 system. If our region doesn't move
13 forward with the project of this --
14 although we do acknowledge we need to
15 answer many of the questions that are
16 going to be posed here today.

17 We need to modernize the
18 Long Island Rail Road, because if we
19 don't, the railroad itself will
20 deteriorate and our economy, businesses,
21 and region will suffer.

22 D'Addario fully supports
23 this initiative and we appreciate the
24 opportunity to express our support here
25 today. Thank you.

1
2 THE HEARING OFFICER: Thank
3 you.

4 (Applause.)

5 THE HEARING OFFICER: The
6 next speaker is Mark Epstein. After
7 Mr. Epstein will be Neal Lewis, Kevin Law
8 and George Truicko. And please forgive
9 me, I'm hoping I pronounce everything
10 correctly, but you can correct me when you
11 get to the podium. Mr. Epstein.

12 MR. EPSTEIN: Thank you.

13 My name is Mark Epstein. I
14 am chair of the Long Island Rail Road
15 Commuter Council, the legislatively
16 mandated voice of the riders. I'm here
17 today to offer our support for the
18 improvement of the main line.

19 The Long Island Rail Road
20 and its riders have a special
21 relationship. In this relationship the
22 riders are doing their part. The
23 ridership is up on the Long Island Rail
24 Road to 87.6 billion in 2015. The rail
25 road's highest total since 1949. That's

the good news.

The bad news is that, as ridership has increased, on time performance has decreased, and about 40 percent of riders are traveling over an outdated and overburdened section of track that we now know as the main line.

The volume of train traffic on this section prevents any serious consideration 2H service and often reduces rush hour travel to a crawl. And that's only if nothing goes wrong.

A stalled train, malfunctioning crossing gait, or track defects can bring the Long Island Rail Road to it's knees, not only effecting those who ride the main line, but backing up traffic and delaying trains behind it.

The East River Tunnels that most Long Island Rail Road riders must travel through are likewise severely overburdened. The East Side Access Project is now under construction and will add new capacity to get Long Island

Rail Road trains under the East River.

The problem with this is, once the east exit is completed, trains will still have to deal with the same old choke points on the main line, making goals such as increased reverse commuting only a dream.

You may ask, "What's so bad about current rail service?" Well, if you ask that, clearly you are not a regular commuter on the Long Island Rail Road.

The time, inconvenience, and stress resulting from a severely constrained main line, is clearly not working for riders, their families, or their employers.

As a regular commuter of the Long Island Rail Road since 1986, I say there has to be a better way to run a rail road. For many years, community leaders and the Long Island Rail Road have studied and proposed expanding the main line to three tracks.

Early proposals have large

1
2 impacts on neighboring properties and we
3 must take these impacts into
4 consideration.

5 Local communities must be
6 involved in development of this project so
7 that the final proposal will take into
8 account local sensitivities, but also
9 achieve the original objective of increase
10 in capacity and operational flexibility so
11 that the Long Island Rail Road can operate
12 as a modern rail road.

13 The Main Line Improvement
14 Project is critical to Long Island's
15 economic health, quality of life, and as
16 our ability as a community.

17 We have a unique
18 opportunity to move forward and leverage
19 the increased capacity that will be
20 created by new East River Tunnels, to
21 create real benefits for Long Island, and
22 those who call it home.

23 We must take advantage of
24 this opportunity. The commuters of the
25 Long Island Rail Road, who we represent,

1
2 need this project. The future community
3 of Long Island needs this project and we
4 fully support this project. Thank you.

5 (Applause.)

6 THE HEARING OFFICER: Next
7 we have Neal Lewis. After Mr. Lewis we
8 have Kevin Law.

9 MR. LEWIS: Good morning.
10 My name is Neal Lewis. I'm the executive
11 director of the Sustainability Institute
12 of Molloy College.

13 I want to mention, really
14 from a starting point, that this kind of
15 project is exactly the type of thing that
16 we need to be seen going forward on Long
17 Island, really from that, sort of, triple
18 bottom line of sustainability, something
19 that can be good for the environment.

20 And basically as a general
21 rule, everybody understands that cars are
22 very polluting and even if people continue
23 to own their cars at the current rates,
24 some people will choose to take the train
25 much more frequently if we can improve

1
2 this service.

3 So every time we get
4 someone out of their car, for every trip,
5 we're protecting our environment,
6 improving the air we breath and reducing
7 the greenhouse gasses that cause global
8 warming.

9 The thing that's exciting
10 about this project is it also has these
11 very significant economic benefits,
12 including some of the business owners you
13 already heard from and I know we're going
14 to hear additional information about the
15 business benefits.

16 And there's also a real
17 opportunity for community and cultural
18 benefits. There's an interest in
19 promoting the opportunities for
20 transit-oriented development across Long
21 Island.

22 We're going to hear from a
23 lot of people in this process and I hope
24 we don't forget to hear from the people in
25 Suffolk County and further east because

1
2 really what is happening in terms of this
3 project is bottleneck that we're
4 attempting to resolve here, has
5 ramifications that go far beyond the
6 communities that are immediately adjacent.

7 With all that said, the
8 process we're at today is a SEQR Scoping
9 Process. So for that, really what we're,
10 at this stage, looking to do is make sure
11 we do a really thorough SEQR Review
12 Process and do our jobs really well, which
13 is both the responsibility on the public
14 and those for the railroad.

15 I think it's very important
16 that as we look through the SEQR Process,
17 we take seriously the notion that any
18 alternatives that are proposed by the
19 public, must be evaluated thoroughly in
20 the review process.

21 In this analysis, it's not
22 sufficient to say, well, the benefits of
23 this project are overwhelming, which they
24 clearly are, but therefore we don't have
25 to worry about some small details about

1
2 how it impacts the communities.

3 Clearly we need to be very
4 much open to the concerns, including those
5 we've heard raised by one of the mayors,
6 and let's see if we can't, not only
7 address their concerns, but in the
8 process, actually improve their experience
9 with the railroad in each of the
10 communities as it passes through these
11 seven grade crossings.

12 I can say, as someone who
13 lives in the downtown in Massapequa, it's
14 hard to imagine the time when we used to
15 have the grade crossings. I lived about a
16 half a block from the elevated trains
17 there and they're a tremendous improvement
18 in the community.

19 So let's embrace this
20 process. Let's be serious about
21 considering alternatives and addressing
22 the mitigations, and I intend to continue
23 to participate as we go forward.

24 Thank you.

25 THE HEARING OFFICER: Thank

1
2 you much.

3 (Applause.)

4 THE HEARING OFFICER: Our
5 next five speakers will be Kevin Law,
6 George Truicko, Grant Havasy, Rosemary
7 Mascali, and Richard Zelazny. Mr. Law.

8 MR. LAW: Good morning.

9 My name is Kevin Law. I'm
10 the president and CEO of the Long Island
11 Association. I believe this Third Track
12 Project is the most important
13 infrastructure projection proposed for
14 Long Island in the last one hundred years
15 and I commend Governor Cuomo for proposing
16 it and having his staff and the MTA and
17 the Long Island Rail Road try to advance
18 it.

19 The LIA was created in
20 1926. We are celebrating our 90th
21 anniversary this year. We have a history
22 of being supportive and proposing major
23 infrastructure projects for our region.

24 Looking back at our earlier
25 records, the LIA was instrumental in

1
2 encouraging the State and the City to
3 create the Midtown Tunnel, the Triborough
4 Bridge, the extension of the Long Island
5 Expressway to Route 110, the creation of
6 the Northern and Southern State Parkways,
7 and then, more recently, the creation an
8 extension of the LIE Service Roads.

9 Can you imagine what our
10 region would be like if those projects did
11 not exist? I even looked at records from
12 1948. We have a letter from Robert Moses
13 thanking us for the support of the
14 creation of the parkways to allow people
15 to get to the parks that he was designing.

16 So we have a history here
17 and we're going to continue to support
18 infrastructure investments in our region
19 and, again, I think this is one of the
20 most important infrastructure projects
21 proposed for our region in the last
22 century.

23 This project will benefit
24 all Long Islanders. It will benefit the
25 Long Island economy. It will benefit our

1
2 real estate values, and it will benefit
3 many of the small businesses on Long
4 Island.

5 See, the Long Island
6 economy is still inextricably linked to
7 the New York City economy. And while we
8 are no longer a bedroom community to New
9 York City and have our own economy, our
10 own healthy economy and our own right, the
11 fact of the matter is, 30 percent of
12 Nassau County residents still commute to
13 the City for their place of employment and
14 they bring back over 50 percent of all the
15 income in Nassau County.

16 That money is used to
17 support the real estate market, to support
18 the downtowns and to support our small
19 businesses.

20 So anything that we can do
21 to make it easier for people to get to and
22 from New York City, strengthens our
23 economy. Whether you use the railroad or
24 not, this is a wise investment for our
25 region.

1
2 And I listened to Mayor
3 Tweedy and I've listened to the comments
4 of some of the other elected officials and
5 I believe they're sincere, they're genuine
6 and their concerns are legitimate. And we
7 are here because we want to work with them
8 to make sure the MTA and the railroad
9 address those concerns and we mean that.

10 The third track for Long
11 Island is the right track for Long Island.

12 Thank you.

13 (Applause.)

14 THE HEARING OFFICER: Thank
15 you. Our next speaker is Mr. George
16 Truicko. He will be followed by Grant
17 Havasy.

18 MR. TRUICKO: Good morning.
19 My name is George Truicko, assistant
20 business manager of the Laborers Local
21 1298 representing 1,500 men and women of
22 Nassau and Suffolk County. Our union has
23 been building Long Island since 1938.

24 We have several hundred
25 members who live along the corridor and

1
2 support this project. They share the same
3 questions and concerns as their neighbors
4 in the local communities and are confident
5 they're going to be answered.

6 Projects like this don't
7 come around very often. It will be a
8 tremendous boost to our sagging
9 construction industry, promising to put
10 thousands of union building tradesmen to
11 work. Thank you.

12 (Applause.)

13 THE HEARING OFFICER: Next
14 Grant Havasy followed by Rosemary Mascali.

15 MR. HAVASY: Good morning,
16 thank you. My name is Grant Havasy, I'm
17 the vice president of the Long Island
18 Builders Institute. I'm also the
19 principal of Blue and Gold Homes, a
20 residential and multifamily builder on
21 Long Island.

22 First and foremost, I and
23 the Long Island Builders Institute support
24 the third track. The third track is a
25 necessary catalyst that will change the

course of our island forever.

Why is the third track necessary? This project will create a tremendous amount of new jobs and will promote a 21st century technology-based economy paired with increased mobility to and from New York City and within Long Island, we'll finely have the means to attract young talent again.

By efficiently connecting Long Island with New York City, talent and manufacturing will finally move east instead of only west. As more companies and employees head east, our local economies will thrive with the addition on daily patronizing our local shops and our restaurants.

With an improved transportation infrastructure, our universities -- go pride -- and world renowned laboratories and hospitals, could easily collaborate on life changing discoveries as scientists, doctors, and students would be able to efficiently move

1
2 from laboratories to hospitals to
3 universities.

4 The growing desire to
5 transform the areas around train stations
6 and grow them into vibrant hubs, such as,
7 Huntington Station, Ronkonkoma, Wyandanch
8 and Hempstead Village, will also create a
9 desire to move east as within these new
10 hubs, talent will have relief from the
11 much higher cost of living of New York
12 City while enjoying the vibrance and
13 convenience of a walkable downtown,
14 coupled with easy and efficient access to
15 New York City.

16 The list can go on and on
17 from socioeconomic to environmental
18 improvements.

19 In summary, Long Island can
20 simply not stay competitive without an
21 improved rail system. The local economy
22 continues to expand and the rate of
23 business is increasing with technology.

24 The Long Island Rail Road
25 will drag us down if we do not start

1
2 modernizing it. Simply put, the third
3 track is a necessary means to protect and
4 improve our future. It's not 9.8 miles
5 that's effected. It's 118 miles. And
6 just on our geographic island, 8 million
7 people.

8 Our future jobs, our future
9 health care services, our future
10 technologies, and our future families are
11 all at stake. The third track is the
12 first step for our future for our better
13 tomorrow.

14 Thank you.

15 (Applause.)

16 THE HEARING OFFICER: All
17 right, I'm going to read the next five
18 names. Rosemary Mascali is next, followed
19 by Richard Zelazny, James Angelillo, Phil
20 Heckler and Jay Korth. Please state your
21 name and affiliation.

22 MS. MASCALI: Hi, my name
23 is Rosemary Mascali. I'm the manager of
24 Transit Solutions, which is a federally
25 funded program of the MTA whose mission is

1
2 to improve Long Island's air quality by
3 increasing transit ridership.

4 I also chair the
5 Sustainable Transportation Committee for
6 the Long Island Chapter of the US Green
7 Building Council and I co-chair the Car
8 Free Day Long Island Event.

9 One of the key goals to
10 Transit Solutions is to be build awareness
11 of all the transit options available to
12 workers and students on Long Island.

13 One of the ways I do that
14 is I conduct transportation days and many
15 at Nassau County's major employers and
16 colleges, as well as companies in the
17 major employment centers in Suffolk
18 County, including Route 110 Corridor and
19 the Hauppauge Industrial Park.

20 At these transportation
21 days, I help employees and students find
22 transit alternatives to get to work. And
23 in the steady area, I'm at North Shore
24 University Hospital, LIJ Medical Center,
25 1111 Marcus Avenue multi-tenant facility

every month, and at Winthrop University Hospital on a quarterly basis.

I can tell you from this experience that the limited service on the main line is a major inhibitor to both intra-island travel and well as reverse peak Long Island Rail Road travel.

The infrequent transit service, often exacerbated by infrequent and uncoordinated bus service, make total travel time intolerable for most commuters.

This is evidenced by the census data that shows 70 percent of Nassau County residents drive alone to work and that counts the people taking the train into the City in the 30 percent that's taking transit. So we have got very few people intra-island and reverse peak taking advantage of the transit because of the limitations.

The impact on the major employment centers in Suffolk County is even more severe as there are

hour-and-a-half blackout periods with no train service during the peak travel time, making intra-island travel from Nassau County or from Suffolk to those centers or reverse peak commuting from New York City, impossible for anyone with a regular nine to five job.

The economic impact to Long Island of four reverse peak transit options is evident when you look at the growth of White Plains and Stanford as compared to Long Island.

Both White Plains and Stanford, both of these regions, have good track capacity providing for a rich source of manpower from New York City, particularly the millennials who favor living in New York City, but not favor owning a car.

I believe there will be even longer term impact to this as these young reverse peak commuters start buying homes and raising families, the areas they will know and be attracted to will be in

1
2 West Chester and lower Connecticut, much
3 the same as many of our children who went
4 to school out of state and have now chosen
5 to settle in Philadelphia and Atlanta and
6 Boston and wherever around the country.

7 Beyond the economic
8 benefit, this project also has major
9 environmental benefits. The Tri-State
10 area does not meet EPA air quality
11 standards and the cars are a major
12 contributor to our poor air quality.

13 THE HEARING OFFICER:
14 Please summarize your remarks.

15 MS. MASCALI: Long Island
16 needs this project and I'm encouraged that
17 the current proposal has positive benefits
18 for all.

19 Our regional economy will
20 certainly benefit. The elimination of the
21 seven grade crossings will make
22 neighborhoods safer and less noisy and the
23 reduced traffic will improve our air
24 quality and reduce our greenhouse --

25 THE HEARING OFFICER:

Please summarize.

MS. MASCALI: It's a win,
win for all.

(Applause.)

THE HEARING OFFICER: Okay,
again, speakers have three minutes. There
is a countdown clock to help you know. It
turns yellow when there is 30 seconds
left.

All the speakers have been very
good about keeping their remarks to three
minutes. We do this so that everyone has
a chance to speak.

The next speaker is
Mr. Richard Zelazny.

MR. ZELAZNY: I don't have
a speech or a prepared document, but I do
live next to the railroad. And a lot of
the improvements that they talk about
being done by a third track, that may be
true. But from my perspective, I have
many concerns.

I have the noise, the
vibration, air particulates. I know in

1
2 your study I saw carbon dioxide and carbon
3 monoxide, but what about particulates?
4 Those freight trains that come through,
5 they're not screened. They have a fishnet
6 over the top and inside is construction
7 debris.

8 And they tell us it's, oh,
9 that's new construction debris. There's
10 no asbestos or lead or silicon in there.
11 You're not going to be in trouble. Come
12 on. You're tearing down a house. You
13 know, it's new. You don't know those
14 things. And right now, I think everybody
15 on that main line is in jeopardy.

16 I was glad to see they're
17 going to do a soil test because a lot of
18 that dirt behind those fences, the
19 railroad itself used agent orange to kill
20 the debris there.

21 And on the other side of
22 the tracks, there were a lot of aviation
23 development groups that just dumped their
24 stuff into the embankment on the railroad.
25 So when they do that soil test, I think

1
2 there is going to be a lot of soil that
3 needs to come out.

4 Let me end -- when I say noise, I'm
5 talking about the train horn. And I know
6 there's going to be no crossings, but they
7 don't blow their horn for crossings. They
8 blow their horn for kids having, you know,
9 graffiti parties where they drink beer and
10 do drugs and graffiti the entire building
11 and you're just giving them a completely
12 clean palate to do their work on.

13 Has anything been done for
14 additional security on the right of way?
15 Living on the right of way, I can tell
16 you, in 60 years, nothing has been done.
17 I'm looking at the same fence that was
18 there 60 years ago. Of course, it's not
19 in very good repair and of course kids
20 jump it all the time, but is this ever
21 going to be addressed?

22 You're talking about a
23 retaining wall. How about a retaining
24 wall and a wall that gives us a little
25 protection against environmental hazards.

1
2 And what happens when the train tips over?

3 I don't want the garbage in my backyard.

4 I just want to finish up
5 very quickly by saying the Main Street
6 scenarios that you have for Mineola are
7 ridiculous. We just put in two new
8 apartment buildings. We're trying to
9 invigorate our downtown and you're
10 shutting it down.

11 And those are the last
12 things I'll say. Thank you.

13 THE HEARING OFFICER: Thank
14 you.

15 (Applause.)

16 THE HEARING OFFICER: James
17 Angelillo. Mr. Angelillo will be followed
18 by Phil Heckler. The next speaker after
19 that will be Jay Korth and then we'll have
20 Brandon Palanker.

21 MR. ANGELILLO: Thank you.
22 I'm also a resident who lives alongside
23 the new track to be built in the
24 Westbury/Carle Place area. I just have a
25 few concerns I'd like to mention.

1
2 I agree with the previous
3 speaker on most of what he said, but also,
4 is this the only location on all the
5 tracks of the Long Island Rail Road where
6 this can be done?

7 What are all these great
8 benefits that we're going to get from
9 this? This is the only 9.8 miles that we
10 can build? There must have been other
11 places to consider. Why were they all
12 eliminated? Why is the best place it to
13 this? That's one of the main concerns
14 that I have.

15 The other is the noise and
16 the safety problems. I've been living
17 with it for years. We've gotten used to
18 the trains as they are now. We have
19 survived okay with them. Now you're going
20 to add freight trains and a third track?
21 Wonderful, now we're going to have more
22 trains freight trains.

23 They say it's going to be
24 great during the peak hours. What about
25 off-peak hours? What about when we're

1
2 having parties outside and things like
3 that and now we have freight trains coming
4 by at all times? What about safety
5 problems as the previous speaker
6 mentioned, accidents, things like
7 breakdowns?

8 Also, why not have higher
9 retaining walls? They do this on the LIE.
10 They have higher retaining walls for the
11 sound. That would be one big help, it
12 would possibly help if there's an
13 accidents or things like that.

14 Why not have a higher
15 retaining wall? It doesn't have to be
16 monstrosity. It can be a normal sized
17 retaining wall that would -- by us the
18 track is lower than the ground. You have
19 the diagram showing the ones that are
20 above the ground. If they are lower, then
21 I would like it to be a higher retaining
22 wall.

23 Again, the main concern is
24 off-peak hours too. They address the peak
25 hour times. That's great, but what about

1
2 off-peak?

3 And that's about all I
4 have. Thank you for your time.

5 THE HEARING OFFICER: Thank
6 you very much.

7 (Applause.)

8 THE HEARING OFFICER: Next,
9 Mr. Phil Heckler.

10 MR. HECKLER: Good morning.
11 Phil Heckler, resident of Hicksville I
12 also happen to be on the school board, but
13 I'm here speaking strictly for myself. I
14 support this long overdue project, but I
15 suspect that it will add significant
16 additional commuters to the Hicksville
17 Train Station and I therefore request that
18 the scoping document be expanded to
19 include commuter parking and pedestrian
20 safety in Hicksville.

21 Commuter parking in
22 Hicksville is the biggest growth industry.
23 It hurts our aesthetics, impedes
24 revitalization, and reduces our tax base.
25 And therefore, I request that the scoping

document consider an additional parking garage in an appropriate location.

In addition, I think it needs to address -- because of the likely increase in commuter traffic, address pedestrian safety. Right now commuters walking to parking lots have to cross three main streets including a county road and two state highways, 106 and 107. And I think consideration in the scoping document should be to consider a means to improve pedestrian safety.

Thank you.

THE HEARING OFFICER: Thank you.

(Applause.)

THE HEARING OFFICER:
Mr. Jay Korth is the next speaker, followed by Brandon Palanker and then Maryanne Garvin. Mr. Korth?

(No response.)

THE HEARING OFFICER: Going once, going twice. We'll call upon Mr. Korth again. Right now if Brandon

1
2 Palanker is in the audience, you are our
3 next speaker. Please state your name and
4 affiliation.

5 MR. PALANKER. Sure.

6 Brandon Palanker. I am president and
7 founder of 3BL Strategies, which is a
8 regional revitalization and placemaking
9 firm.

10 I also, although I am not
11 wearing the hat today, am with Renaissance
12 Downtown, a master developer in the
13 Village of Hempstead, Huntington Station,
14 Riverside, and also up in New Rochelle.

15 First let me just state I'm
16 a very strong supporter of this vision. I
17 think it is essential. It's essential for
18 Long Island to compete in an ever global
19 economy that is focused more on innovation
20 knowledge than ever before.

21 And without great places
22 for people to gather, without that
23 opportunity in a mixed use trans-oriented
24 environment for an exchange of ideas,
25 cultures, and commerce, Long Island will

1
2 continue to slowly fall off the leadership
3 map in terms of an innovation economy.

4 The benefits, I think,
5 speak for themselves in terms of the job
6 creation, the economic development. I
7 think that there are very important local
8 issues, that I can't speak to, that have
9 to be tended to.

10 But the benefits that
11 Westbury enjoys, we've seen great
12 development there, Mineola enjoys, we need
13 to provide those benefits to other
14 communities, whether it's up where I am on
15 the north shore on the Oyster Bay branch
16 or points east where there are planned and
17 will be additional planned, responsible,
18 walkable community built around transit if
19 this indeed moves forward.

20 So I have a couple of quick
21 recommendations that I would like to make.
22 Because I think we see all of the images
23 focusing on the engineering and I don't
24 want to understate that, especially the
25 community directly effected by the

1
2 transportation infrastructure itself, but
3 I think we too often lose site of the fact
4 that this is a means to an end.

5 And that end, whether it be
6 economic development and job creation, the
7 provision for more attainably priced
8 housing to retain and attract our
9 individuals, our workforce, and those who
10 employee them, I think we need to focus on
11 placemaking.

12 This will open up
13 tremendous value socially, economically,
14 and environmentally, which we do not get
15 when you simply look at grade crossings
16 and all of the engineering. Again, that
17 is the important, but that is the means
18 and not the end.

19 So, as I conclude here,
20 one, focus on these local benefits with
21 all the community. Gather 10, 15, 20
22 supporters in various municipalities and
23 downtowns that could see great placemaking
24 and economic development happen.

25 Utilize value capture

1 methodology. This is going to be a
2 tremendous economic boom for our entire
3 region and whether that value capture is
4 used in points east and north that this
5 will open up in terms of economic
6 development so that we can provide
7 infrastructure, such as structured
8 parking, walkability infrastructure and
9 the like.

11 Perhaps there is a way to
12 also utilize that value capture be it
13 through TIF and other types of financing
14 for future profits, public and private
15 sector, from this development to be
16 reinvested in the communities that are
17 directly effected. I think that would be
18 a nice common ground.

19 And my last point is let's
20 not look at this as a regional project
21 unto its own. Let's see how we can
22 capitalize and draw further investment on
23 a local level -- and just ten more
24 seconds -- tie into programs such as TIFIA
25 and federal funding and state funding, so

1
2 that we can bring more investments here,
3 public and private sector, leveraging one
4 another.

5 Thank you.

6 THE HEARING OFFICER: Thank
7 you.

8 (Applause.)

9 THE HEARING OFFICER: Next
10 speaker is Marianne Garvin followed by
11 Peter Gaffney, Robert Delapaz, and
12 Mr. Korth, Jay Korth.

13 MS. GARVIN: Hi, I'm
14 Marianne Garvin, president and CEO of
15 Community Development Corporation of Long
16 Island, a 47-year regional nonprofit whose
17 mission is to invest in the housing and
18 economic aspirations of individuals and
19 families by providing solutions that
20 foster and maintain vibrant equitable and
21 sustainable communities.

22 We are a significant force
23 for revitalizing and building strong
24 communities because home matters for all
25 people.

I am here to support the effort to build the third track. Our regional economy and residents will benefit from this investment. Not only will a significant number of construction jobs be created, but this transportation link will modernize our rail system, allowing people to move more efficiently back and forth to New York City, creating permanent job opportunities for more people.

Transit oriented development is critical for the economic future of Long Island. Many mixed use and mixed income developments have already been built that have led to significant economic development for the locations around the train stations. We need more of these. And in order to do that, we need more investment in our rail system.

Elevating the rail crossings will make our system safer and more environmentally friendly. I know there will be short term pain during

1
2 construction, but the improvement will be
3 long lasting and will benefit our children
4 and our children's children.

5 Thank you.

6 THE HEARING OFFICER: Thank
7 you. The next speaker to Peter Gaffney.

8 MR. GAFFNEY: Good morning
9 my name is Pete Gaffney. I'm a resident
10 of Westbury, Carle place School District.
11 I'm just a resident, no affiliations.
12 Just a couple things. First of all, just
13 thank you for listening to me.

14 I've been trying to get a
15 lot of information, get my hands wrapped
16 around it. There's a lot of
17 misinformation coming from both sides,
18 there really is. Is the plan going to be
19 three years, four years, or five years?
20 There's documents out there that's on the
21 Internet that actually states all three
22 options.

23 And, 1.5 billion? If it's
24 five years, it's not going to be 1.5
25 billion; it's going to be more.

1
2 The first document that I
3 kind of found was the Economic and Fiscal
4 Impact on Long Island Rail Road Main Line
5 Third Track. It's a nice little
6 PowerPoint presentation that's on there.
7 It was produced HR and A Advisors
8 Incorporated and Parsons Brinckerhoff.
9 This was in, I believe, March of 2013.

10 A lot of the information
11 that's in there, I think some of it is old
12 and outdated. One of the things that they
13 do site in there is number of jobs. Ten
14 years after completion of this, there's
15 going to be an increase of 14,000 jobs and
16 this has been sited on both sides.

17
18 But it's interesting, when
19 you look at Page 40 of this document, the
20 PDF document, the number two listing are
21 the education and health and welfare
22 government is going to be 2,900 of those
23 jobs. This is ten years after completion
24 of this. So basically they said in 2035.
25 So we're looking at 2025 for completion of

1
2 this.

3 But down in the small print
4 in the bottom, it says, "Jobs include both
5 full and part-time jobs." Well, a
6 part-time job is 14,000. That's going to
7 happen anyway. It's not a high paying
8 type of job, part-time, because there's no
9 benefits that are paid and we all see this
10 going on right now. That's the first
11 thing.

12 The second thing is, the
13 overall project when you're talking about
14 the benefits of upgrading the railroad
15 crossings, the seven upgrades.

16 As a resident in Westbury,
17 I lived with the Ellison Avenue Bridge
18 Development. They used best practices on
19 it, but frankly -- it's gorgeous and it
20 turned out wonderful and everything like
21 that, but it took a year to do.

22 So now you've got seven of
23 these that you're going to do, plus
24 expanded stuff. There's no way in the
25 world. Some of the documents I've read

1
2 say that it's going to take six to nine
3 months to do these overpasses. Well, if
4 Ellison Avenue, which we just recently
5 completed. It's not totally done. The
6 poor guy next to the bridge has an
7 outhouse and fences and all that kind of
8 stuff that's still there, so I feel sorry
9 for him.

10 But my point is, now
11 they're saying they can do it in six to
12 nine months. How has this become now the
13 best practice? So I'm just concerned
14 about the safety. That's one thing.

15 The other thing is: I
16 don't see any mention of the Carle Place
17 station in there. I mean, you're on the
18 north side -- I'm sorry, I've got to end
19 it now. Okay, never mind. Just safety
20 and concern, that's what I have.

21 I see the Nassau Public
22 Survey shows the traffic congestion on Old
23 Country Road --

24 THE HEARING OFFICER:
25 Please summarize. You can go on line and

1
2 put your comments online.

3 MR. GAFFNEY: I'm going to
4 do that in addition. This is just
5 something that I've been trying to read.
6 It's just the information in the past few
7 days keeps on changing. But Glen Cove
8 Road, there's an overpass with the trains,
9 it's a two-lane road. That's going to
10 have to be rebuilt. Are you going to shut
11 off Glen Cove Road to traffic?

12 THE HEARING OFFICER: Thank
13 you very much.

14 (Applause.)

15 THE HEARING OFFICER: Our
16 next speaker to Robert Delapaz.

17 MR. DELAPAZ: Good morning,
18 everybody. My name is Robert Delapaz. I
19 moved in to Mineola three to four years
20 ago because I wanted to raise my family.
21 I have two young kids and now I have a
22 baby boy and my concern is: Whoever here,
23 could you raise your hand? My backyard is
24 the LIRR.

25 I understand that you want to

1
2 expand, which is great, I agree with
3 expansion. But you should hear from the
4 people who their backyard is the Long
5 Island Rail Road basically.

6 So basically my concern is
7 the retaining wall you've proposed is
8 great. I like that. You can have all the
9 transportation that you want, but the
10 thing is the vibration coming through
11 rocks our house. Freight trains, they do
12 come through. I live through them and my
13 kids live through them.

14 The other thing is you're
15 only proposing the retaining wall to be on
16 one side, on the third rail. Have it on
17 both sides. That third rail is right
18 there, you know what I mean? It's less
19 than ten feet away from the other one, so
20 why not have both sides?

21 The highway height one
22 would be great because my backyard, we're
23 between Mineola and the other one, New
24 Hyde Park, so basically it's elevated.
25 It's not straight. My back yard, you can

1
2 see the trains so a higher one would be
3 great.

4 My other concern is you're
5 going to have a lot more of foot traffic.
6 I drive my kids to school, pre-k and
7 whatever and that's going to cause some
8 traffic in the morning when they're trying
9 to park in the park station to go to work
10 to take the train. So that's going to add
11 on some traffic.

12 So I would like it that you
13 could -- you know, yes, this is great.
14 You're making more economy and everything
15 like that, but for the people that
16 actually have houses right there. When I
17 bought the house back then, my concern was
18 that -- and they showed me the house
19 during the week, which is not peek.

20 So now you're proposing
21 this third track, which is going to add
22 more trains going through now even more
23 the in peak. Have some barriers. Have,
24 you know, what I mean?

25 And my other concern is,

1
2 when they do road constructions three in
3 the morning track construction, you're
4 waking up my kids. They're talking
5 loudly. They're doing whatever. What
6 time are you guys proposing fixing this
7 track and how long is this going to be
8 scoping for?

9 I understand if it's like
10 for a little time but, yes, hear the
11 people out. And it's great the safety
12 that goes over the bridges so you don't
13 have to honk and everything like that, but
14 I feel like, you know, you have to hear
15 from the little guy that actually has to
16 live through all this proportions --
17 proposals.

18 So thank you for, you know,
19 hearing this out and hopefully that, you
20 know, we can work through it and then you
21 can hear the little people that don't get
22 paid to say anything.

23 Thank you.

24 THE HEARING OFFICER: Thank
25 you very much.

(Applause.)

THE HEARING OFFICER: Okay, our last speaker for now is Jay Korth. I called Mr. Korth earlier. We're giving him a second chance to come to the podium.

(No response.)

THE HEARING OFFICER: All right, if Mr. Korth is not here, we will remain here on the dais and we'll wait for additional speakers, but we'll take a little break until we have more speakers.

Thank you.

AUDIENCE MEMBER: Can I get another three minutes?

THE HEARING OFFICER: I think you will have to register again.

AUDIENCE MEMBER: Okay. I can do that.

(At 11:28 a.m., the hearing was temporarily recessed.)

(At 11:30 a.m. the hearing was resumed.)

THE HEARING OFFICER: Okay, state your name again and we'll give you

another three minutes.

MR. ZELAZNY: Richard Zelanzy. It won't take three minutes. In going through the scoping document, I particularly was interested in the configuration of the railroad stations themselves.

And I didn't see in that scoping document, and maybe I missed it, what stations will have access to the third track, the center track? Will Mineola be able to get passengers onto the third track, the middle track? Will Westbury be able to put passengers on the third track?

Or is that just going to be a high speed passthrough track that Mineola gains no benefit from and none of the Village's on that 9.8 miles receive any benefit from?

So I mean, people who came up here and spoke about well, I'm going to be able to get my employees out here. Well, you're not going to if they can't

1
2 get off the train. They'll have to switch
3 at Jamaica and get on a local. That's my
4 question.

5 And essentially I looked.
6 It didn't look like -- in order for you to
7 do that, those stations are going to have
8 to be totally redone. And I assume with,
9 you know, bridges over the track to gain
10 access to a new platform in the center and
11 I don't see where you get that space at
12 least in the Village of Mineola.

13 So I'm assuming, and maybe
14 that's the wrong thing to do, that Mineola
15 won't have access to that third high speed
16 rail and that that will be clearly for
17 express trains going out east or from the
18 east going into the City.

19 Now I know none of you can
20 answer that directly, but I would love to
21 have that more clearly defined because if
22 that's so, then it also reflects upon the
23 speed that these trains will be traveling
24 when they go through our Village.

25 Right now, trains, they

1
2 don't really get a chance to get to 80
3 miles an hour, but if they're going to be
4 running straight through and they don't
5 have to make any stops, well they can get
6 their speeds up pretty high. And that
7 increases the danger of derailment,
8 accidents.

9 And again, that's why I
10 asked for a higher retaining wall and
11 another individual asked for it too.
12 Basically, I don't think anybody is
13 against it, but we want to see it done
14 right. Thank you very much. And I call
15 it the rail road to nowhere. Thank you.

16 THE HEARING OFFICER: Okay,
17 thank you. Okay. Mr. Gaffney, do you
18 wish to speak again?

19 MR. GAFFNEY: Yes. Thank
20 you. Just a couple things I wanted to add
21 on to what I had said before. One was
22 just the traffic concerns. We lived
23 through the Ellison Avenue disaster for a
24 year as far as traffic is concerned.
25 Everything else about project was

1
2 wonderful, don't get me wrong. It was
3 best practices. It's wonderful now. It's
4 opened up the neighborhood. But when you
5 look at the Nassau Hub Survey that does
6 the traffic survey, they tell you
7 disastrous stories about Old Country Road,
8 Glen Cove Road and even somewhat Ellison,
9 which hopefully now that's been fixed.
10 That's going to be the biggest concern
11 depending on how long it is. I just think
12 the traffic is going to be a disaster.

13 The other thing is they're
14 touting the benefits of the reverse
15 commute. If you look at the businesses
16 that are alongside the Long Island Rail
17 Road, especially in our area, they're
18 very, very small companies. They're not
19 hiring anybody.

20 I mean, part of the scope
21 plan needs to be that there needs to be
22 development that goes along that will help
23 bring in those businesses. Back in this
24 survey plan, they site an example Oracle
25 being in Mineola and they talked about

1
2 somebody doing a reverse commute and
3 becoming a java script writer.

4 It's all well and good, so I was very
5 excited about it. I went on indeed.com to
6 see how many jobs Oracle had listed and it
7 was a boatload. I was very excited. But
8 then I looked at all the jobs. They were
9 all in New York City. So that's just some
10 of the things I just wanted to add on.

11 The other question is with regards
12 to the traffic and the emergency response
13 and things likes that, where does Winthrop
14 Hospital stand in terms of getting to and
15 servicing the needs of people in their
16 area? That's one of the main hospitals
17 that abuts up against the actual Long
18 Island Rail Road project. Thank you.

19 THE HEARING OFFICER: Thank
20 you. Okay, we'll call one more time for
21 Mr. Jay Korth who registered to speak.

22 A VOICE: I think he
23 already left.

24 THE HEARING OFFICER: Did
25 he leave? Okay, thank you. At this time

1 we have no registered speakers. We'll
2 wait for more. We're here until 2:00, so
3 for now we'll take a brief break and wait
4 for more speakers to sign up.

5 (At 11:36 a.m., the hearing
6 was as temporarily recessed.)

7 (At 12:30 p.m., the hearing
8 was resumed.)

9 THE HEARING OFFICER: Can
10 we play the video again?

11 (Video played.)

12 THE HEARING OFFICER: All
13 right, ladies and gentlemen, thank you for
14 waiting. We took a brief break. We now
15 have two speakers who have signed up to
16 speak today.

17 Speakers, when I call your name,
18 come to the podium and then state your
19 name and affiliation and then will you
20 have three minutes to give your testimony.

21 So the first speaker will
22 be Robert Campbell followed by Andrew
23 Sparberg. Mr. Campbell.

24 MR. CAMPBELL: Hello, my
25

1
2 name is Robert L. Campbell. I'm the
3 manager of planning and scheduling at
4 NICE, which is Nassau Inter-County
5 Express. I was formally part of the MTA
6 Long Island Bus Group for many years, so
7 I've been around for a while.

8 I'd like to say that as part of
9 the transportation system on Long Island,
10 we welcome the Third Rail Project, and
11 we'd like us to work together to make
12 things better for all of us as this
13 project goes forth.

14 The first thing I'd like to say is
15 on the New Hyde Park, we have a bus route
16 on New Hyde Park Road. We would like to,
17 as part of your scoping project, to make
18 sure that there's a good location for
19 buses for going northbound and southbound
20 at that station as you fulfill the design
21 of that.

22 At Mineola, which we already have
23 the intermodal center there which was
24 built seven or eight years ago. Our main
25 request there is that when you do

1
2 reconstruction of the tracks in the
3 Mineola area, that you give credence to
4 the desire for us to have a way for our
5 buses to still get in and out of the
6 intermodal center or, if there's an
7 alternative, that we plan it far enough in
8 advance so that we can be the best
9 neighbor possible while you will be doing
10 the construction project.

11 I'd also like to make a quick
12 comment. We used to have two shuttle
13 buses from Hicksville, the Woodbury
14 shuttle and the Farmingdale shuttle, which
15 were partially subsidized by the Long
16 Island Rail Road. And part of the reason
17 they didn't work as well as they did is
18 they had no third rail project done 25, 30
19 years ago. So those routes were dropped
20 due to cost reasons.

21 I'd like to make on my own
22 personal feeling about what I would like
23 to see is, as you go through the project
24 on the third rail, I think it would be
25 wonderful if we could get just even one

1
2 more train in the morning when you've
3 built enough of the projects so that we
4 would have some more third rail areas,
5 which you may be able to implement before
6 you even redesign and reconstruct Mineola
7 and all that to allow a third train to be
8 snuck in between all the expresses coming
9 through.

10 And I know, the problem is
11 that you have so many people who are
12 riding westbound in the morning that you
13 can't accommodate -- you have to use both
14 tracks for the same direction and it's
15 somewhat true also in the afternoon. So
16 that's my comments and thank you for
17 letting me speak.

18 THE HEARING OFFICER: Thank
19 you very much. We have another speaker,
20 Mr. Sparburg. I don't -- I'm not sure he
21 has come into the room yet. He may still
22 be looking at the panels in one of the
23 other rooms. So we will stay here at the
24 dais, but we will wait for our remaining
25 speaker to join us.

1
2 (At 12:41 p.m. the hearing
3 was temporarily recessed.)

4 (At 12:43 p.m., the hearing
5 was resumed.)

6 THE HEARING OFFICER: I
7 believe this is our next speaker. Andy
8 Sparberg. Mr. Sparberg, welcome.
9 Speakers have three minutes. At the
10 beginning of your statement, please state
11 your name and your affiliation.

12 MR. SPARBERG: Good
13 morning. My name is Andrew Sparberg. I'm
14 a retired Long Island Rail Road manager
15 and I'm currently an adjunct at City
16 University of New York where I teach about
17 transportation history in New York City.

18 And at Nassau Community
19 College, I also teach a series of
20 noncredit sessions about transportation
21 history and Long Island as well. The vast
22 majority of my life, I've lived in Nassau
23 and Queens.

24 During my 25-year career in
25 Long Island, I and my colleagues always

1
2 considered the main line third track to
3 been be an extremely important project
4 and, unfortunately, it never got built
5 when I was there.

6 And in my own professional
7 opinion, this is a project that will
8 benefit everybody, the rider, the
9 motorist, the pedestrian, the bicyclist,
10 the Long Island resident who doesn't use
11 the railroad, but has to drive around
12 every day.

13 And my opinion has not changed
14 since my retirement. And in my second
15 career in the academic area, I still feel
16 the same way. So this project must be
17 built, period, in my opinion.

18 The third track idea has
19 been around, by the way, since 1957. And
20 that's before the Long Island Expressway
21 was even built in Nassau County. And
22 that's when the Long Island Rail Road
23 began using reverse signalling on the main
24 line between Hicksville and Floral Park to
25 allow express trains to run around locals,

1
2 but, again, you have the same restriction
3 you have you. With only two tracks
4 useable, you could not provide reverse
5 peak service during the time when reverse
6 signaling was in effect. But this was a
7 major benefit to rush hour commuters and
8 and it remains that way today.

9 The mainline third track
10 permits maximum use of the other key
11 improvements that are under construction
12 right now, most notably the east side
13 access and the double track on the main
14 line east of Farmingdale.

15 By building those not
16 having the third track on the main line,
17 in the middle you really negate the
18 importance of both of those projects. The
19 railroad will have much greater
20 operational flexibility on one of its
21 busiest segments of railroad.

22 Because of the current
23 service demand, rush hour trains right now
24 have to operate for about 90 minutes using
25 both tracks in the morning and the evening

1
2 and that precludes the operation of my
3 meaningful reverse peak service in the
4 central spine of Nassau County to key
5 stations such as Mineola and Hicksville at
6 our employment centers.

7 And if a train becomes
8 disabled right now, there's no way to
9 reroute it because the trains just have to
10 stack up behind the one that is disabled.
11 And during my career, I spent about a
12 dozen years as a manager who documented
13 all the delay analysis and on-time
14 performance so I understand very well the
15 impact of the major train delay on a busy
16 segment of the railroad.

17 Also the another key thing
18 that you have to keep in mind, the main
19 line third track will eliminate dangerous
20 grade crossings at seven locations where
21 motorists and bicyclists and pedestrians
22 are in conflict with the railroad.

23 So everyone will benefit,
24 even a person who might not ever set a
25 foot on the railroad for his or her entire

1
2 life. So I really would like this project
3 to proceed. I'm hopeful I live long
4 enough to see it and thank you for the
5 opportunity to speak.

6 THE HEARING OFFICER: Thank
7 you very much for coming out today.

8 MR. SPARBERG: You're
9 welcome.

10 THE HEARING OFFICER: Have
11 we anymore speakers registered at this
12 time?

13 (No response.)

14 THE HEARING OFFICER: All
15 right, I'm taking that as a no. So we
16 will remain here on the dais for a little
17 while we await further speakers. We are
18 here today until 2:00 this afternoon and
19 then we're back for an evening session at
20 Hofstra from 6:00 p.m. to 9:00 p.m. where
21 we will be listening to comments from
22 residents regarding the Long Island Rail
23 Road Expansion Project.

24 Also we'll say, for those
25 of you who may wish to attend sessions

1
2 tomorrow, there will be a session from
3 11:00 to 2:00 p.m. tomorrow in Westbury
4 at the Yes We Can Community Center. Also
5 tomorrow in the evening from 6:00 p.m. to
6 9 p.m. we'll be at Antuns by Minar in
7 Hicksville.

8 More information about the
9 hearing locations and the specific times
10 and directions, if you need them, can be
11 obtained up at the registration desk.

12 Thank you all for coming and we will take
13 a brief break while we await the arrival
14 of additional speakers.

15 (At 12:51 p.m., the hearing
16 was temporarily recessed.)

17 THE HEARING OFFICER: Okay.
18 Thank you. We're reconvening for a
19 moment. We have a speaker. We were on a
20 break while we were awaiting the arrival
21 of more speakers.

22 So the at beginning of your
23 testimony, please state your name an
24 affiliation, if any, and then you have
25 three minutes.

MR. DRAGAN: Hello.

My name is Daniel Dragan.

I'm just an LIRR rider. I don't have any affiliation. I primarily ride between Jamaica Station and Mineola Station.

And reviewing the third line, May 2016 scoping documents, what troubles me is the proposal of standalone elevators for pedestrian bridges as part of some of the options of eliminating grade crossings.

The elevators are just going to have high maintenance costs and be targets for vandalism and public urination because they're just standing alone unattended all of the time.

Also, the third track project seems to not add very much capacity to LIRR. There will still be merging conflicts between where the Hempstead branch merges into the Main Line between Queens Village and Floral Park stations. That is, the project currently doesn't address the merge conflicts there.

Also I have a feeling that because it's only a third track and not a four-track proposal, it will be obsolete the day it opens, 15 to 20 years from now. And if there are four tracks, the Port Jefferson and Ronkonkoma branches and the Mineola. That's six tracks of capacity and yet the third track project is planning to put six tracks into just three.

So it will probably be filled and obsolete the day it opens and LIRR needs to make sure that there will be adequate capacity for what they are planning to spend the money on and that there won't be more congestion the day that it opens.

Thank you.

THE HEARING OFFICER: Thank you for taking the time to come out here today.

All right, for the record, it is 2:00 and this ends the morning session for public comment of the public scoping

meeting at Hofstra University for the
Proposed Long Island Rail Road Expansion
Project.

We will return to hear more
public commentary this evening here at
Hofstra from 6:00 p.m. until 9 p.m. Until
then, we are closed.

(At 2:00 p.m. the hearing
was closed.)

CERTIFICATION

I, REBECCA WOOD, a Notary Public in
and for the State of New York, do hereby
certify:

THAT the foregoing is a true and
accurate transcript of my stenographic notes.

A handwritten signature in cursive script, appearing to read 'Rebecca Wood', is centered on the page.

REBECCA WOOD

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2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/LONG ISLAND RAILROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE: LIRR EXPANSION PROJECT

7

8 -----X

9 Mack Student Center

10 Hofstra University

11 Hempstead, NY

12

13 May 24th, 2016

14 6:30 p.m.

15

16 B E F O R E :

17

18

19 DONNA BETTY, LIRR,

20 THE HEARING OFFICER

21

22

23

24

25

1

2 A P P E A R A N C E S :3 For The Long Island Railroad:

4 Donna Betty, The Hearing Officer

5 Ed Dumas

6 Elisa Pica

7

8 For NYS DOT:

9 Mark Bocamazo, P.E.,

10

11 Other Project Participants

12 The Public

13 The Press

14 The Media

15

16 Marc Russo, Stenographer

17

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1

2

P R O C E E D I N G S

3

4

MS. PICA: Welcome and good evening.

5

6

7

Thank you for attending today's public scoping meeting for the Long Island Railroad Expansion Project.

8

9

10

11

12

My name is Elisa Pica. I'm the Executive Vice President of the Long Island Railroad. I'll be going through the program for today along with some logistical notes in just a few minutes.

13

14

15

But first, I would like to start by inviting you to stand and say the Pledge of Allegiance.

16

(Pledge of Allegiance.)

17

MS. PICA: Thank you.

18

19

20

21

And thank you for taking the time today from your busy schedules to be here with us. Your input and feedback for this project is crucial and is greatly appreciated.

22

23

24

25

Today's the first public meeting and part of a robust community outreach process for the Long Island Railroad Expansion Project that began earlier this year and will continue

1

2 throughout its duration.

3

4 In a moment we're going to show
5 you a video presentation on the the proposed
6 project. After that, we will take your comments
7 from those who have registered to speak.

7

8 If somebody would like to speak
9 and has not yet registered, I invite you to visit
10 our table up front and there's plenty of
11 opportunity for you to sign up and to do so.

11

12 The purpose of this meeting is to
13 discuss the scope of the Long Island Railroad
14 Expansion Project and, in particular, the Draft
15 Scoping Document that was released on May 5th.
16 There are copies of the report available for your
17 review and they're also available on our website,
18 www.amodernli.com, which we encourage you to visit
19 to see not only this scoping document but other
20 project information.

20

21 This is the public's first public
22 opportunity to comment on the project but it is by
23 no means the last. There will be more public
24 meetings as the project plan is more completely
25 developed.

25

Right now we are developing the

1

2 scope of things to study. What impacts will this
3 project have on the region? That process is called
4 scoping.

5

After these scoping meetings, we
6 will release a Final Scoping document outlining
7 what will be reviewed in the Draft Environmental
8 Impact Statement, that's the next step in this
9 process.

10

For more details about the
11 project, it will be released later in the summer,
12 once the Draft Environmental Impact Statement is
13 complete. And then there will be more public
14 meetings so you can comment on the proposed plan.
15 Your comments are important to us and to the
16 process. Your comments will be entered into the
17 public record as part of the project and they will
18 be reviewed accordingly.

19

Unprecedented outreach has been
20 the cornerstone of the Long Island Railroad
21 Expansion Project. While we are here in a formal
22 scoping meeting today, there have been many
23 outreach efforts that have been happening.

24

Our project team has had more than
25 100 meetings with local officials, with business

1

2 leaders and other interested parties. And many of
3 the members of our team are here today to listen to
4 your comments.

5

We have also opened a project
6 office at the Mineola train station on the south
7 side platform. It is open regularly and staffed
8 with project staff who are available to talk with
9 you, answer your questions and have any discussion
10 you would like to have concerning the project.

11

And we've also developed a project
12 website where people can provide comments 24 hours
13 a day at their convenience and also seek project
14 information.

15

Finally, we have visited all
16 residential properties that share a property line
17 with the Long Island Railroad. As you can see, this
18 is a very different project from past proposals.

19

Now I'd like to turn your
20 attention to a short video we have prepared about
21 the project and the process.

22

(Video presentation.)

23

(Applause.)

24

MS. PICA: Now I'd like to
25 introduce you to those joining me on the dais,

1

2 representatives from the Long Island Railroad, New
3 York State DOT, and our Hearing Officer for the
4 public comment portion of our meeting today.

5

To my right, we have -- is Mr.
6 Mark Bocamazo. He is a design engineer in Region
7 10 from the New York State Department of
8 Transportation.

9

Next to him is Mr. Ed Dumas, Long
10 Island Railroad Vice President of Market
11 Development and Public Affairs.

12

And at the end of the table is
13 Donna Betty, Long Island Railroad Chief Planning
14 Officer and our Hearing Officer for this evening.

15

I will now turn the meeting over
16 to Donna.

17

THE HEARING OFFICER: Thanks,
18 Elisa.

19

Good evening, everyone.

20

This scoping meeting is an
21 opportunity to hear from you regarding the topics
22 you think should be studied as part of the
23 project's environmental review process.

24

In order to give public comment,
25 we ask that you sign up at the front desk.

1

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We are also asking that you limit your comments to three minutes so that we could hear from as many people as possible.

Again, this meeting is not the only opportunity you will have to comment on the project. You can also continue to provide comments at the project office, by mail or on line through June 13th.

Additional public meetings will be held in a few months when more details about the project are released with what's called a Draft Environmental Impact Statement.

We also have representatives here from Long Island Railroad and New York State DOT available to consult with you on the project in the next room.

If you prefer to give comments privately, you could sign up at the front desk to give comments to a private stenographer who will also make sure they're entered into the public statement.

Because this is a formal scoping meeting and we are entering your comments into the public records, we will not be responding to your

1

2 comments or answering your questions directly.

3 However, we do have staff in the other room who are
4 available to speak with you.5 If you have any special needs or
6 concerns, please find a staff member and we will do
7 our best to address them.8 And just one more thing, kindly
9 place your cell phones on silent for this meeting.10 Just a reminder to all speakers,
11 as I said before, we have three minutes to comment.
12 You will see a yellow light when there's only 30
13 seconds left. So it's a chance to get you to start
14 to wrap up your comment.15 And I'm going to apologize in
16 advance for any mispronunciation of anyone's names.17 When I call your name, please
18 state your name and affiliation when you come up to
19 the mic.20 The first speaker we have today
21 is:22 Jennell Huran, V.P. of the Board
23 from the Floral Park School District.

24 MS. HURAN: Good evening.

25 My name is Jennell Huran and I

1

2 proudly serve as the Vice President of the Floral
3 Park Board of Education.

4

I am here on behalf of 1,600 Pre-K
5 to 6 students and about 300 employees who are part
6 of the Floral Park-Belrose community.

7

Our community pays close attention
8 to local civic matters, particularly those
9 involving the education of our children and we are
10 deeply concerned regarding this immediate and
11 long-term impact that the proposed addition of the
12 third track will be.

13

Although these concerns stem from
14 many issues, we are most disappointed that our
15 school community has not been included in the
16 planning or specifics of the proposed Long Island
17 Railroad MTA Third Track Project.

18

So far in all of the public
19 documents furnished, and all of the discussions
20 that have taken place, the fact that two elementary
21 schools will be directly impacted, has never been
22 mentioned once.

23

It is becoming increasingly
24 evident that those specifics do not include
25 consideration or sensitivity for the negative

1

2 environmental, educational or infrastructure impact
3 on the fragile and complicated nature of providing
4 a safe and secure setting for 1,600 elementary
5 schools -- students.

6

It appears that the simple task of
7 arriving to and leaving from school, will be a
8 logistical nightmare as traffic as re-routed for an
9 undetermined length of time.

10

We currently use one set of buses
11 to service three elementary schools in our
12 district. Timing is essential as these buses are
13 sequenced to drop off at one school and then circle
14 back and pick up at the next. Even a five-minute
15 backup becomes an incremental delay at the school.

16

The budget impact to change this
17 would approach \$2 million to service our students
18 with additional buses and drivers.

19

However, we do accommodate the
20 inevitable traffic delays caused by crossing
21 projects, noise, vibration and distraction during
22 construction will be a real challenge that will
23 affect our students and staff.

24

How are we to continue to conduct
25 an effective educational program when construction

1

2 is taking place literally in our backyard?

3

Air quality is a health issue.

4

Dust, debris will be constantly air borne. It has

5

already been established that the soil around our

6

tracks has contained toxins such as mercury and

7

arsenic.

8

What will be done to remediate,

9

monitor and proactively account for the health and

10

safety of our students and staff?

11

Location of staging during

12

construction will have an immediate effect on our

13

parking and residents around the John Lewis Childs

14

School and exacerbate an already delicate balance

15

in that area. Our John Lewis Childs School has

16

depended on the shared use of the Creedmore Spur

17

for both parking and play area for decades.

18

What will happen to that area

19

during and after construction?

20

Will our children be safe?

21

What will be going on?

22

Going forward, the increase in

23

rail traffic, whether it be passenger or freight,

24

raises the specter of a more potential for mix up

25

and unsolved problems.

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And throughout the entire unveiling of this project, there has been a constant inability to answer the simplest of our questions.

What will it ultimately look like?

Where will it go?

And when and how long will it take?

To be clear, our concerns are real. We take seriously the educational stewardship entrusted to us and are understandably perplexed that such a cavalier approach has been taken without considering our schools.

Please understand that we are not against progress. We are, however, not in favor of progress at any cost, especially at the cost of the well being of our students.

Thank you for this opportunity to present our concerns.

THE HEARING OFFICER: Thank you.

Our next speaker is Thomas D'Ambrosio.

MR. D'AMBROSIO: Good evening.

And thank you for your time.

1

2

3 I'm strongly in favor of this
4 project. I live in Huntington Station right by the
5 train. I know all about trains.

6

7 We need to become a first world
8 nation again and start building infrastructure.
9 This is fantastic. It's going to increase our
10 capacity. All the employment trends are going from
11 the City out. And we need a long-term growth
12 trajectory otherwise Long Island is not going to be
13 competitive with the rest of the world.

14

15 I would just encourage the public
16 to get out and speak in favor of these things
17 because what the public officials need to hear that
18 people are in favor of doing positive things, you
19 know, for Long Island in terms of its growth and
20 economic development.

21

22 I would say a couple of things.
23 The advantages are obvious. Besides the increase
24 in transportation, the reducing of pollution,
25 speeding up of the trains potentially. I'm thinking
if you're going to take out six grade crossings, I
know you're maximum speed is 79, but you may not be
hitting that right now. The ride is going to be a
lot smoother and the amount of people that commute

1

2 to the City every single day who have to suffer
3 when there's a signal problem or when there's a
4 disabled train is really tremendous. And I think a
5 lot of them can't afford to be here because they're
6 working all day trying to earn a living to, you
7 know, afford this nice lifestyle we have out on
8 Long Island. And they certainly would appreciate
9 the Governor and the MTA moving forward on this.

10 What I particularly was impressed
11 with the Tappan Zee project actually getting from
12 nowhere to getting this thing off the ground and
13 completed. And I would like to see that happen in
14 the future.

15 Also, I think what you guys could
16 do is, in terms of projecting for the future on the
17 website, put something on there as far as East Side
18 Access, the train yard addition, so we have a
19 hypothetical what the train schedule would be like,
20 what the service levels would be like five and ten
21 years out if we're able to do all the right things.

22 So thank you for your time and
23 consideration.

24 THE HEARING OFFICER: Thank you.

25 Ralph Pascuzzo.

1

2

MR. PASCUZZO: Good evening.

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I'm just a simple homeowner in Westbury. And I've just endured about a year of track work and construction up the block from my house where they rebuilt the Ellison Avenue Bridge.

Now they're going to expand and do this extra work. I mean, they could have planned it a little bit better, either delayed the reconstruction of the bridge or do this work at the same time. Now I'm going to have to endure all kinds of construction behind my house all over again for who knows however long it will take.

And then I have questions about these potential retaining walls that you might install on the edge of the Railroad property. Because at present, my property is above the -- the Railroad. So I want to know if these retaining walls if they're going to be deep enough or tall enough to hold in the land. We don't want any kind of like landsliding or -- or the walls falling down.

And then as it is right now, the property behind my house has not been up kept or kept up by the Railroad in years so it's all

1

2 overgrown with poison ivy, poison oaks, thorns and
3 there's all kinds of garbage. So will that also
4 happen after these walls go up?

5

And then you can't even identify
6 if you're going to add a third track on the north
7 side of the current tracks or the south side of the
8 current tracks. You guys are -- you haven't even
9 determined what the plans are exactly. And
10 depending on how that goes, I don't know if that
11 really affects me being on the north side of the
12 property, or if it's not going to affect me if you
13 install the additional track on the south side of
14 the property.

15

So I'm just -- I'm just trying to
16 get some answers on all of these "what ifs" and --
17 and if you do build, let's say on the south side of
18 the property, the additional or the new track, and
19 it was mentioned in the other room that a retaining
20 wall might just go up on that side. I believe you
21 should put a retaining wall, also, on the other
22 side of -- of the property because as it is, around
23 ten o'clock at night there's usually a freight
24 train that goes through on the main line and it is
25 quite loud and everything shakes and everything

1

2 like that.

3

4 So I mean, I imagine with an extra
5 track you're going to have more freight trains or
6 more trains going through and they'll be more noise
7 and more vibrations. So the additional retaining
8 wall on both sides will probably help and, you
9 know, control things.

9

 That's all.

10

THE HEARING OFFICER: Thank you.

11

Our next speaker is Dennis Feeney.

12

MR. FEENEY: Good evening.

13

14 I'd like to thank you for holding
15 this meeting and allowing the public to offer their
16 comments concerning the proposed third rail
17 project.

17

18 My name is Dennis Feeney, a
19 life-long resident of Nassau County, a resident
20 that has both traveled by train on the main line
21 and driven through the area as a motorist to get to
22 work and to other destinations.

22

23 It is very obvious in this area of
24 western Nassau County where the majority of the
25 work will be performed, that there are glaring
26 deficiencies to the Long Island Railroad

1

2 infrastructure. Many of the bridges are narrow and
3 dilapidated or in antiquated condition and,
4 obviously, reached their point in time for
5 replacement.

6

Grade crossing at several
7 locations also need to be eliminated.

8

Faulty gates, errant drivers are
9 just some of the concerns for the elimination of
10 these dangerous on-grade crossings.

11

By making these improvements,
12 traffic congestions will ease, safety on our roads
13 will improve, and we'll have the updated
14 infrastructure that we all deserve in Nassau
15 County.

16

In addition to the infrastructure
17 improvements, the construction of a third rail
18 along the main line will help ease congestion on
19 our trains, shorten our commute times, and allow us
20 to take full advantage of the east side access
21 project when completed.

22

As fare-paying customers, it is
23 unfair that we must often stand during the morning
24 commute when a seat would help us better prepare
25 for the workday ahead. It is unfair that we must be

1

2 forced to stand after a long day at the office or
3 on the job because the train is overcrowded.

4

5 The addition of the third rail
6 seems like the only viable solution to help
7 eliminate overcrowding on our trains. It is
8 necessary and we all deserve it.

8

9 This is going to be a mega project
10 that will run through one of the most densely
11 populated areas of Nassau County. Undoubtedly
12 construction will negatively affect some residents
13 and businesses that live and operate within the
14 corridor. However, the MTA and DOT have done a
15 great job in recent years on other projects built
16 in this area - being cognizant of homeowners' and
17 business' concerns and lessening the impact while
18 construction is being performed.

18

19 We need to trust the MTA and DOT
20 that they will do their best in their planning and
21 coordination and all of their associated personnel
22 to do their best to have the same results on the
23 third rail project.

23

24 In conclusion, when all of the
25 improvements are done, capacity on our trains
26 increase, safety improves on our roads, we will

1

2 look back and say that the addition of the third
3 rail is one project that has vastly improved the
4 quality of life in this part of Long Island.

5

I'd like to thank the MTA and
6 Governor Cuomo for proposing this project.

7

The traffic flow and safety
8 improvements are needed, the extra capacity on our
9 trains is needed. The time for this project is
10 now.

11

Thank you.

12

THE HEARING OFFICER: Thank you.

13

Next up, Paul Casazza.

14

MR. CASAZZA: Good evening and
15 thank you for giving me the opportunity to speak
16 today.

17

One of the issues I think Long
18 Island has when it comes to transportation is an
19 extreme lack of, not just reverse peak service, I
20 know I work in Suffolk County. I live in Nassau
21 County. It takes me about 45 minutes to go
22 approximately 25 miles.

23

For comparison, at a distance of
24 about three times more and it only takes me about
25 an extra hour to go all the way to Dutchess County,

1

2 New York. It shouldn't be that way.

3

Also, another issue that I think

4

this project will help resolve is, I -- I read

5

Newsday. I read *The Daily News*. I read a lot of

6

newspapers and I'm getting a little disturbing

7

seeing how much drunk driving accidents there are.

8

And as you can guess from my tee shirt, I have

9

traveled on a lot of trains. In fact, just last

10

month, I took a train trip. I was in Europe. And

11

quite frankly, when I see people who are under the

12

influence of something riding a train, I feel a lot

13

safer than them driving next to me.

14

And also, getting back to me being

15

in Europe, I traveled between Munich and Nuremberg.

16

If anyone is familiar, they are two of the biggest

17

cities in Bavaria, the southern part of Germany.

18

They have either four, or as much as six tracks, in

19

the corridor between Munich and Nuremberg and they

20

were basically built through almost the equivalent

21

of a forest preserve in some areas.

22

Now I know that some people might

23

think well, why -- why it's going to affect me

24

negatively? And, also, I've studied other projects

25

and in Los Angeles they have something called, Eat,

1
2 Play, Shop. It is a program run by the Los Angeles
3 County MTA where basically, they promote businesses
4 next to the projects, in some cases they have
5 project meetings there. I know on one of LA's big
6 projects, the original connector, a proposed
7 transit tunnel underneath downtown LA, they
8 recently had basically lunches with the community
9 where the workers go to a restaurant and they
10 basically meet the community. They meet with
11 business owners to sort of get them to buy in. And
12 that might be a good idea for both agencies, MTA
13 and DOT.

14 Also, one of the issues that a lot
15 of people have raised in the press has been the
16 issue of noise. Now when I was a youngster, I went
17 to school in New York City. My school's gymnasium
18 was approximately 12 feet from an elevated transit
19 line on Jamaica Avenue that had trains running
20 approximately every ten minutes. And I was told
21 that that building is pretty much sound proof. So
22 maybe helping neighboring businesses, neighboring
23 residences by sound proofing equipment and
24 materials would be a good idea.

25 Thank you.

1

2

THE HEARING OFFICER: Thank you.

3

Our next speaker is Frank Minerva.

4

MR. MINERVA: How you doing?

5

6

Thank you for the MTA and Governor Cuomo and everybody that's putting this project together.

8

9

10

11

I want to thank everybody for being part of this program because it would be so good to this community and to Nassau and Suffolk County.

12

13

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25

I know when I was growing up in this neighborhood, I boxed in the PAL. I wrestled and I had a broken up family. So this project would bring a lot of work to the community so the kids that grow up. I know somebody was speaking about, you know, the kids and the community and the kids in the school. Well, those kids got to grow up and they have to get jobs. And Nassau and Suffolk County has no jobs for people, no good paying, prevailing wage jobs. That's what we need in this community. That's A. So that we can keep the teachers to keep working to keep everybody moving forward instead of going backwards. We're always going back over here. We want to go

1

2 forward.

3

4 I've worked with the MTA. I'm a
5 truck driver and if you ever drove a truck, and
6 it's a low bed truck with a trailer, and you have
7 the crossings that are down on the ground and you
8 cross over those, your truck can hit the bottom of
9 it and it could get stuck, which is very dangerous.

9

10 And also, it would be very
11 dangerous for a train to hit the truck, which you
12 guys want to lift; right? You want to lift the
13 tracks, which is great and we thank you for that
14 because it would make a lot more safety for kids
15 crossing also. We always want to think about the
16 kids and the future of the kids of this community.

16

17 We need jobs. People need jobs.
18 We need kids to grow up and to have jobs like
19 yourself, like myself that I had to go in the ring
20 and box for my whole life to get noticed to finally
21 get a job because my father didn't have a job. My
22 father wasn't a working man like the average guy.
23 You know what I mean?

23

24 So what we need to do here in this
25 -- we need to build infrastructure so people can
26 have decent wage jobs instead of just saying, oh,

1

2 yes, we're going to do this and that. If it's in
3 your backyard, the MTA always does a great job with
4 the environment, safety and they always do the
5 right thing by everybody in the community. I've
6 never seen any job.

7

 Also real quick, in 1970s on
8 Herricks Road, I remember there was nine people
9 that died from a train hitting it because the
10 tracks weren't lifted. This is what we need. We
11 don't need no more people getting hit by trains.

12

 So we thank the MTA and we thank
13 everybody.

14

 If we could do this project so
15 that no more people will get hurt and we know
16 you'll do a safe job.

17

 Thank you very much.

18

 THE HEARING OFFICER: Thank you.

19

 Our next speaker is John Michno.

20

 MR. MICHNO: Hello.

21

 My name is John Michno. I'm
22 representing myself.

23

 I come here as a resident of the
24 Village of Westbury to voice my support for this
25 modernization project. As someone who is unable to

1

2 drive, I depend on the Long Island Railroad to get
3 around. And the increase in service, particularly
4 in the reverse peak direction, will help my
5 situation greatly.

6

The third track and the
7 elimination of grade crossings will mean a more
8 reliable main line and right now service as it is
9 on the Huntington and Ronkonkoma branches is
10 woefully inadequate, especially in rush hours.

11

In the Long Island Railroad's
12 latest ridership report, these two branches
13 experienced the most rush hour crowding. In
14 comparison, the modern Babylon branch, which has no
15 grade crossings, has the least crowding of the four
16 major branches. It is no wonder that Babylon branch
17 communities are now in high demand by commuters for
18 the frequent and reliable service along with modern
19 stations and thus it has now become very expensive
20 to live in many of those towns.

21

The current situation here in
22 Westbury is unacceptable. Hour long waits in
23 between trains outside of rush hour. Hardly any
24 platform seating and no canopies over our platforms
25 during inclement weather. Even in rush hours, the

1

2 waits between trains can be as much as 40 minutes.

3 Considering how busy our station is, we are not

4 getting our fair share. We don't even have security

5 cameras.

6 No doubt this project would mean a

7 redesigned station and more service. I honestly do

8 not know how anyone could oppose this project,

9 especially with growth in many downtowns like mine,

10 along with Mineola and Farmingdale.

11 I urge you to start work on this

12 project as soon as possible. Although some

13 improvements, such as half-hourly weekend service

14 at Westbury, could be done right now since

15 Huntington trains already run every 30 minutes but

16 only half of them stop at Westbury. Many in our

17 community rely on public transportation to get

18 around and the current situation is a great

19 hardship for myself and others in this community.

20 It's time the Railroad start

21 treating all its riders more fairly. And this third

22 project goes a long way toward that goal.

23 Thank you for your time.

24 THE HEARING OFFICER: Thank you.

25 Up next we have Gary Rozmos.

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MR. ROZMOS: Good evening.

My name is Gary Rozmos. I'm a
environmental engineer with the firm of GEI
Consultants. We're engineers and scientists.

Besides being an environmental
consultant, I'm also on the Board of Directors for
the American Railway Development Association, the
Railroad Environmental Conference Planning
Committee, New York City's Brownfields Partnership.
I'm a member of the Energy for Partnership and a
member of the Right Track for Long Island
Coalition.

I've been working for providing
consulting engineering services to the -- to the
railroad industry since the late 1980s. I've
always lived on Long Island so this sets the
perspective for my comments.

I fully support the third track
program. I think that the benefits that will be
provided to commuters, to Long Island residents, to
business, to Long Island's quality of life is
tremendous. If we decide not to change, we
essentially stagnate, stagnate and we slide
backwards.

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I fully expect that this third track project will be thoroughly vetted in the EIS process and all of the comments and questions will be well explored and the responses laid out.

So I feel that the -- the overall project will do what it can to protect against human health and environmental impacts.

My own children have moved off of Long Island, in large part because of the arduous and many times, uncertain commute on the Long Island Railroads. If we, as homeowners and people who live on Long Island, don't take steps that will make our area attractive for people to want to stay, just like myself who have owned a home for many years, we get to a point in our lives where we may want to trade in that and get cash so we can move on. We might find that people are not available to buy our homes at the value that we had thought we would have built into them and we will be in a lot of trouble in terms of where we go next in our lives.

So I think there are tremendous benefits. This is essentially a watershed moment. And when you look at how this completes or works

1

2 together with the overall infrastructure that is
3 being rebuilt in the whole New York Metro area,
4 it's essential that we on Long Island allow this to
5 happen.

6

Thank you.

7

THE HEARING OFFICER: Thank you.

8

Next up is Leo Stimmler.

9

MR. STIMMLER: Leo Stimmler of
10 Huntington Road, Garden City, New York.

11

I'm strongly opposed to this
12 project and my first comment is about this brochure
13 that you gave out. I find it's inaccurate.

14

It says, and I quote, "This
15 project will enable two-directional train service
16 for the first time during peak hours." Well, your
17 own train schedule shows that there are at least 10
18 or 11 trains that are reverse commuter trains that
19 are eastbound at Mineola. So it's not accurate
20 that there are no two-directional train service
21 during peak hours. There are 10 trains or 11
22 trains.

23

And when I stand on the platform
24 in Mineola in the morning, those trains going east
25 are empty, virtually empty. There are a few people

1

2 on them but they're virtually empty.

3

4 I would hope that you would
5 communicate to the Governor that instead of
6 spending \$1.1 billion, which is what *Newsday* says
7 this project will cost, I'd rather that he put that
8 money into fighting the political corruption in
9 Albany.

10 And, also, use the money to reduce
11 our sales tax. That's what I would prefer.

12 Thank you very much.

13 THE HEARING OFFICER: Thank you.

14 (Discussion off the record.)

15 THE HEARING OFFICER: At this
16 time, we'd like to call the Mayor of Garden City up
17 to give his comment.

18 Mayor Nicholas Episcopia.

19 MR. NICHOLAS EPISCOPIA: Mayor
20 Nicholas Episcopia.

21 THE HEARING OFFICER: Episcopia.

22 Thank you.

23 MR. NICHOLAS EPISCOPIA: Thank you
24 very much for giving us an opportunity to speak.

25 I have attended various sessions
at New Hyde Park with our neighbors where

1

2 presentations were made, extensive presentations,
3 about getting rid of the grade crossing in New Hyde
4 Park, Culvert Avenue and 12th Street.

5

6 The staff that was there was very
7 helpful. They took our suggestions and said, you
8 know, that essentially when you look at the
9 diagrams, it's pretty much what we had suggested.

10

11 The problem was, is nobody ever
12 really told us just exactly what benefit central
13 Nassau County is going to get out of this. Nobody
14 seems to be able to show us any kind of a plan. We
15 hear from Rousch (phonetic) that this is going to
16 be a great economic boom but we don't really know
17 how or why. Nobody really knows how many more
18 trains are going to stop at Mineola or Hicksville
19 of New Hyde Park, the rest of the stations along
20 the main line. And many of the people that I've
21 spoken to just think that this is nothing but a
22 third track to service Suffolk County.

23

24 The main thing that we can't
25 understand is that the President of the Railroad,
26 Mr. Nowakowski, came out prior to the announcement
27 that we wanted to do this third track and said the
28 real problem with the Long Island Railroad and why

1

2 there are delays is the totally archaic switch
3 system that exists outside of Jamaica.

4

5 We also need a second track to
6 Ronkonkoma. We need electrification to Port
7 Jefferson, et cetera.

7

8 This apparently is not something
9 that there is in the plan. We don't know whether
10 it's happening concurrently, before or after.

10

11 The grade crossings, which is
12 something that we've asked for for many years,
13 they're not going to happen unless we have a third
14 track.

14

15 The grade crossing at Roslyn Road,
16 which were very -- those of us who live in the
17 eastern section of Garden City and Mineola that are
18 very familiar with, I believe that took about three
19 years to finish for one grade crossing.

19

20 We just don't see what the
21 economic benefit is going to be central Nassau
22 County, which will bear the burden of the
23 disruption. We don't know where the staging areas
24 are going to be for the equipment.

24

25 This entire process was rushed.
26 It is very unfair. We should have had more time to

1

2 prepare to come to these scoping sessions and we
3 certainly, the people should have had more time to
4 reply not, I believe, what is it, three weeks from
5 today that we have to reply? That just isn't
6 right. It isn't fair.

7

 We are very much in line with our
8 neighbors in Mineola, New Hyde Park, Floral Park,
9 South Floral Park and Stewart Manor in opposing
10 this project.

11

 And I certainly hope it will be
12 reconsidered and the switches outside of Jamaica
13 and the other important repairs and improvements
14 are done before anyone considers a third track.

15

 Thank you.

16

 THE HEARING OFFICER: Thank you.

17

 Dorothy Episcopia.

18

 MS. DOROTHY EPISCOPIA: Good

19

evening.

20

 I'm Dorothy Episcopia. I live at
21 38 Claden Road in Garden City and I'm a past
22 president of the Eastern Property Owners
23 Association of Garden City that represents about 40
24 percent of our population.

25

 I've been involved in this kind of

1

2 thing and in civic matters since 1976. I wasn't
3 prepared to speak tonight but I am going to tell
4 you in listening to this and knowing what I know
5 about your very brief comment period, I have never
6 seen anything or heard of anything so disingenuous
7 that affects so many people.

8

And while you say that this plan
9 will not take any houses, will not take any
10 business properties, without a definitive thing for
11 people to look at, it's my understanding that
12 you're going to plan this as you go, unless you've
13 suddenly come up with plans, specific plans,
14 there's no way to know that you're not going to
15 take houses that in the end, or property or
16 anything that belongs to other people, which you
17 can do as a Railroad.

18

I have a serious problem and so do
19 many other people who know what they're talking
20 about, that you are not allowing more than a couple
21 of weeks with these vague plans.

22

I do not like the fact that you're
23 tying in the grade crossing eliminations with --
24 you have to have the third track to have grade
25 crossing eliminations. They're two different

1

2 things.

3

4 And the fact that the switching
5 situation at Jamaica Station is so abysmal, that
6 really does need to be fixed first.

7

8 Unless, of course, will the
9 Railroad like to be held liable for the first fatal
10 accident of trains when that totally fails
11 altogether?

12

13 That's all I have to say. I am
14 opposed to this at this time because of the way
15 this is being handled.

16

17 Thank you.

18

19 (Discussion off the record.)

20

21 MS. DOROTHY EPISCOPIA: Oh, right.

22

23 My husband reminded me, because we
24 attended these last scoping sessions the first time
25 around, ten years ago, there were very precise,
26 very specific presentations. People spoke at these
27 sessions, as I guess we're doing now. But very
28 well attended and the comment period was at least
29 about 90 days. That was fair. This is not fair.
30 That's all I can tell you. Not fair at all.

31

32 Thank you.

33

34 THE HEARING OFFICER: Thank you.

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At this time, we have no other speakers but we will be here just in case there are others that need to come forward.

MR. MILLER: I signed up. Do you have a card?

THE HEARING OFFICER: No.

You can, Scott. We just need to note it for the record.

MR. MILLER: All right.

So -- what's that?

Oh, my name's Scott Miller.

I haven't heard anything about parking in regard to this project. I guess the aim is to increase ridership but I haven't heard anything about parking. I go to Westbury. Parking there is already pretty poor with the elimination of more spots due to construction next to the lot. They just raised the price on the lot and now they're raising the price on the meters.

I used to park at the Hicksville train station and the Broadway Mall lot. They said they're going to, under threat of towing, they never did. I haven't parked there in awhile and I think they are towing. So I haven't heard anything

1

2 on parking. I saw a little brochure about it or a
3 little sign. For such a big project, to not talk
4 about parking I think is not that great.

5

What other people said, I think
6 the whole LIRR needs a lot more money than this. I
7 mean, I'm for this third grade -- this rail, but
8 the whole system needs money. I mean, the train I
9 take seems like it's from the '70s. The lights go
10 out on it. I can't even read the paper on it. I
11 mean it's at random. I like to call it the good
12 train just out of -- just making a joke because
13 it's so bad.

14

So, yeah, pretty much the whole
15 system needs more money. And what other people
16 said, and I'm not necessarily against this, but
17 this does seem, pardon the pun, that it's being
18 railroaded down our throats at, all right, here we
19 go. Construction's about to happen.

20

Just what I'm going to say is in
21 -- in conclusion that parking is very important and
22 the whole system just needs more money.

23

Thanks.

24

THE HEARING OFFICER: Thank you.

25

Are there any other speakers that

1

2 would like to come forward?

3

4 Just state your name for the
5 record.

6

7 MR. EPHRAM: Stewart Ephram.

8

9 I live in Mineola and actually my
10 apartment building is right on the tracks.

11

12 I'm not going to discuss about the
13 noise and all the issues that people talked about.
14 I'm going to talk about the economic conversation
15 about what the Governor wants to do and what the
16 Long Island Railroad wants to do.

17

18 The proposal is to build a
19 ten-mile track, third track, for about \$1.1
20 billion. It will probably go up to \$2 billion at
21 the end of the day. And will that grow Long Island?

22

23 Now, I work for a company that
24 just built a brand new office building off the LIE.
25 We're not by the train station. Twelve hundred
employees come by car every day. They come from
Brooklyn. They come from Queens. There is no
connection. The only way to go is to the train
station either at Huntington or at Farmingdale.
Well, the bus system, Suffolk Transit -- sorry,
Suffolk County Transit and Nassau County's Transit

1

2 cannot connect. So you're going to have a problem
3 with that to begin with.

4

I would prefer the Governor to
5 take that money -- and the Railroad definitely
6 needs the money. One area I can remind the
7 Railroad is that you had a blizzard just this year.
8 It took you two days to dig out the Railroad. Why
9 don't you take -- why don't you train yards and
10 cover it so this way the Railroad would be able to
11 get the trains out on time. Because remember, the
12 third tracks not going to help you dig those trains
13 out.

14

I think also, you may be able to
15 use that money to build an express train, high
16 speed train from Manhattan to Montauk. That would
17 actually give an economic boom to out east and
18 create jobs there.

19

I'm not against helping the
20 Railroad. The Railroad needs money definitely.
21 It's a good, reliable source. Why not build a
22 train line to Connecticut and allow us to connect
23 to Connecticut now to bring jobs to Long Island.
24 Because many of the employers are struggling
25 finding good employees.

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So there's a lot of opportunity that the Railroad could actually use the money for instead of spending \$1.1 billion to \$2 billion on a ten-mile stretch. It's not going to expand Long Island at all. It will not create new jobs here on Long Island because it's very difficult for employees to get here with the present system.

That third track will not do anything at all.

So I'm just asking the Long Island Railroad and the Governor to take that money and use it for more important things that the Railroad can definitely help us with. Connecting to Connecticut. Getting a high speed train into Long Island from -- from Manhattan. These are the things that we need to do.

And, obviously, one of the other persons mentioned something important is, you want people to use the train. Well, then they need parking. That's very important. Only Mineola, Hicksville and a couple of stations have that.

And the Governor found \$2 billion, that's great. So why doesn't he lower the train fares for all the commuters now. I'm sure they

1

2 would like to take advantage of that \$2 billion.

3

Thank you very much.

4

THE HEARING OFFICER: Thank you.

5

I think there was somebody else?

6

Please come down to the podium.

7

MS. LECARE: Good evening.

8

THE HEARING OFFICER: Hi.

9

MS. LECARE: Yes, I am also

10 opposed to the third rail improvement.

11

I do think we --

12

THE HEARING OFFICER: Please

13 state your name.

14

MS. LECARE: Oh, I'm sorry.

15

Virginia Lecare.

16

THE HEARING OFFICER: Thank you.

17

MS. LECARE: I do think we need

18 improvements to the Railroad. But I think the

19 third rail at that location is redundancy and the

20 issues at any of the crossing would shut down all

21 of the rail both ways.

22

The gentleman before who spoke

23 about the weather, snow, that wouldn't solve that.

24

All the grade crossings as they

25 stand now, all the designs are undesirable.

1

2 They're too steep, too much of an incline and very
3 confusing and also affect all the areas in which
4 the children play in the streets. Because the one
5 crossing, 12th Street, would then spill out all the
6 traffic to Culvert Avenue and New Hyde Park Road.
7 And all our children play in those streets.

8

So that would be an issue also.

9

The construction for the long-term
10 construction would also be a danger. I work in
11 construction so I know that OSHA regulations are
12 not followed most of the time because the schedule
13 is the most important thing in a construction
14 project. And safety is the back seat. It's costly
15 and, ultimately, we pay the price.

16

That's it.

17

Thank you very much.

18

THE HEARING OFFICER: Thank you.

19

Sure, Dorothy, you could come back
20 up.

21

MS. DOROTHY EPISCOPIA: I'm sorry.

22

There's one thing I forgot to mention.

23

I heard on the news last week,
24 whether it was News 12 or one of the major
25 broadcast channels, I'm not sure which, that the

1

2 Railroad plans to rehab the Wantagh Station, just
3 the Wantagh Station. And the report said that that
4 rehab is going to take two years.

5 So I'd like you people to please,
6 think, everyone to think about the length of time
7 the Railroad takes to complete a project. If the
8 projected time to rehab only one station, not build
9 it, rehab it, is two years, I would like to know
10 how long this project is supposed to take?

11 That's the point. We've seen too
12 many projects done by the Railroad take too long.

13 And then I forgot to mention that.

14 So thank you for letting me do
15 that.

16 THE HEARING OFFICER: Sure.

17 Is there anyone else that would
18 like to give a comment?

19 (No response.)

20 THE HEARING OFFICER: Well, at
21 this point I think we could take a quick break but
22 we will be here for the duration of the evening to
23 take all comments.

24 Thank you.

25 (At 7:26 p.m., the hearing was

1

2 temporarily recessed.)

3

4 resumed.)

5

6 THE HEARING OFFICER: Okay. We'd
7 just like to call one speaker up so that he could
8 get his comment on the record.

8

Dave Kopell.

9

MR. KOPELL: Good evening.

10

Thanks for making time for me.

11

12 My name is Dave Kopell and I am
13 the Executive Director of the Right Track for Long
14 Island Coalition.

14

15 We are 140 members representing
16 over 500,000 folks from across Long Island. We
17 came together to support Governor Cuomo's Long
18 Island Railroad's Enhancement Project because we
19 believe it is the key to unlocking the full
20 potential of Long Island in the 21st century.

20

21 I come to the issue from my former
22 capacity as Mayor of the Village of Greenport,
23 where I first learned the early history of the
24 Railroad. Most people are unaware that the main
25 line was originally laid in 1844 as the first rail
link between New York City and Boston, before the

1

2 Brooklyn Bridge and the bridges over the
3 Connecticut rivers.

4

Folks would take the train from
5 Brooklyn to Greenport, transfer to a steamship in
6 Connecticut, and then back on the train to Boston.

7

The second track on the main line
8 was laid in 1890, when the population of Long
9 Island was less than 100,000 people. In 1890 people
10 rode to the train in horse and buggy.

11

One-hundred-and-twenty-five years
12 later, with a population of three million, five
13 branches now converge on the same two tracks
14 through the project corridor. This creates a
15 bottleneck that chokes the entire system and
16 prohibits its modernization and expansion to meet
17 contemporary needs.

18

It defies common sense to suggest
19 that Long Island can thrive in the 21st century on
20 19th century infrastructure. This antiquated
21 condition is holding Long Island hostage and must
22 be addressed if we are sincere in our hopes to
23 build a better future for the next generation.

24

The coalition understands and
25 sincerely respects the temporary inconvenience that

1

2 the project will create for communities along the
3 corridor. But we also recognize Governor Cuomo's
4 strong personal commitment to the local communities
5 by a major investment to remove seven dangerous,
6 traffic inducing, loud and unsightly grade
7 crossings and to building the new track entirely
8 within the existing right-of-way without displacing
9 anyone from their homes.

10 This is a seminal moment for Long
11 Islanders, to come together to solve a mutual
12 problem that will not go away on its own and will
13 only get worse if left unanswered.

14 We are committed to working with
15 Governor Cuomo and the local communities to see to
16 it that the Long Island Railroad Enhancement
17 Project works for the benefit of us all.

18 Thank you.

19 THE HEARING OFFICER: Thank you,
20 Dave.

21 (Applause.)

22 THE HEARING OFFICER: For the
23 benefit of those who have just arrived, I'd like to
24 introduce you to -- actually, at this time, we're
25 going to turn our attention to a short video that

1

2 we've prepared about the project and the process.

3

(Video presentation.)

4

THE HEARING OFFICER: At this
5 time, we're only awaiting additional speakers. If
6 there are any, please feel free to come forward.

7

MR. DURHAM: Good evening.

8

George Durham, Trustee for the
9 Village of Mineola.

10

Just a short statement.

11

We are still waiting on more
12 comprehensive plans of where the actual third rail
13 will go along the residential areas. We were told
14 that it would not affect any homes in Mineola when
15 we met with the MTA. Yet, when we hear from
16 residents that trees and garages may be temporarily
17 taken from them while retaining walls are to be
18 built, then returned to them, the residents along
19 the tracks, who have met with the Long Island
20 Railroad representatives.

21

The head of Birchwood Court
22 Homeowners Association has said that the Long
23 Island Railroad has told them they would have to
24 knock down a row of garages along the track just
25 east of Roslyn Road and then would be rebuilt after

1

2 the third rail is in place. We have met with the
3 MTA, Governor's office telling us one thing then
4 residents who have met with the Long Island
5 Railroad representatives, they get something else.

6

We want to see the complete plans.
7 We are elected officials and we are elected to
8 protect our residents. That's tough when you get
9 two stories. How can we support a plan without all
10 the facts?

11

Please release the complete plans
12 during the comment period. Mineola has already
13 problems with overcrowding on their trains,
14 shortage of parking, homeless people from the -- at
15 the train stations and underneath the bridge of the
16 train stations, and a lack of MTA police at the
17 stations.

18

The MTA police are in trailers
19 miles away from the tracks. Why aren't they at the
20 train stations? The MTA police should be at the
21 train stations not in Garden City miles away from
22 the main line in trailers on a back road. That is
23 utterly ridiculous, in my opinion. They should be
24 right there so they could address the everyday
25 quality of life issues at the train stations along

1

2 the Railroad.

3

Thank you.

4

THE HEARING OFFICER: Thank you.

5

6 temporarily recessed.)

7

8 resumed.)

9

10 the expansion project?

11

12 like to make a comment for the record?

13

14 about it, if I may.

15

16 people in the open house room who are there to
17 answer your questions, if you have specific
18 questions about the project. Okay?

19

A VOICE: Yes, I do.

20

21 gentleman in the back will escort you there.

22

A VOICE: Thanks very much.

23

THE HEARING OFFICER: Thank you.

24

25 temporarily recessed.)

1

2

(At 9:00 p.m., the hearing was

3

concluded.)

4

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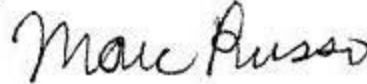
23

24

25

I, MARC RUSSO, a Shorthand
(Stenotype) Reporter and Notary Public within and
for the State of New York, do hereby certify that
the foregoing pages 1 through 55, taken at the time
and place aforesaid, is a true and correct
transcription of my shorthand notes.

IN WITNESS WHEREOF, I have
hereunto set my name this 31st day of May, 2016



MARC RUSSO

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1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION
3 MTA/LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING
6 RE: LIRR EXPANSION PROJECT

7
8 -----X

9 The Inn at New Hyde Park
10 214 Jericho Turnpike
11 New Hyde Park, New York

12
13 May 24, 2016

14 11:00 a.m.

15
16 B E F O R E:

17
18 DONNA BETTY, LIRR,
19 THE HEARING OFFICER

A P P E A R A N C E S:

For the Long Island Rail Road:

Donna Betty

Elissa Picca

Poonam Punj

For NYS DOT:

Phillip Eng

Other Project Participants:

The Public

The Press

The Media

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1 5-24-16 LIRR

2 P R O C E E D I N G S

3 MS. PICCA: Good afternoon. Thank
4 you for attending today's public scoping
5 meeting for the Long Island Rail Road
6 Expansion Project. My name is Elisa
7 Picca, and I'm Executive Vice President of
8 the Long Island Rail Road.

9 I'm going to be going through the
10 program for today, along with some other
11 notes, but just in a few minutes. First,
12 I would like to start by inviting you to
13 stand and join me in the Pledge of
14 Allegiance.

15 (Audience complies.)

16 MS. PICCA: Thank you very much. And
17 thank you for taking the time from your
18 busy schedules to be here today. Your
19 input and feedback to this project is
20 crucial and is greatly appreciated.

21 Today's the first public meeting and
22 part of a robust community outreach
23 process for the Long Island Rail Road
24 Expansion Project that began earlier this
25 year and will continue throughout the

1 5-24-16 LIRR

2 project duration.

3 In a moment, we're going to show you
4 a video presentation on the proposed
5 project. After that, we will take
6 comments from those who have registered to
7 speak. If you would like to speak and
8 have not yet registered, I encourage you
9 to do so at our front desk. There's still
10 plenty of opportunity to do that.

11 The purpose of this meeting is to
12 discuss the scope of the Long Island Rail
13 Road Expansion Project and in particular
14 the Draft Scoping document that was
15 released on May 5th.

16 There are copies of this report in
17 the back of the room and they are also
18 available on our project website,
19 www.aModernLI.com, and we encourage you to
20 visit this website for not only that
21 scoping document but for other project
22 information and materials.

23 This is the public's first
24 opportunity to comment on the project but
25 not the last. There will be more public

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2 meetings as the project is progressed and
3 more details are available.

4 Right now, we're developing the scope
5 of this study, what impacts this project
6 will have on the region. And this process
7 is called scoping.

8 After the scoping meetings, we will
9 release a final scoping document that will
10 outline a final list of items to be
11 evaluated in the Draft Environmental
12 Impact Statement; that is the next step.

13 More details about this project will
14 be released later in the summer once the
15 Draft Environmental Impact Statement is
16 complete, and then there will be more
17 public meetings so that you can comment on
18 the proposal then.

19 Your comments are important to us and
20 to the process. Your comments will be
21 entered into the public record as part of
22 the project and reviewed accordingly.

23 Unprecedented outreach has been the
24 cornerstone of the Long Island Rail Road
25 Expansion Project. And while we are here

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2 today in a formal scoping meeting, there
3 are many other outreach efforts that have
4 been happening.

5 Our project team has had over one
6 hundred meetings with local officials,
7 businesses and other interested parties.
8 And many of members of our team, as you
9 can see, are here today to listen to your
10 comments.

11 We have also opened a project
12 information office at our Mineola train
13 station, on the south side platform. It
14 is opened and staffed regularly, and we
15 encourage anybody to stop by if you have
16 questions, if you would like to discuss
17 the project. We are there and a resource
18 for you.

19 We've also developed a project
20 website where people can provide comments
21 and seek information 24 hours a day at
22 your convenience.

23 Finally, we've visited all the
24 residential properties that share a
25 property line with the Long Island Rail

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2 Road. As you can see, this is a very
3 different project from past proposals.

4 Now, I'd like to turn your attention
5 to a short video we have prepared about
6 this project and about the process.

7 (Whereupon a video was played at this
8 time.)

9 MS. PICCA: Now I'd like to introduce
10 you to the representatives from Long
11 Island Rail Road and State DOT who will be
12 hearing your comments, as well as our
13 hearing officer.

14 To my far right is Ms. Poonam Punj.
15 She is a Long Island Rail Road Senior
16 Project Manager for the Long Island Rail
17 Road Expansion Project.

18 Next to her is Mr. Phil Eng,
19 Executive Deputy Commissioner and Chief
20 Engineer for New York State Department of
21 Transportation.

22 And to my right is Ms. Donna Betty,
23 Long Island Rail Road's Chief Planning
24 Officer and our hearing officer for this
25 session.

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2 Donna, I hand it to you.

3 HEARING OFFICER: Thanks, Elisa.

4 Good morning. This scoping meeting
5 is an opportunity to hear from you
6 regarding the topics you think should be
7 studied as far as the project's
8 environmental process.

9 In order to give public comment, we
10 ask that you sign up at the front desk.
11 Some people may have already signed in but
12 haven't signed up to speak. I ask that
13 you see a rep to do so right now.

14 Again, we're also asking you that you
15 limit your comments to three minutes so
16 that we can hear from as many people as
17 possible.

18 This meeting is not the only
19 opportunity you will have to comment on
20 the project. You can also continue to
21 provide comments at the project office, by
22 mail, or online through June 13th.

23 Additional public meetings will be
24 held in a few months when more details
25 about the project are released with what's

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2 called a Draft Environmental Impact
3 Statement.

4 We also have representatives here
5 from Long Island Rail Road and New York
6 State DOT available to consult with you on
7 the project in the next room.

8 If you prefer to give your comments
9 privately, you can sign up at the front
10 desk, give comments to a private
11 stenographer, who will also make sure
12 they're entered into the public statement.

13 Because this is a formal scoping
14 meeting and we are entering your comments
15 into the public record, we will not be
16 responding to your comments or answering
17 your questions directly. However, we do
18 have staff in the other room who are
19 available to speak with you.

20 If you have any special needs or
21 concerns, please find a staff member and
22 we will do our best to address them.

23 We have seats reserved in the front
24 row for each of our speakers. When your
25 names are called, please move forward and

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2 occupy those seats.

3 Please state your name and
4 affiliation, if you have any. And a
5 reminder to all speakers, you will see a
6 yellow light at the 2 minute and 30 second
7 mark. Just a quick reminder to move ahead
8 with your speech. We are trying to get as
9 many comments in as possible today.

10 I'll be calling groups of five to ten
11 speakers. Please move forward when your
12 name is called.

13 Anne Growshans, David Husing, Ann
14 Corbett, Bess Giordano, Janet Damore.
15 We'll also like to invite up the Deputy
16 Mayor of the Village of Floral Park, Kevin
17 Fitzgerald. Trustee from the Village of
18 Floral Park, Dr. Lynn Pombonyo. Russell
19 Albanese, from the Albanese Organization.

20 Please use whichever microphone is
21 most convenient. Anne Growshans.

22 MS. GROWNSHANS: Good morning. I'm
23 Anne Growshans from the Village of Floral
24 Park. I have a couple of questions that I
25 would like answered in the future.

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2 Like how much will the total cost be,
3 including all the consultation fees and
4 the renting of the rooms? Total cost.

5 Also, I'd like to know where will the
6 money be coming from? The taxpayers? Who
7 else would be paying this?

8 That's what I'd like to know. Thank
9 you.

10 (Applause.)

11 HEARING OFFICER: David Husing.

12 MR. HUSING: Good morning, ma'am. My
13 name is David Husing.

14 I live in Oyster Bay so I'm not
15 really affected by the track impact in
16 this area, but I just want you to know
17 I've worked here for 31 years so I know
18 the people and I know the area.

19 I do have 17 years of experience in
20 rail transportation in every city on the
21 east coast with the U.S. Army, from
22 Bangor, Maine, to Houston, Texas. And
23 I've worked for the Union Pacific Railroad
24 from Kansas City to Denver, so I do know
25 something about rail.

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2 My big question, which the lady in
3 front of me just answered, is where is the
4 money going to come for this?

5 The Governor wants to rebuild the Rye
6 Oyster Bay Bridge; that's been
7 resurrected. Where's the money coming for
8 that?

9 The Buffalo Billion project that he
10 has going is now in the newspapers on an
11 investigation, so we have a problem.

12 Are we going to now -- since the
13 trains will not stop between Hicksville
14 and Floral Park, are you going to charge
15 the people in Suffolk County more money to
16 take the train into New York City?

17 Also, has anybody thought about
18 shutting down Hempstead Branch
19 temporarily, running an express line
20 through there below ground and having it
21 come up in Hicksville, and you wouldn't
22 have the mess you're going to have along
23 the Main Line?

24 (Applause.)

25 MR. HUSING: Also -- and then the

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2 Hempstead Branch could be put back on top.
3 You could have an express track in
4 Hicksville and Floral Park underground.

5 Also, what is the impact going to be
6 on freight? Since are you building more
7 freight yards out in Suffolk County, do
8 you intend to bring freight through Nassau
9 County into Suffolk?

10 (Applause.)

11 MR. HUSING: And lastly, I'm going to
12 jump ahead of Senator Schumer and ask:
13 Are you going to have full scope control
14 and auto-braking on this railroad now
15 because of all the railroad problems
16 you've been having up and down the east
17 coast with Amtrak?

18 (Applause.)

19 HEARING OFFICER: Deputy Mayor Kevin
20 Fitzgerald.

21 MR. FITZGERALD: Good morning. Kevin
22 Fitzgerald, Deputy Mayor, Incorporated
23 Village of Floral Park, 1 Floral
24 Boulevard, Floral Park, New York 11001.

25 Good morning. I'm Kevin Fitzgerald,

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2 Deputy Mayor of the Incorporated Village
3 of Floral Park.

4 Thank you for allowing me and our
5 residents to comment on this potentially
6 significant intrusion to our daily lives.

7 Approximately a decade ago, the same
8 project was presented to us and, as is
9 style of the people of Floral Park, all
10 documents were thoroughly reviewed and we
11 weighed the impact and its benefits.

12 Unfortunately, this time the scoping
13 document is woefully short, in
14 particular -- particulars, especially
15 those specific to Floral Park. There are
16 no details or construction diagrams to
17 visualize the impact or where specifically
18 the additional track would start.

19 What service changes would occur both
20 during and after the proposed
21 construction? What property easements are
22 needed during the construction, the height
23 of the walls to be built, et cetera?

24 In fact, the document goes so far to
25 state, and I quote, "There will be no

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2 major station modifications at the Floral
3 Park station as part of the proposed
4 project."

5 Therefore, our residents do not have
6 the requisite data to make an informed
7 commentary about this project. In fact,
8 since there's minimal info specific to
9 Floral Park, some may think there's no or
10 negligible impact to our Village.

11 However, based on the reading of the
12 entire document, we can see that this
13 project, a project of this size and scope,
14 will have direct and meaningful impact on
15 Floral Park.

16 Separately, the document has no
17 discussions on the impact of the lives of
18 the surrounding communities. Some of
19 those concerns that will need to
20 described, studied and remediated are, but
21 not limited to:

22 The impact of construction vehicles,
23 road closures, increased traffic which can
24 result in delays by our police and fire
25 department response times when seconds can

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mean the difference between life and death. Our emergency service teams respond to over 2,000 calls for service, which our residents thankfully can rely on them being there when needed.

Impact on our recreation center and pool which abuts the right-of-away. This 13-acre facility is the center of our community, from toddlers to senior citizens throughout the year. It should be noted that in 2015-2019 MTA capital plan did not include a single line for such an expansion and as such, the Village in 2015, after reviewing the plan and other related documents, completed a \$6 million project to rebuild our community pool, which was over 50 years at the time.

Impact, whether it be noise, air quality, especially for 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 the construction

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phase.

Similarly, there's no discussion on the impact 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 previously mentioned have not meaningfully changed since the last time this project was brought forth.

I am therefore requesting that all comments, both spoken or written, made during the public comment period in 2005 be reviewed and those questions and concerns be answered as part of this project.

Lastly, I would like to reiterate the seven points that the various mayors of the communities along the Main Line, including the Mayor of Floral Park, have set forth as alternatives to addressing the potential need.

They are:

New passenger train yard in

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2 Huntington, preset trains for westbound
3 commuters.

4 Electrify the Port Jefferson Branch.

5 Completion of the second track for
6 Ronkonkoma.

7 Grade-crossing elimination.

8 Correct the Jamaica Crawl along with
9 upgrading problematic switches.

10 Complete East Side Access to Grand
11 Central Terminal.

12 And then lastly, high speed signaling
13 of switches in conjunction with passing
14 sidings throughout the LIRR system.

15 In closing, based on there being a
16 viable alternative and minimal information
17 in the scoping document, I have to express
18 my opposition to this mega project, as one
19 would have to assume that this project
20 would have a severe detrimental and
21 lasting impact to the Village of Floral
22 Park, its residents, businesses, schools,
23 along with the way of life we have
24 nurtured in our community for the last 108
25 years.

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2 Thank you.

3 (Applause.)

4 HEARING OFFICER: Ann Corbett.

5 MS. CORBETT: My name is Ann Corbett.

6 I'm a former Mayor of the Incorporated
7 Village of Floral Park. I have several
8 pages to hand in, but I'm going to just
9 touch on a few points.

10 The third track expansion will a cost
11 an estimated \$2.2 billion. Segments of
12 the third track expansion have been built
13 already. One segment already exists
14 between Maryland Avenue and Mineola in the
15 vicinity of Herricks Road. Another
16 segment is expected to be poured at the
17 upcoming station renovation at Hicksville.
18 Provisions for a third track have been
19 made in Mineola. I believe the railroad
20 bridge over Roslyn Road in Mineola, and
21 also the replacement of the Ellison Avenue
22 bridge over the Main Line in Westbury
23 already have the third track built.

24 I did not see any references to the
25 segments of the third track that has been

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2 built in the scoping document.

3 I would like to know how much these
4 installations cost and how will they
5 affect the overall estimated costs of the
6 project.

7 I would like to know if there is a
8 map that actually shows the borders of
9 both the Long Island Rail Road's
10 right-of-way and the third track's project
11 border from Queens Village to Hicksville,
12 and specifically in the Village of Floral
13 Park.

14 Are there any future plans to add a
15 third track between Queens Village and
16 Floral Park as originally planned back in
17 2005?

18 Can we be assured that the Bellerose
19 train station will not be closed in the
20 future?

21 The MTA LIRR has certain rights and
22 exemptions within its right-of-way. What
23 are these rights and exemptions? Do they
24 also apply to the project corridor? Do
25 any exceptions apply, for example, to the

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2 removal of contaminated soil or to the
3 repair work on tracks with the rail
4 system?

5 A few years ago, when work was done
6 on the tracks in Floral Park along
7 Atlantic Avenue in westbound Bellerose
8 Village, heavy railroad equipment
9 stationed on the track with its relentless
10 noise and house-shaking vibrations, and
11 there were bright lights shining all
12 night. Residents who were disturbed by
13 these things for days were warned that
14 such activity was permitted because the
15 track work was being done within the Long
16 Island Rail Road's right-of-way.

17 A similar situation was experienced
18 by homeowners in another Long Island
19 community recently. The story was on News
20 12 on May 18th.

21 If the third track instruction
22 includes incentives, monetary or
23 otherwise, to have this project expedited
24 for completion within the estimated time
25 frame of three or four years, should the

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2 families and businessowners and
3 communities along the Main Line expect
4 long hours of construction work and even
5 24/7 construction work that will disturb
6 the peace and their quality of life? Will
7 residents and businesspeople in or near
8 the project corridor and beyond these
9 one-quarter mile or one-half mile buffer
10 zone be expected to tolerate these types
11 of disruptions both day and night? Will
12 the project construction workers be asked
13 to put in long hours of overtime at
14 construction sites and end up suffering
15 from fatigue that could lead to safety
16 issues?

17 HEARING OFFICER: Thank you.

18 (Applause.)

19 HEARING OFFICER: Dr. Lynn Pombonyo.

20 DR. POMBONYO: Good morning.

21 Dr. Lynn Pombonyo, Trustee of the
22 Incorporated Village of Floral Park.

23 I'm here today to address concerns
24 regarding the limited detail that is
25 provided in the Long Island Rail Road

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Expansion Project Draft SEQRA Scoping
Document, dated May 5, 2016.

Specifically, I will be commenting on
the sections titled "Contaminated
Materials," pages 18 and 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 one-quarter mile
buffer along the right-of-way and one-half
mile area around the station areas and
grade-crossings, as described on page 12.

As a resident of Floral Park, Trustee
of the Incorporated Village of Floral Park
and the former Superintendent of Schools
of the Floral Park-Bellerose School
District, I want to address numerous

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concerns relating to the lack of specificity of the scoping document as it relates to soil and water contamination.

In the summer of 2008, approximately 760 cubic yards of contaminated soil were removed from 11 sites immediately surrounding the Floral Park substation and adjacent to the John Louis Childs Elementary School field in the Floral Park-Bellerose School District.

These 11 sites contained mercury at, quote, "concentrations above New York State Department of Environmental Conservation recommended cleanup objectives."

The 11 areas requiring remediation called for removal of contaminated soil at depths of 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 from 2007 to 2009, and contained numerous complex measures to

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2 assure community, school and worker health
3 and safety throughout the process.

4 It is important to note that this
5 substation and surrounding areas of prior
6 mercury contamination are all well within
7 the current study area east of the Floral
8 Park Long Island Rail Road station and
9 along the planned third track corridor.

10 I'm offering this example to convey
11 the very serious concerns about the
12 possibility of additional soil and/or
13 water contamination in the presence of
14 hazardous materials which would require a
15 complex remediation plan that must be
16 detailed in the DEIS.

17 Therefore, the DEIS must address the
18 following: Number one, how will soil
19 along the 9.8-mile study area be tested
20 prior to the third track -- track
21 construction? Will the DEC and/or other
22 agencies review all testing results and
23 will they be made available for
24 independent review by the public?

25 Number two, if contaminants are

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2 found, how will the MTA LIRR notify the
3 public? What will be the level of DEC and
4 other agency oversight of all follow-up
5 activities?

6 Number three, if remediation is
7 necessary, will all work on the project
8 that involves the movement of soil cease?
9 What are the environmental plans for
10 security at the sites, dust suppression
11 and the transportation of hazardous
12 materials out of the area? How will air
13 quality be monitored during the
14 remediation project? What will be the
15 plan for developing the remediation action
16 documents? How will the MTA LIRR make
17 copies of all relevant documents readily
18 available to the public?

19 Number four, during all remediation
20 projects, what will be the level of DEC
21 and other agency oversight? How will the
22 public notifications and updates be
23 disseminated by the LIRR?

24 In the event that the remediation
25 projects take place, what assurances will

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2 be provided at the conclusion of the work
3 that the contaminated sites are no longer
4 hazardous? What will the roles of the DEC
5 and other agencies and how will public
6 notifications be made?

7 Finally, what is the plan for soil
8 and water testing at various stages
9 throughout the entire third track
10 construction period and along the entire
11 9.8-mile study area?

12 Thank you for your consideration,
13 study, and we anticipate future responses
14 to all of these questions and concerns.

15 Thank you.

16 (Applause.)

17 HEARING OFFICER: Janet.

18 MS. DAMORE: My name is Janet Damore.
19 I live right next to the Long Island Rail
20 Road. I work in Floral Park Village as a
21 realtor.

22 This project is impacting our
23 property values already. I'd like to know
24 the environmental studies being done. How
25 deep are you going to bore down before you

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2 get to the Agent Orange that was used from
3 1980 to 1990? What have you been spraying
4 on the property in the last few years to
5 make things not grow for six years in that
6 property? How could you even think that
7 it's environmentally safe?

8 How do you intend to get all your
9 vehicles to build this project, to do this
10 project, into these small streets and
11 allow the emergency vehicles to be able to
12 get to the people if they need help? The
13 project is really not thought of properly
14 I think. I think you have just decided
15 you're going to go ahead and do it and
16 forget about people in the meantime.

17 (Applause.)

18 MS. DAMORE: You sent somebody around
19 last week to all the residents in the
20 area. They left pamphlets under my
21 doormat. I called them three times. It
22 said they'll call back in 24 hours. I
23 still have not received a call back.

24 My neighbor was also told she should
25 hold off on fixing up her property. It

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2 wouldn't be a good idea. What does that
3 mean?

4 Thank you.

5 (Applause.)

6 HEARING OFFICER: Russell Albanese.

7 MR. ALBANESE: Good morning. My name
8 is Russell Albanese. I'm a lifelong
9 resident of Long Island and my family's
10 business has been located in the Village
11 of Garden City for the past 38 years.

12 As a resident and business owner, I
13 believe that an efficient and well-run
14 transit system is essential to maintain
15 and enhance quality of life and to enable
16 our business to function efficiently and
17 competitively.

18 As a frequent rider on the Long
19 Island Rail Road, both for leisure and
20 business commuting, I've experienced more
21 and more overcrowding and schedule delays
22 in recent years, both to and from New York
23 City, both during peak and off-peak hours.

24 As an employer seeking to attract and
25 retain young professional talent, it is my

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experience that more and more of our talent pool resides in New York City and does the opposite commute to our office. And as a father of four children, three of whom all use the train to commute regularly back and forth to Long Island to visit, my experience is that the younger generation prefers the transit-oriented lifestyle in providing mobility and connectivity.

Our train system is one of the greatest resources that Long Island has, but it must be improved. We need to have a more efficient way to connect our people with New York City.

In a few years, the East Side Access project can have a tremendous positive impact on all Long Islanders and Long Island businesses, if we seize the opportunity to modernize the Long Island Rail Road system and proceed with the third track initiative.

As many areas in Brooklyn and Queens have been flourishing, it is important

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2 that all Long Islanders have efficient
3 access to Kennedy Airport through the air
4 train system and to many entertainment and
5 educational destinations.

6 Long Island needs this project and I
7 believe that the current proposal is well
8 thought out. I also support and applaud
9 the efforts to eliminate the
10 on-grade-crossings which long term will
11 contribute to a safer and better quality
12 of life.

13 I sincerely appreciate the efforts of
14 the Governor, the MTA, and the local
15 leaders to advocate for this most
16 important project.

17 Thank you.

18 (Applause.)

19 HEARING OFFICER: Thank you.

20 I'd like to call the next set of
21 speakers up to the reserved seats.

22 AUDIENCE MEMBER: What all 20 people
23 from Manhattan come out to work in his
24 office? How many people come out from
25 Manhattan to work in your office, or --

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2 where'd you go? This is absolutely
3 ridiculous. Absolutely crazy. How
4 many -- that's ridiculous.

5 AUDIENCE MEMBER: Respect his right
6 to give his own statement.

7 HEARING OFFICER: Denise Della Corte,
8 Anthony Jaworski, Richard Pfeiffer, Ed
9 Munz, Randy Elkort, Marion Guerra, Kurt
10 Langjahr. I would like to invite the
11 Mayor of New Hyde Park, Mayor Lofaro, to
12 give his statement.

13 MR. LANGJAHR: I gave a 41-minute
14 recording that you recorded and I would
15 address it towards that.

16 I realize you need to make
17 improvements and things and -- in a
18 railroad system. However, a lot of things
19 were not addressed.

20 Although Mayor Lofaro guided me to
21 your website where there is a way of
22 tunnelling it and would make a lesser
23 impact on all of our communities,
24 including, not limited to, Floral Park or
25 Hicksville.

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2 The railroad stations in each one of
3 those communities should be tunnelled and
4 therefore make less of an impact, and you
5 would get a return.

6 In my remarks, the 41 minutes that I
7 gave, it's all indicated that I have the
8 experience as a carpenter for 55 years and
9 I have worked on some of your tunnel
10 projects, such as the 63rd Street tunnel
11 where the F train made it safely through
12 all of those storms that we had, and that
13 was built about 50 years ago.

14 And also Jamaica Center, you have to
15 look at the beauty of it, if you do it
16 with the railroad in Long Island. We have
17 to beautify our villages and get north and
18 south of the villages together.

19 New Hyde Park is only one square
20 mile, and the work that you're trying to
21 do could be overcome by tunnelling it from
22 one mile east and one mile west
23 underneath, reinforcing the existing
24 track. And then when you're finished with
25 the ten miles of the railroad improvement,

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2 instead of having just three tracks, you'd
3 have four tracks because you could build
4 two tubes. You're doing it in the
5 long-term as you did a hundred years ago
6 on Park Avenue or when you eliminated the
7 Third Avenue subway. You got to think
8 outside the box.

9 And my idea is you get a return
10 because you will have parking. Every
11 Wednesday I go in the city and I want to
12 park my car at the railroad station right
13 here, and there's no parking space. And
14 that's serious. We need to be able to get
15 to the railroad station in the rain, in
16 the weather, what have you. Plus, if
17 you're in the tunnel with nice little
18 stops, a Starbucks and what have you
19 downstairs, you can have a coffee, you're
20 out of the weather, no hail, no wind, and
21 you protect your railroad.

22 Another thing that's most important,
23 and you'll see that in my minutes that I
24 wrote, you got to eliminate the diesel;
25 that's old fashioned. All over Europe

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2 it's electric and they're high speed and
3 they're good for the railroad, good for
4 the community, and it would make things a
5 lot easier.

6 And I could go on for another 40
7 minutes to explain to you, but I thank you
8 for letting me speak.

9 (Applause.)

10 HEARING OFFICER: Mayor.

11 MAYOR LOFARO: This woman would like
12 to speak before I. Is that acceptable?

13 HEARING OFFICER: Please state your
14 name.

15 MS. GUERRA: Mrs. Marion Guerra. I
16 live in Floral Park village.

17 And about an hour ago you said that
18 there was a lot of traffic on Covert
19 Avenue going over the tracks. Okay?

20 I was there about an hour ago. The
21 time I got down to the tracks, the train
22 passed. There was no backup there, and
23 there aren't any in the evening. I don't
24 see any, 'cause I pass many times on
25 Covert Avenue. I use Covert Avenue and I

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2 also use the Carnation Avenue. I go
3 either way. All right?

4 Now, on Covert Avenue, there's tracks
5 to the left of you and to the right of
6 you. Where are the people going to cross
7 when this construction goes, when it comes
8 along?

9 AUDIENCE MEMBER: They don't care.

10 MS. GUERRA: I saw in pictures. I
11 don't see any kind of crossing there. I
12 see none at all.

13 And how is this going to impact
14 Floral Park village? I've lived here in
15 this village for almost 46 years. Right?
16 And when you did the construction there --
17 just the staircases, that was quite a bit
18 of work there. Okay? A lot of noise, a
19 lot of -- underneath the underpass, the
20 guys would park their cars on the side.
21 And when we had to come out through the --
22 on Atlantic Avenue to look to see if we
23 could make a right or left turn, you could
24 not. They put their trucks there. And we
25 had to come all the way in the middle of

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2 the street to do that. That's very
3 hazardous to us and the people that cross
4 there.

5 And I don't know what else to say.
6 We've gone through this about eight -- a
7 decade ago, and you still haven't come up
8 with any kind of solutions.

9 Thank you.

10 (Applause.)

11 MAYOR LOFARO: Good afternoon. My
12 name is Robert Lofaro. I'm the Mayor of
13 the Village of New Hyde Park.

14 I'm here today on behalf of the
15 residents, businessowners and daily
16 visitors to the Incorporated Village of
17 New Hyde Park.

18 The purpose of SEQRA is to assure
19 that social, economic and environmental
20 factors are considered before reaching a
21 decision on proposed actions that may
22 impact the environment. This requires the
23 agency must accept the environmental
24 significance of all actions at their
25 discretion to approve, fund and directly

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undertake.

In order for SEQRA to process -- to function properly, full cooperation is required amongst the project sponsors, lead agencies, involved agencies and interested parties. Critical to this process is transparency and meaningful public participation. Respectfully, in this situation, it appears it's lacking in both.

The project is titled "Long Island Rail Road Expansion Project," focusing on the construction and installation of the third track. However, the Draft Scoping Document is devoid of any mention, depiction or discussion of a third track location or placement. Such information is critical in order for the public to sufficiently review and comment the potential impact to them, cumulative or otherwise. A mere blue line on a Google map would have been at least provide the respective homeowner some view of what may come of this project if it proceeds

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forward.

But left as precedent, this scoping document, the public is left guessing and speculating on what about the main component of this project will have for their home.

Meaningful public participation will only be accomplished if and when a more detailed scoping document is prepared and disseminated describing the project in its entirety.

Such a document must include project specifics as it relates to the construction and installation of a third track and an analysis of the cumulative environmental impact of same.

The opportunity for meaningful public participation is curtailed by the fact that the Draft Scoping Document establishes a scoping period of the public opportunity to submit comments will close on June 13th.

Given the nature of this project, a five-week period for review, analysis and

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2 comment is insufficient. A project of
3 this size and magnitude cannot be
4 streamlined or simplified.

5 I'm going to skip through a couple
6 other points I'll make. We'll put more in
7 the formal record. But I do want to
8 address freight cargo.

9 There currently exists a certain
10 level of freight on the Long Island
11 railroads in New Hyde Park. A careful
12 analysis of the current level of railroad
13 traffic resulted in New Hyde Park remain
14 and evaluated on its potential future
15 increase of rail traffic strictly
16 fulfilled.

17 Although the potential for increased
18 traffic is dismissed in the Draft Scoping
19 Document as evident by the product and
20 project advancement, increased freight
21 travel is expected in the future.

22 Also, the freight rail dismissal is
23 contrary to studies the New York State
24 Department of Transportation held to build
25 inter-motor facilities in Pilgrim Street.

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2 It is truly a failure of government
3 or the agencies that represent government
4 when a process that claims to be so open
5 and transparent to the public can be so
6 manipulated and distorted that its
7 criticisms are left wandering and
8 wondering what impacts this project will
9 result in their property, homes and their
10 lives.

11 Thank you.

12 (Applause.)

13 HEARING OFFICER: Denise.

14 MS. DELLA CORTE: Good morning. My
15 name is Denise Della Corte, and I proudly
16 serve as a school board Trustee in the
17 Floral Park-Bellerose School District.
18 I'm here on behalf of the 1600-plus pre-K
19 through 6th grade students enrolled in our
20 elementary schools, their parents and our
21 staff.

22 The Board of Education and
23 Administration work tirelessly to ensure
24 our children every opportunity to receive
25 a solid and excellent educational

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2 foundation in a caring and safe
3 environment. The safety of their
4 environment is now threatened. Our school
5 community has not been included in the
6 planning and discussion of this proposed
7 project. And our questions and concerns
8 remain unanswered.

9 We would like answers to the
10 following questions: What will a
11 student's day look like? Which streets
12 will be closed and for how long? The
13 rerouting of buses, cars and children
14 walking to school will be a logistical
15 nightmare. What will be the access for
16 emergency vehicles coming in or the
17 evacuation plan to bring children to safer
18 areas?

19 Air quality is a health issue. What
20 will be the process if toxins in the soil
21 are discovered? Toxins become airborne.
22 Our classrooms need ventilation and our
23 children need recess. And our former
24 superintendent of schools, Dr. Lynn
25 Pombonyo, touched more specifically on

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2 that.

3 Noise and vibration during
4 construction is not conducive to a good
5 learning environment. What will be the
6 level of noise and what steps will the MTA
7 and Long Island Rail Road to ensure a
8 quality environment?

9 Vibrations, especially with an
10 addition of freight lines, will have a
11 detrimental and costly impact to our
12 100-year-old school buildings. Who will
13 be responsible for this potential damage
14 long-term?

15 Freight. What is the long-term plan?
16 Will there be an increase in freight runs
17 within close proximity to our schools?
18 How often? And what will be transported?

19 Location of staging. Where will it
20 be and for how long? Parking for staff
21 and residents around the John Lewis Childs
22 School is already at a premium.

23 The children in our community are our
24 most precious concern. We feel, in light
25 of this project, they are a distant

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2 afterthought. We do not believe in
3 progress at any cost. The effects of this
4 project within such close proximity to our
5 students will have detrimental effects on
6 their education for all future
7 generations.

8 I ask that you extend the public
9 information and comment period to 90 days
10 in order to have a more respectful
11 dialogue and a better understanding of our
12 concerns.

13 Thank you.

14 (Applause.)

15 HEARING OFFICER: Anthony Jaworski.

16 MR. JAWORSKI: My name is Anthony
17 Jaworski and I live in Bellerose Terrace.

18 The reference that you're making to
19 Long Island third track expansion from
20 Floral Park to Hicksville I think is
21 wrong, because of the fact that Bellerose
22 Terrace and Bellerose Village is not
23 included in it.

24 And the topic that I speak of is the
25 third rail, which is a preexisting

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2 condition brought on from the year 2008,
3 the conditions created when several tracks
4 were removed and replaced. And then the
5 third track, being called the third rail,
6 was replaced.

7 The newly installed third rail and
8 tracks that were replaced had ended up
9 being four inches shorter than the ones
10 that were removed, leaving a four-inch
11 horizontal gap between the adjoining
12 tracks, resulting in a click-clack noise
13 as trains rolled over the void, the
14 traffic going east and west on the track.

15 The noise being the most prevalent
16 and annoying during the rush hour, early
17 in the morning and evening.

18 Please check with the traffic tower
19 control for the amount of traffic being
20 going over. The noise would interfere
21 with our sleep, conversations in the den,
22 watching TV, and daily activities.

23 I believe in having a constructive
24 dialogue regarding the noise abatement and
25 repairs made with the third rail gap

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2 causing a -- fear that it may cause a rail
3 derailment. I had made contact with the
4 following people but that's incidental.

5 The thing that concerns me is that
6 the hazard that is being gotten from the
7 fact that many in that particular area
8 between Floral Park and Cross Island are
9 many third rail developments of having
10 space tracks between connecting rail
11 lines.

12 I thank you for this appearance.

13 (Applause.)

14 HEARING OFFICER: Richard Pfeiffer.

15 MR. PFEIFFER: Hi. My name is
16 Richard Pfeiffer, Floral Park, Village of
17 Floral Park.

18 In my prior life I was a professional
19 engineer for the City of New York as a
20 civil engineer.

21 Just to inject a little levity in
22 this meeting if I could, it's kind of
23 ironic a meeting with the Long Island Rail
24 Road started 30 minutes late.

25 (Applause.)

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2 MR. PFEIFFER: Just a comment.

3 But to speak about the scoping
4 document that we're here to review on, to
5 comment on, the document is so incomplete
6 it's hard to say anything about it. I
7 mean, 52 pages say basically nothing other
8 than the fact that from Floral Park to
9 Hicksville the third track will be on the
10 south side, and from Hicksville to -- I'm
11 sorry, from Mineola to Hicksville it will
12 be on the north side. And other than
13 that, I think that's about it. And other
14 than the vague proposals about the grade
15 eliminations from New Hyde Park through
16 Westbury. Other than that, it just
17 doesn't say much of anything.

18 And also from my point of view,
19 there's no discussion of temporary taking
20 of backyards between south Tyson and
21 Covert Avenues during the period of
22 construction. This is going to be
23 necessary for the contractors doing this
24 job to store their equipment and to bring
25 whatever materials are necessary to do the

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2 job. Obviously they can't store it on the
3 two tracks that are going to be running
4 back and forth from Manhattan.

5 So we've got retaining walls to be
6 built along the entire south side of the
7 railroad between Floral Park and Covert
8 Avenue, I believe. So we're going to be
9 able -- we're going to have to take
10 backyards to be able to do that. And when
11 I say backyards, I'm not talking about
12 eminent domain.

13 From my purpose, my house bordered on
14 the Hempstead Branch when they elevated
15 the line back in the 1960's. And what
16 they did at that point is they took a
17 30-foot easement and they used it as a
18 working platform for elevating the part of
19 the Hempstead line from the station down
20 to the playground. And what they did is
21 they knocked the garages down and they
22 took the easement and fenced it in. But
23 they did pay everybody to put their
24 garages back and they paid them for the
25 damage that they did as they reopened it.

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2 But this went on for two or three
3 years while this was being done. And
4 during that time, you couldn't buy or sell
5 a house because nobody was interested in
6 selling real estate or buying real estate.

7 So that's some of the concerns I
8 have.

9 Also, there's no comment in there
10 about how it's going to affect daily
11 commuters who use the Main Line and the
12 Hempstead Line, because obviously the
13 trains are going to be running slow,
14 they'll be detoured, whatever is during
15 the period of construction. And the
16 document does not touch on that at all.

17 And I assume that it's going to be in
18 the final -- in the final version -- or
19 the other thing that is mentioned is that
20 there's going to be an inclusionary report
21 coming out that will respond to these
22 questions, and I hope it's clear that you
23 can do this.

24 So other than that, there's nothing
25 really to say about the document other

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2 than it's a blank. It really is a blank.
3 And hopefully this project will die in its
4 own wake.

5 (Applause.)

6 MR. PFEIFFER: But there are some
7 things that should be included, and that's
8 the elimination of the grade-crossings.

9 Thank you for your time.

10 (Applause.)

11 HEARING OFFICER: Ed Munz.

12 (No response.)

13 HEARING OFFICER: We move on to the
14 next, Randy Elkort.

15 MR. ELKORT: Randy Elkort. I have a
16 property facing the railroad in New Hyde
17 Park right by the train station.

18 To me, this is a project that must
19 get done in some form or another. I don't
20 know if any of you people remember when
21 people get killed at the grade-crossings,
22 but I have seen it. I have been there and
23 I have seen it. This must get done in
24 some form or another.

25 The train whistle at New Hyde Park is

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2 brutal. When they come across Covert
3 Avenue and when they come from the south
4 12th Street crossing, it's almost
5 unbearable, and this has to be eliminated.

6 This gentleman carrying a sign "noise
7 pollution," this is the noise pollution,
8 the whistles. The trains going by, we can
9 live with it. We bought our properties by
10 the railroad. This has to be expected.
11 There has to be some form of this project
12 going through, whatever it may be.

13 The third track I think is a very
14 good thing. Bring us from the 19th
15 Century to the 21st Century. There's a
16 lot of people here who object to it. They
17 don't want to live through it, and I don't
18 blame them. But to bring Long Island up
19 to the 21st Century, something has to be
20 done, whatever that may be, whatever comes
21 of this. There's a lot of legitimate
22 concerns. But something must be done.

23 Thank you.

24 (Applause.)

25 HEARING OFFICER: Mary

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2 Harkins-Conway.

3 MS. HARKINS-CONWAY: Good afternoon.
4 My name is Mary Harkins-Conway. I'm a
5 member of Floral Park Village Third Track
6 Task Force, and I've been a resident of
7 the Village since 1968 when my parents
8 moved there.

9 Floral Park is a village where many
10 people live on lots with a 40 by 100, and
11 we've gotten used to it. We can walk or
12 ride our bicycles to the stores,
13 restaurants, library, churches, the
14 schools, and the rec center and the pool.
15 We know where our children are when
16 they're on the streets in Floral Park,
17 'cause it's such a small community. And I
18 believe that's due in part to the size of
19 the community and our close proximity to
20 one another.

21 I'm concerned that the construction
22 of the third track will result in an
23 increase in freight coming through our
24 village by rail car. The scoping document
25 in page 5 states that currently three

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2 roundtrip trains travel through our
3 village on the Main Line each day. The
4 scoping document goes on to say that since
5 the New York & Atlantic Railway operations
6 are not currently capacity constrained,
7 the third track would not increase freight
8 traffic along the Main Line.

9 First, I'm not reassured when the
10 word "current" is used, particularly when
11 talking about a permanent project.

12 Second, I find it very hard to
13 believe that with or without the third
14 track, it's anticipated that rail freight
15 on Long Island would not increase
16 significantly.

17 How do we reconcile that statement
18 with the expansion the Brookhaven Rail
19 Terminal, a multi-modal freight rail
20 facility in Yaphank, which is the on the
21 Main Line?

22 The Brookhaven Rail Terminal's own
23 website talks of Long Island as being one
24 of the largest consumer markets with -- is
25 expected to increase in population and

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2 thus an increase in rail freight.

3 Already, Brookhaven Rail Terminal has
4 companies with facilities out there such
5 as Home Depot and Ultra Green biodiesel.
6 There's also talk about having made a
7 refrigerated food warehouse out there.
8 The State of New York has given grants to
9 the Brookhaven Rail Terminal for
10 development.

11 The last line, the one paragraph
12 about freight contained within the scoping
13 document, states that should a change in
14 market conditions occur, then service
15 would be only during the off-peak period.
16 While that would be okay for Long Island
17 commuters, it's not good for the residents
18 of Floral Park. Off peak is during the
19 school day when our children at Floral
20 Park Bellerose and John Lewis and Our Lady
21 of Victory, when those students are at
22 school.

23 And I'm concerned about the
24 cumulative effect of the noise of
25 increased freight trains while we also

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2 have the planes flying overhead to Kennedy
3 and La Guardia Airport, as well as the
4 helicopters that fly out east over the
5 Main Line tracks.

6 Finally, 'cause I know that I'm out
7 of time, I'll just say that in Floral
8 Park, I believe, it's not in Mindy's yard,
9 it's not not in our backyard. It's,
10 rather, too much in our backyard. And I
11 urge Governor Cuomo, the MTA and the Long
12 Island Rail Road to let us alone.

13 (Applause.)

14 HEARING OFFICER: Thank you. Mary,
15 and for those who have actual written
16 comments, we would like to have copies of
17 those for the public record. Thank you.

18 Marion.

19 MS. PETROSINO: My name is Mary
20 Petrosino. I'm from Floral Park. I don't
21 have a prepared speech, but I'm here.

22 I want to comment on the commuters.
23 No one mentioned them. I am not a
24 commuter because I'm retired, but my son,
25 he's paying over \$300 for a ticket to

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2 commute. If you put a third rail,
3 naturally, part of the cost is going to be
4 to the commuter. How can they afford
5 this? Their employers will not give them
6 an increase.

7 Also, with many people working at
8 home now, is this third rail really
9 necessary?

10 And another thing, one evening I saw
11 a train pass by. There were not more than
12 five cars. If you have so many commuters,
13 why don't you add more cars or double-
14 deckers and this will save everyone a lot
15 of money. That's all I have to say.

16 (Applause.)

17 HEARING OFFICER: Next group of
18 speakers. Lisa Tyson, Director of the
19 Long Island Progressive Coalition. Ernie
20 Canadeo, CEO of the EGC Group. Ernest
21 Gentile, New Hyde Park Garden City UFSD
22 District.

23 Lisa.

24 MS. TYSON: Good afternoon. My name
25 is Lisa Tyson, Director of the Long Island

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2 Progressive Coalition. We're a
3 multi-issue, grassroots, citizen-run
4 organization and we support this project
5 strongly.

6 Long Island benefits from the
7 railroad. The railroad does a huge amount
8 of impact to our economy, to the residents
9 here and just our daily way of life. If
10 we did not have a railroad, our roads
11 would be a huge congested mess.

12 This project is going to decrease
13 congestion even more, and it's going to
14 make it so interim Long Island travel is
15 possible.

16 There are so many benefits to this
17 project. And I know that every project
18 has a negative impact on people, and
19 that's what we're hearing today. And
20 progress, that is a part of progress.

21 In order to build a railroad in the
22 first place, there was a negative impact
23 on people. And I do believe the MTA has
24 increased and done a very good job to make
25 difficult outcomes. They heard all the

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2 things that people were saying, all the
3 concerns, and they made sure they
4 addressed it. And so that's why this
5 project is even better than the last
6 project. This project should go forward
7 for the benefit of all Long Islanders for
8 future generations as well as for the
9 people today.

10 East Side Access is coming. We're
11 going to have so many more commuters going
12 into the city, able to get out of their
13 cars. It's going to be a major impact.
14 But without the third track, we will never
15 see what this project of the East Side
16 Access could really do. This would be a
17 huge benefit and we want to make sure that
18 it goes forward.

19 This is a win/win for Long Island and
20 we hope that the scoping session moves
21 forward, peoples' issues are addressed and
22 the grade-crossings, which will save lives
23 literally and make a major benefit. You
24 know, that those continue to be part of
25 this project because that's going to be a

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2 huge benefit.

3 Thank you.

4 (Applause.)

5 MR. CANADEO: Hi my name is Ernie
6 Canadeo. I'm the CEO of the EGC Group.
7 I'm a life-long Long Islander. I grew up
8 in Westbury, and my agency was in
9 Hicksville for 20 years and now we're in
10 Melville.

11 As you probably know, we have a very
12 serious situation on Long Island where
13 we're losing our kids. Our kids leave.
14 They can't afford to be here. And the
15 next best-case scenario is they move into
16 Brooklyn, Queens or Manhattan.

17 I have a very serious situation that
18 I cannot recruit. I hire from Long
19 Island. The kids work here for two years.
20 I train them and they move to Brooklyn,
21 Queens or Manhattan and they work there
22 because they don't have access to come
23 back to Long Island. They don't need cars
24 there.

25 I'm actually -- I'm being forced to

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2 open up an office June 1st in Manhattan
3 for the primary reason that I cannot
4 recruit enough here on Long Island.

5 This project is important for the
6 future of Long Island. It's important to
7 keep kids in the community. We need to be
8 able to tap into the Boroughs. And I know
9 I heard some laughing earlier when Russell
10 had said that he had a similar issue.

11 There are people that reverse
12 commute. The potential is a lot more
13 people can reverse commute. They can't
14 right now because there's not enough
15 trains that run west to east and east to
16 west during peak time.

17 So I think that this is important and
18 should go forward.

19 Thank you.

20 (Applause.)

21 AUDIENCE MEMBER: We're supposed to
22 just stop our way of life for hipsters
23 that come from Brooklyn? Twenty hipsters
24 from Brooklyn, we're supposed to disrupt a
25 way of life for them? That's bullshit.

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2 HEARING OFFICER: Ernest Gentile.

3 MR. GENTILE: President of UFSO
4 school district.

5 One of the questions that I think
6 this scoping document should expand on is
7 the devaluation of properties along the
8 railroad line with the work that's going
9 to be done.

10 When you devalue properties and they
11 challenge their taxes, the taxes will go
12 down, everyone else has to absorb those
13 taxes. How does that going to impact the
14 school district when we cannot have a
15 budget, okay, for a certain amount and the
16 peoples' taxes are going to increase?

17 These projects that you're doing,
18 okay, they're going to impact the schools
19 in various ways. Other colleagues have
20 spoke about how they'll affect the
21 children.

22 But there's no studies done so far
23 that devalues the properties, what the
24 impact is of both the tax reductions that
25 they would receive and how will that

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2 affect the school district and all the
3 other taxpayers. You might not live along
4 the third track, but your taxes will go up
5 because everybody else's along the
6 railroad will go down. So everybody is
7 going to absorb those taxes. What impact
8 is that going to have?

9 Also what is the Governor's office
10 doing to make our community whole if the
11 taxes do get affected?

12 Thank you.

13 (Applause.)

14 HEARING OFFICER: I'd like to invite
15 Veronica Vanterpool, Executive Director
16 Tri-State Transportation Campaign to give
17 a comment.

18 MS. VANTERPOOL: Good afternoon,
19 everyone here today. Thank you for the
20 opportunity to comment.

21 I am the Executive Director of
22 Tri-State Transportation Campaign, which
23 is a nonprofit advocacy group that works
24 towards sustainable transportation
25 networks. And for more than 15 years,

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2 we've advocated with many of you on Long
3 Island to improve pedestrian and
4 bicyclists with infrastructure and to
5 improve bus service and transit service on
6 the Long Island Rail Road. And we
7 appreciate the constructive rapport we had
8 for those 15 years.

9 We've been very supportive of this
10 project. We support this project today.
11 In fact, in 2004, we convened third track
12 coalition that was made up of many civic,
13 labor, environmental, transit groups to
14 advance this project.

15 What we've seen over the past 12
16 years is a project that's been installed.
17 And we thank Governor Cuomo for
18 jump-starting this project and bringing
19 the value of this project to the forefront
20 and dominating this conversation in Long
21 Island.

22 Just a few points I want to point
23 out.

24 In March 2016, our organization did
25 an analysis called the Laggy Analysis.

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2 And what we found is that the Port
3 Jefferson Branch was the number one in
4 rider delays. If you were a rider on that
5 branch, you lose 26 hours a year because
6 of delays on the Long Island Rail Road.

7 The Ronkonkoma Branch tops the list
8 in three categories. Lost economic
9 activity on this branch is \$19 million
10 lost. Lost time due to a cancelled, late
11 or delayed trains, 345,000 hours in one
12 year. Riders on Ronkonkoma Branch lost 23
13 hours a year riding this branch; that's
14 one full day.

15 The Long Island third track project
16 would address those issues.

17 Second point. A third track along
18 Metro North Harlem line was built over a
19 decade ago. Property values in that
20 vicinity soared. Ridership increased
21 significantly and improved frequency on
22 the line. In fact, there used to be a
23 train one every 90 minutes, now there's a
24 train one every 30 minutes.

25 Residents along and adjacent to that

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2 third track have seen their proximity to
3 that track as an amenity. And it's
4 something incredibly desirable. In fact,
5 White Plains is one of the busiest transit
6 hubs because of the reverse commute. And
7 we are seeing residents and other
8 Westchester residents who are able to get
9 to White Plains, which is a huge mecca for
10 Westchester County for jobs and other
11 opportunities because they see the
12 frequency and reliability of service
13 caused by the third track.

14 Next point. This project must adhere
15 to a strict timeline in project schedule
16 and budget. What we've seen are soaring
17 costs and delayed project schedules with
18 some of the MTA's other capital projects,
19 such as East Side Access and Second Avenue
20 subway and No. 7 extension. We need to
21 ensure that this project is kept on time
22 and on budget. And that's particularly
23 important because right now this is a
24 project that's not yet funded so we need
25 to ensure -- in order to restore the

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2 public's confidence in the MTA and also on
3 project delivery that this does adhere to
4 a strict timeline and strict budget.

5 Another quick point. One way to keep
6 cost down is to shift the focus away from
7 just tunneling or bridging over
8 grade-crossings. Now, the safety of those
9 crossings must be addressed. Sadly,
10 there's been 84 deaths over a 15-year
11 period, but let's keep that in focus.
12 Unfortunately, in Nassau County alone,
13 there were 88 pedestrian deaths in just a
14 three-year window. So let's focus on
15 making all of the infrastructure leading
16 to our transit stations and transit hubs
17 safe.

18 And then, finally, my last point is
19 we are very encouraged to hear the
20 Governor's office and the State DOT is
21 committed to a very defensive outreach
22 process. This needs to be modeled after
23 the Tappan Zee Bridge outreach project. To
24 date there have been over 700 meetings
25 with residents, with school children, with

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2 other stakeholders beyond the usual
3 suspects. There needs to be a meaningful
4 public input process and feedback measured
5 that's more than just open houses and a
6 hearing. These are important steps of any
7 project, but they certainly need to go
8 beyond that. And we're looking forward to
9 ensuring that this kind of public process
10 is meaningful.

11 Thank you.

12 (Applause.)

13 HEARING OFFICER: Next up, I'd like
14 to invite Steven G. McAllister, Police
15 Commissioner, Floral Park.

16 MR. McALLISTER: My name is Steven
17 McAllister. I'm the Police Commissioner
18 of Floral Park.

19 And I have some concerns, especially
20 as they relate to the construction phase.
21 Right now, Tulip Avenue has about 9,000
22 cars traveling in an east/west direction
23 and Plainfield about the same, 9,000. So
24 at that intersection alone, there's 18,000
25 crossings per day.

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2 If you close South 12th and Covert,
3 all that traffic, especially in the a.m.
4 rush that's seeking to go west towards the
5 City, has to go somewhere, and
6 unfortunately it's going to be diverted to
7 my town. So I'm concerned with the volume
8 of traffic, as far as the scoping. I have
9 to know where these cars are all going.
10 What is going to be my response time or
11 lack of response time because my people
12 are now tied up with the additional
13 invariable, with increased traffic,
14 accidents and aiding cases? Many times we
15 have to also transport to the hospital; so
16 therefore tying up my police officers and
17 further burdening them during the day,
18 especially during peak hours, obviously,
19 a.m. and p.m., so I'm very concerned with
20 that.

21 I'm also concerned with where we're
22 going to stage all this personnel and
23 equipment, as already been alluded to.
24 It's already a densely populated area and
25 parking is a concern. Where are we going

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2 to put all this equipment? I just need
3 those questions answered.

4 So if this does come to fruition, how
5 do I deal with it from a policing
6 perspective?

7 That's really all I have. Thank you
8 very much.

9 (Applause.)

10 HEARING OFFICER: I'd like to invite
11 up Mayor Tweedy from Floral Park to give a
12 comment.

13 MAYOR TWEEDY: Good afternoon.

14 The speed with which the plans for
15 seven grade-crossings and 9.8 miles of
16 express track through some of the most
17 densely populated and mature communities
18 borders on the incomprehensible.

19 The Governor asked for the community
20 leaders in western Nassau County to listen
21 to the State's representatives in
22 developing this plan. We have listened
23 and shared our concern, but our
24 participation should not be inferred as
25 consent.

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2 The only way this plan could move
3 this quickly is because it is the same
4 plan as that presented ten years ago. If
5 this is the same plan, why is it not under
6 the oversight of the Federal Transit
7 Administration now?

8 Scoping testimony and documents have
9 already been provided ten years ago. Why
10 should those who have testified ten years
11 ago be disenfranchised? Should they be
12 ignored?

13 We would accept that testimony as the
14 State's scoping document is nonresponsive.

15 Floral Park sat with the State's reps
16 three times, yet none of our concerns are
17 contained or addressed in the scoping
18 document -- in the scoping document.

19 Where is the track alignment? What
20 is the right-of-way? What is the drainage
21 plan? What parking will be lost building
22 new superstructure to support new bridges?
23 What operational benefits will be achieved
24 or will we bear all the burden and derive
25 none of the benefits? What impact will

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2 this have on our recreation center?

3 When we began considering the
4 development of our new pool complex in
5 2013, we looked at the MTA LIRR's
6 five-year and 20-year capital programs.
7 There were no budget proposals for the
8 Main Line capital improvement. Without
9 disclosing track alignment or means and
10 methods intended for the construction of
11 this new track, one can only assume the
12 worst. And despite due diligence by the
13 Village and Cameron Engineering, our
14 architect, our pool shells and our
15 Village's investment are at risk.

16 At our adjacent recreation center,
17 what will the visual impact as trains roar
18 along the top of retaining walls while
19 children play basketball, baseball and
20 hockey games right below?

21 Will there be walls to lessen the
22 visual impact or address sound attenuation
23 as trains roar beside our residents' homes
24 and recreation center.

25 We spent 18 months designing and

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2 mobilizing a new pool complex which was
3 built in nine months, opening on time and
4 on budget, even through the brutal winter
5 of 2014. This was possible due to good
6 planning.

7 Today there is little comparable
8 planning, unless, of course, it is the
9 same plan as ten years ago.

10 It is not our role to design your
11 track, it is yours to disclose. We did as
12 the Governor requested; however, we do not
13 believe the justification of the third
14 track has been achieved when compared to
15 the incremental and less onerous LIRR
16 proposals to address improvements of train
17 movements along the Main Line.

18 This, combined with the lack of
19 transparency and the segmentation strategy
20 employed by the State's planning reps, is
21 disturbing.

22 Given the size and scope of this mega
23 project, we respectfully request an
24 extension of the scoping comment period to
25 90 days, additional scoping hearings could

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2 be in Mineola and Floral Park, the
3 disclosure of all plans, and finally, we
4 request the oversight of this project be
5 returned to the FTA.

6 This is not a different plan. And if
7 it is, show us.

8 (Applause.)

9 HEARING OFFICER: Our next group of
10 speakers are Kathryn Cannino, Marybeth
11 Ruscica, Chuck Leeb, Carol O'Neill,
12 Delores Whitehead, James Opiekun.

13 Kathryn.

14 (No response.)

15 HEARING OFFICER: Marybeth.

16 MS. RUSCICA: Good afternoon. I'm
17 Marybeth Ruscica, and I'm a resident of
18 Floral Park.

19 And at this point, I have to admit
20 I'm confused. The scope of the document
21 talks about station improvements, increase
22 in parking, eliminating grade-crossings,
23 making the station ADA compliant; this
24 sounds great to me. I don't see any need
25 for a third track there.

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2 The scoping document, as has been
3 discussed, says there's no need for any
4 more freight capacity. We have sufficient
5 freight capacity. And if there's a need
6 for more freight capacity, we've got the
7 extra rail space there for it. Great.
8 Then there's no need for a third track.

9 People have discussed reverse
10 commuting. This is something that we've
11 heard before. We heard it ten years ago.
12 There was a study that said we were going
13 to need a third track for reverse
14 commuters. They never materialized.

15 I spoke with one of the experts this
16 morning and I asked him about reverse
17 commuting, and he said, well, they aren't
18 here yet and we're not sure that we're
19 going to get them but we want to be
20 prepared for them. Okay. I don't see a
21 need then for a \$2.2 billion project for
22 something that we're not sure is really
23 going to develop.

24 As far as I can tell, this third
25 track is Governor Cuomo's legacy. This is

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2 how he wants to be remembered.

3 (Applause.)

4 MS. RUSCICA: As a life-long resident
5 of Long Island, I do not want to be
6 dictated to by Albany and Washington. I
7 think people who live here should decide
8 what works best for them and what's needed
9 because we are the ones who are going to
10 ultimately pay the price.

11 Thank you.

12 (Applause.)

13 MR. LEEB: I'm Chuck Leeb. I live in
14 the Village of New Hyde Park. I've lived
15 here 55 years.

16 Let me just say what the one concern
17 always was about the safety at the
18 railroad crossings. If you do double
19 gates on both sides, then all traffic is
20 shut off, no cars are going to get
21 through. That's a very cheap way of
22 solving that problem. We don't have to
23 build bridges or tunnels or anything else
24 to accomplish that.

25 The idea of the reverse commute,

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2 which don't exist, of course, but anyway,
3 suppose it does. Now, we have 12-car
4 trains. If you have somebody else brought
5 up double-decker cars. Double-decker cars
6 twelve trains become six. If it's
7 crowded, you could make eight or nine.
8 There's no need for anything about people
9 can't get on the trains or we don't have
10 enough room.

11 Now, the whole idea here is I think
12 freight. That's all the concern about is
13 freight. Now, if you really want to have
14 a -- solve the problem with freight lines,
15 'cause it was mentioned about the
16 terminals being built out there, what you
17 need is a dedicated freight line. Where
18 are you going to put that? On the Long
19 Island Expressway, in the center. Listen,
20 this is not -- this is where it can go.
21 You could eliminate the truck traffic so
22 you're going have more room. Put it
23 there. You have it elevated or you could
24 have it at ground level. But that is
25 something that's, for some reason, nobody

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2 wants to even talk about. The question is
3 why?

4 I mean, in a way, we have to come
5 here in Nassau County for those --
6 whoever's out further, we're like the door
7 mat. We don't count. And all of the
8 problems will be with us and were going to
9 stay with us. And all the benefits are
10 going to go to somewhere else. So if we
11 don't like it, try to consider some of
12 these problems that I've mentioned here.

13 I think that's it all right.

14 (Applause.)

15 HEARING OFFICER: Carol.

16 MS. O'NEILL: Good afternoon. I've
17 lived in Floral Park 53 years. My home is
18 definitely close to the proposed track.
19 I've gone online the transparency is
20 terrible. You don't know what's going on,
21 nobody seems to know. Nobody knows where
22 the track is going to start from. And I
23 personally agree with everybody that's
24 spoken, I think this is strictly the only
25 reason they want this is for bringing all

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2 the freight out to the different yards
3 that they have.

4 They've done the studies on the
5 reverse commute and they didn't want it.
6 What about the stores that are on Tulip
7 Avenue and Atlantic Avenue? What about
8 the stores on Jericho Turnpike this brings
9 economies into Floral Park. They are all
10 going to suffer. By Covert Avenue, forget
11 it.

12 I've spoken to store owners on Covert
13 Avenue and they're afraid their businesses
14 will go totally flat. So I think they
15 have to come up with a little bit more
16 telling us. We're not idiots that live in
17 Floral Park and New Hyde Park, but we want
18 to know what's going on.

19 (Applause.)

20 HEARING OFFICER: Delores.

21 MS. WHITEHEAD: I was born in Floral
22 Park 86 years ago.

23 (Applause.)

24 MS. WHITEHEAD: Understandably,
25 changes have to be made. But when they're

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2 changes that are going to disrupt and,
3 let's say, not improve life in our little
4 community that we're used to, we have a
5 lot to deal with. As we all know, the
6 planes that go over, helicopters, noise,
7 it really is not something that we would
8 appreciate adding to the noise that now
9 exists once a project like this has
10 started.

11 I definitely do not like the idea of
12 a third rail in Floral Park.

13 Thank you.

14 (Applause.)

15 HEARING OFFICER: James Opiekun.

16 MR. OPIEKUN: Good afternoon. My
17 name is James Opiekun, and I proudly serve
18 as the Superintendent of Schools for the
19 Floral Park-Bellerose Elementary School
20 District.

21 I'm here on behalf of the Floral
22 Park-Bellerose Board of Education, the
23 1,600 Pre-K through 6th students and 300
24 employees who are part of the Floral
25 Park-Bellerose school community.

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2 Our community pays close attention to
3 local civic matters, particularly those
4 involving the education of our children,
5 and we're deeply concerned regarding the
6 immediate and long-term impact of the
7 proposed addition of the third track.

8 Although this concern stands for many
9 issues, we're most disappointed that our
10 school community has not been included in
11 the planning or specifics of the proposed
12 third track project.

13 So far, in all the public documents
14 furnished and in all the discussion that
15 has taken place, the fact that two
16 elementary schools will be directly
17 impacted is not mentioned once.

18 It is becoming increasingly evident
19 that those specifics do not include
20 consideration or sensitivity for the
21 negative environmental, educational and
22 infrastructure impacts on the fragile and
23 complicated nature of providing a safe and
24 secure setting for our elementary school
25 children.

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2 It appears that the simple task of
3 arriving to and leaving from school will
4 be a logical nightmare as traffic is
5 rerouted for an undetermined length of
6 time. We currently use one set of buses
7 to service three elementary schools in our
8 district. Timing is essential as these
9 buses are sequenced to drop off at one
10 school and then circle back to pick up
11 students at the next. Even a five-minute
12 backup becomes an incremental delay at
13 each school.

14 The budget impact to change this
15 would approach \$2 million to service our
16 students with additional buses and
17 drivers. How are we to accommodate the
18 inevitable traffic delays caused by the
19 crossing projects? Noise, vibration and
20 distraction during construction will be
21 real challenges that will affect our
22 students and staff. How are we to
23 continue to conduct an effective
24 educational program when construction will
25 be taking place literally on our back

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2 step?

3 Air quality is a health issue. Dust
4 and debris will be constantly airborne.
5 It's already been established that the
6 soil around the tracks contained toxins
7 such as mercury. What will be done to
8 remediate, monitor and proactively account
9 for the health and safety of our students
10 and staff?

11 Location of staging areas during
12 construction will have an immediate affect
13 on parking for staff for residents around
14 our John Lewis Childs school and
15 exacerbate the already delicate balance in
16 that area.

17 Our John Lewis Childs school has
18 depended on the sheer use of the Creedmoor
19 Spur for both parking and play area for
20 decades. What will happen to this area
21 during construction and after?

22 Going forward, the increase in rail
23 traffic, whether it be passenger or
24 freight, raises the specter of more
25 potential for mishaps and more unsolved

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problems.

What plans are in place to assess and analyze the affect on our two elementary schools directly impacted by the increased amount of train activity?

And throughout the entire unveiling of this project, there has been a consistent inability to answer the simplest of questions. What will it ultimately look like? Where will it go? And when and how long will it take?

To be clear, our concerns are real. We take seriously the educational stewardship entrusted to us and are understandably perplexed that such a cavalier approach has been taken about the affects on our schools.

Please understand we're not against progress. We are, however, not in favor of progress at any cost, especially at the cost of the well-being of our students.

Thank you for the opportunity to express our concerns.

(Applause.)

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2 HEARING OFFICER: For those of you
3 who can, we're going to ask if you could
4 line up by the microphone before you give
5 your statement.

6 I'll call the next names, set of
7 names. Ann Fangmann, Claire Carlson,
8 Eileen Dougherty, Daniel Hughes, and
9 Thomas Holz.

10 MS. FANGMANN: Good afternoon to all.
11 And thank you for giving me the
12 opportunity to speak in support of this
13 very important project for Long Island.

14 My name is Ann Fangmann, and I'm
15 Executive Director of the not-profit here
16 called Sustainable Long Island. We
17 promote economic development, social
18 equity and environmental health across the
19 region.

20 I'm also a life-long resident of
21 Nassau County and many members of my
22 extended family and immediate family live
23 and reside in New Hyde Park and Floral
24 Park.

25 Access to forms of public

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transportation is crucial to thousands of Long Islanders, specifically those struggling to afford traditional options. Improved rail service will give dozens of communities and thousands of residents an alternative choice verses owning or leasing a vehicle. This is especially important for providing alternatives for our low- to moderate-income community and to the poor tenants on Carnation Road.

Investing in transit system expansion coincides with transit-oriented development. Added train service often boost economic growth in downtown and additional transit possibilities go a long way toward advancing a host of business and recreational opportunities.

It is widely documented that Long Island continues to lose young adults at an alarming rate. Driven by the fact that they don't have access to walkable transit-oriented community. The third track would help provide this demographic with the transportation infrastructure

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2 necessary to easily travel to and from
3 family and friends.

4 Long Island would benefit from being
5 able to retain young professionals and
6 attract new ones and those from out of
7 state.

8 The project overall would grow an
9 expected 14,000 new jobs and would become
10 even more crucial once East Side Access is
11 online.

12 Most importantly, this project will
13 improve public safety, including the
14 elimination of seven grade-crossings that
15 propose significant danger -- people
16 danger to pedestrians.

17 Anecdotally me and my family recently
18 experienced our own pedestrian accident in
19 downtown Nassau County and, you know, feel
20 that it is in the utmost importance that
21 we provide children, seniors and elders
22 with safer access in our downtowns.

23 Simply put, Long Island cannot move
24 forward to the 21st Century without an
25 improved rail system. Now's the time to

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2 monitor and realize Long Island's full
3 potential through the development of this
4 project.

5 I will add that one of the key tenets
6 of my organization's commission is that
7 important community feedback in the public
8 process, so I do hope that everyone's
9 concerns here are addressed today and that
10 the Long Island Rail Road project team
11 continue to transparent over the process.

12 Thank you.

13 (Applause.)

14 HEARING OFFICER: Claire Carlson.

15 MS. CARLSON: My name is Claire
16 Carlson. I live in Garden City.

17 You have addressed that you will not
18 be demolishing any homes and you also will
19 be committed to not taking down garages
20 and fences and long-standing landscaping.
21 Or will you be using our backyard for your
22 staging area?

23 Thank you.

24 HEARING OFFICER: Eileen Dougherty.

25 MS. DOUGHERTY: Hello. My name is

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2 Eileen Dougherty, and I'm currently living
3 in New Hyde Park. I've been there for
4 about 25 years. I came from Brooklyn and
5 from Queens. I -- up until Friday, I
6 worked in Manhattan. I am now retired.

7 However, I was unable to take the
8 Long Island Rail Road because of the
9 costs. So one of my issues that's already
10 been addressed here today with this
11 project -- I have two issues.

12 One is the freight. What's going to
13 happen once these tracks become available?
14 Will the freight be moving back and forth
15 on a regular basis? Who will control what
16 is going to be on those freight trains?

17 As far as what's going out on --
18 what's happening out on Suffolk County, I
19 want to make sure there's not going to be
20 anything coming through that will be
21 detrimental to the neighborhood.

22 As far as the reverse commuter is
23 concerned, I'm not quite sure if it really
24 does exist. If it does, I would have to
25 feel that the expense of taking a railroad

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2 by one person would be too astronomical as
3 compared to taking the bus and subway.

4 I'm currently taking or I was taking
5 the bus and subway because of the cost
6 because the railroad was too expensive. I
7 used to be a railroad rider, but I had to
8 change to the bus and subway at some point
9 because of budget constraints.

10 I have to believe that taking a car,
11 which I understand we're trying to get
12 cars off the road, but if you're commuting
13 with someone who you work with, I would
14 imagine that that must be cheaper than
15 actually getting on the train, paying \$200
16 or \$250 a month taking railroad.

17 My other issue, of course, is sound
18 and noise. When the train comes through,
19 will we be expecting to have more express
20 trains coming from Hicksville and in the
21 reverse, going from Manhattan to
22 Hicksville, to encourage this reverse
23 commuting? And if so, what will happen to
24 the noise levels? Will they increase?
25 And I think they will.

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2 Thank you.

3 (Applause.)

4 HEARING OFFICER: Daniel Hughes.

5 (No response.)

6 HEARING OFFICER: Thomas Holz.

7 (No response.)

8 HEARING OFFICER: Jennifer Rimmer
9 from Right Track Coalition.

10 MS. RIMMER: Good afternoon. I live
11 on Long Island and I'm active in both
12 local and regional organizations and
13 projects.

14 I understand the need for important
15 regional projects like the third track and
16 to listening to and accommodating local
17 concerns. I support the third track. I
18 commend the Governor, the MTA and Long
19 Island Rail Road for supporting this
20 project and for listening to the community
21 needs.

22 Safety is paramount, and with the
23 elimination of the seven grade-crossings,
24 lives will be saved and traffic
25 alleviated.

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2 Long Island needs this project, and
3 the current proposal has been constructed
4 to have positive outcomes for all. Our
5 regional economy and local property owners
6 will benefit. Neighborhoods will be
7 safer, commuters will be happier, and
8 pollution and traffic will be lessened.

9 I understand that in the short term,
10 the local communities will be impacted,
11 and I feel for that. That's going to be
12 difficult for everybody. But in the long
13 run, both the local and the regional, Long
14 Island will be benefited by this project.

15 I commend our Governor on the Long
16 Island Rail Road for listening now today
17 and moving forward to the community and
18 taking to heart what the concerns are.

19 Local leaders need to continue to
20 work with the Governor and with the Long
21 Island Rail Road to make sure that this
22 project moves forward for everyone, and
23 that we are able to grow our economy,
24 because the commuters on Long Island are
25 no longer just 9:00 to 5:00. And with

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2 this project, we're going to be able to
3 meet the economic needs for the region and
4 help to move forward and be competitive
5 for Long Island. Thank you.

6 (Applause.)

7 HEARING OFFICER: Next group of
8 speakers: John Murphy, Craig Tigh, Bill
9 Alarcon, Parule Patel.

10 John.

11 MR. MURPHY: Hello. I'm John Murphy,
12 Floral Park. I live on Terrace Avenue
13 right by the tracks.

14 The -- with this project,
15 grade-crossings, I mean no-brainer. Need
16 work for construction, reverse commute,
17 the guy with his case but for the rest of
18 trains all empty going out there. I don't
19 know where the rest of the people are.

20 And I think the number one concern
21 with my neighbors is noise in the
22 vibration of the train okay. And ten
23 years ago when the plan was first talked
24 about, they had sound walls the whole
25 length of the project. And that retaining

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2 wall with a sound wall maybe two feet
3 according to the engineers outside. And
4 for us, that's a big problem.

5 If there was a sound wall like the
6 one on the Long Island Expressway, it
7 would greatly increase our quality of
8 life, you could sit in your backyard and
9 have a conversation.

10 Now, for a meeting like this, say in
11 Floral Park rec center, by the train
12 track, people would understand what it's
13 like living close to the tracks, and it is
14 what it is. You get use to it, but the
15 freight trains running through at night
16 with the wheels maybe aren't true
17 sounds -- you hear them from miles
18 coming along. A retaining wall is not
19 going to address any of those problems.

20 And that's pretty much it. Thank you
21 very much.

22 (Applause.)

23 HEARING OFFICER: Craig.

24 (No response.)

25 HEARING OFFICER: Bill.

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2 MR. ALARCON: Good afternoon. I'm
3 Bill Alarcon. I currently live in
4 Mineola. I have lived in Stewart Manor so
5 I'm familiar with the train from various
6 areas.

7 As Eileen stated before, I think more
8 of the problem is that the cost of the
9 railroad prevents people from wanting to
10 use it. I think people use cars to travel
11 back and forth to the city because at
12 night you can't be sure that you're going
13 to catch a train to come back or how long
14 you're going to wait, so the concept of
15 people leaving their cars home and taking
16 the railroad because of the third track is
17 a fallacy.

18 The concept of great cost
19 improvements, though, is a very valid
20 idea. I lived through the grade-crossing
21 improvements on Roslyn Road. And yes, my
22 neighbors complained and were fearful
23 before it happened, and it was slightly
24 inconvenient while it was being done. But
25 now it's much appreciated. And I think

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2 that's what's going to happen throughout
3 the communities. You're not going to be
4 happy while it's happening. It is going
5 to be an issue while it's happening. But
6 once it has been completed, it will
7 improve your community and you will find
8 that it will make it a much safer life for
9 those who live there and those who visit
10 and the children who walk up and down
11 there.

12 Thank you.

13 (Applause.)

14 HEARING OFFICER: Parul.

15 MR. PATEL: Good afternoon. Cost of
16 the project. What will it bring to us?
17 Instead of noise reduction, there will be
18 ten times more noise for the next three
19 years. And after that, noise will remain
20 same or increase with increased train
21 using third rail. If you can include that
22 noise will be reduced with quiet so that's
23 more of the original rail system, that
24 would be wonderful.

25 Instead of vibration reduction, there

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2 will be hundred times more vibrations for
3 the next three years. I believe our
4 buildings codes are not set to accept
5 construction vibration in our communities.

6 Our properties will not be safe after
7 the construction. It will cost us
8 hundreds and thousands of dollars to
9 rebuild our houses.

10 Dust and debris to our health issues.
11 Who's considering this? There is a lot of
12 people who are allergic to dust and
13 debris. There's no scoping document about
14 this. Just frustration, noise, vibration,
15 lack of information. Cannot wait until
16 this stupid project is over. They lied to
17 us and so on. We are not getting
18 increased stops after all that.

19 My selling point of 35 minutes from
20 will now be a 50-minute commute because
21 the roads have been to be considered
22 one-way street and so on and so on.

23 Scope document is incomplete. I live
24 on Covert Avenue and have no idea what's
25 going to happen to my driveway. Someone

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2 mentioned that someone was at their door
3 about this project. I live on the
4 property where there is direct impact. No
5 one was at the door or no note was left.

6 Construction time six months. I
7 believe it will be two years. Are you
8 going to have multiple contractors but
9 there is nothing that shows the benefit to
10 the residents directly impacted. This new
11 project before me has no impact on the
12 penalty. They are too big. They can
13 just, you know, take the money -- penalty
14 and okay don't pay the penalty. What are
15 you going to do? It is just a part of
16 doing business for this big construction
17 companies.

18 Finally, I think you should have
19 learned the lessons from the previous
20 trials and should have come up with a
21 proposal with most environmental issues
22 affected.

23 Thank you.

24 (Applause.)

25 HEARING OFFICER: Our next two

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2 speakers are Dave Kapell, the Executive
3 Director of Right Track for Long Island,
4 and Jennifer Casey, Chair, Suffolk County
5 Planning Commission.

6 MR. KAPELL: Good afternoon. My name
7 is Dave Kapell, and I'm the Executive
8 Director of the Right Track for Long
9 Island Coalition.

10 We have our 140 members representing
11 half a million folks from across Long
12 Island. We came together to support
13 Governor Cuomo's Long Island Rail Road
14 Expansion Project because we believe it's
15 the key to unlocking the full potential of
16 Long Island in the 21st Century.

17 I came to the issue from my former
18 capacity as Mayor of the Village of
19 Greenport, where I first learned the early
20 history of the railroad.

21 Most people are unaware that the Main
22 Line was originally laid in 1844 as the
23 first rail between New York and Boston,
24 Before the Brooklyn Bridge and before the
25 bridges over the Connecticut rivers.

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2 Folks would take the train from
3 Brooklyn to Greenport, transfer to a
4 steamship across to Connecticut, and then
5 back on the train to Boston.

6 The second track on the Main Line was
7 laid in 1890 when the population of Long
8 Island was a 100,000. In 1890, people
9 rode to the train station in horse and
10 buggy.

11 A hundred and twenty-five years
12 later, with a population of 3 million,
13 five branches now converge on this same
14 two tracks through the project corridor.
15 This creates a bottleneck that chokes the
16 entire station and prohibits its
17 modernization and expansion to meet the
18 contemporary needs of the whole island.

19 It defies common sense to suggest
20 that Long Island can thrive in the 21st
21 Century on 19th Century infrastructure.

22 The antiquated condition is holding
23 Long Island hostage and must be addressed
24 if we're sincere in our hopes to build a
25 better future for the next generation.

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2 The coalition understands and
3 sincerely respects the inconvenience that
4 the process will create for communities
5 along the corridor. But we also recognize
6 Governor Cuomo's strong personal
7 commitment to the local communities by a
8 major investment to remove seven
9 dangerous, traffic-reducing, loud and
10 unsightly grade-crossings and to build a
11 new track entirely within the existing
12 right-of-way without displacing anyone
13 from their homes.

14 This is a seminal moment for Long
15 Island, to come together to solve a mutual
16 problem that will not go away on its own
17 and will only get worse if it's left
18 unanswered.

19 We're committed to working with
20 Governor Cuomo and with the local
21 communities to see to it that the Long
22 Island Rail Road enhancement project works
23 to the benefit of us all.

24 Thank you.

25 (Applause.)

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2 MS. CASEY: Good afternoon. My name
3 is Jennifer Casey. I'm the Chair of the
4 Suffolk County Planning Commission.
5 Although I currently reside in Huntington,
6 I have worked in the Mineola area for the
7 past 25 years.

8 The Long Island Rail Road is a vital
9 component to the continued growth of the
10 economy of the entire island. The third
11 track is necessary to continue to grow the
12 economy.

13 Although there is a burden associated
14 with construction and is a burden with all
15 construction, I spent a lot of time in
16 Manhattan and I've seen what the East Side
17 Access has done to the Upper East Side. I
18 have a sister that lives there, and every
19 time I go in there, I note the burden that
20 has been brought on those who reside and
21 work there. But when that is done, it
22 will be a benefit, including those of us
23 on Long Island.

24 This benefit for this project will
25 far outweigh the inconvenience.

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2 Elimination of the seven grade-crossings
3 makes for a safer environment, and this
4 third rail will also cut traffic and
5 pollution.

6 Traffic is a major problem on Long
7 Island, and we need something -- we need
8 to do something about it. I understand
9 the concerns and I think it's important
10 that the dialogue continues and that
11 communication continues so there won't be
12 any miscommunication in the future.

13 Transportation network is vital to
14 the economy of Long Island. Without the
15 traffic, the economy would suffer.
16 Traffic is a nightmare. And there's many
17 more projects, as being Chair of a
18 Planning Commission, I can tell you there
19 are many projects coming out in Suffolk
20 County in the next couple of years which
21 will bring thousands -- tens of thousands
22 of people more to the railroad.

23 So this improvements are necessary in
24 order to improve all of Long Island.

25 Thank you.

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2 (Applause.)

3 HEARING OFFICER: Our next set of
4 speakers are Ann Fangmann, Ernie Fazio,
5 James McGuire, Shane Moynagh, Christy
6 Reisig.

7 Ann.

8 (No response.)

9 HEARING OFFICER: Ernie.

10 MR. FAZIO: Good afternoon,
11 everybody.

12 I come to this meeting wearing three
13 hats, besides that wonderful chapeau. I'm
14 the Chairman of the Long Island Metro
15 Business Action. In that regard, we are
16 proponents of infrastructure that reduce
17 air pollution and traffic on the roads and
18 other important issues like that. So I'm
19 in line with thinking of the Long Island
20 Rail Road on this in that regard.

21 But some very serious concerns have
22 been heard by me today from people who
23 live in this community, and they include
24 air pollution, and it includes noise and
25 freight and diesel and the smoke from

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2 diesels.

3 Now, the other hat I wear is the
4 spokesperson for the
5 magnetically-levitated train which we have
6 designed. I'm the co-author of a book
7 called Maglev America, and we have a
8 design so that it can eventually be used
9 on the tracks that Long Island Rail Road
10 is building right now. It does not have a
11 third rail, which makes it a little safer.
12 And it doesn't have catenaries; everything
13 is through magnetic fields coming from
14 below the train that we can install.

15 And the third hat I wear is an
16 independent candidate for Congress for the
17 Third Congressional District.

18 So what I'm here to say is not going
19 to necessarily get me any votes, but I'm
20 telling you right now that I think -- it's
21 something I'm committed to whether it
22 helps me or hurts me. And I think that
23 this working with the Long Island Rail
24 Road as long as I have been, and I've been
25 a member of my organization and they've

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2 made presentations to satisfy the needs of
3 the people that I represent in Suffolk
4 County and in Nassau County, and I think
5 that they have done a much better job at
6 presenting this proposal than they ever
7 have in the past. And the concerns that
8 people have had can be mitigated by the
9 technology that I've been working with the
10 scientists at Brookhaven National
11 Laboratories and people in the railroads
12 itself.

13 So I'm very pleased with what I saw
14 today, and I thought that the comments
15 from the people were largely intelligent
16 and I think they were very, very on spot
17 in many cases. I don't think anybody
18 wasted your time.

19 And I want to thank you for all the
20 ethics to do this properly. And I think
21 you are.

22 Thanks.

23 (Applause.)

24 HEARING OFFICER: James McGuire.

25 (No response.)

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2 HEARING OFFICER: Shane Moynagh.

3 MR. MOYNAGH: Hello. My name is
4 Shane Moynagh and I'm from the owner of
5 Tulip Bake Shop in Floral Park. The bake
6 shop has been there like six years. I
7 have taken it over ten years ago. I took
8 it over because I fell in love with the
9 community of Floral Park and to keep Tulip
10 Bake Shop in existence.

11 I'm there for the last ten years and
12 I have just put my heart and soul and my
13 money into Tulip Bake Shop. And it's
14 taken me three years to renovate. I have
15 gone through, I would say, at least ten
16 different government departments. I'm up
17 to my neck with government.

18 (Applause.)

19 MR. MOYNAGH: Including big and small
20 government.

21 What I notice here today is that big
22 government is able to railroad this down
23 our throat. And I am not a carpenter. I
24 am not a not-for-profit. I am what we
25 call mom and pop, and I have put my soul

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2 into this.

3 And from what I can see, when this
4 project starts, Floral Park is going to
5 become a construction site, and everything
6 I have done for me and my family are going
7 to be choked. And I'm speaking for a lot
8 of the businesses, in fact, all of the
9 businesses on Tulip Ave.

10 (Applause.)

11 MR. MOYNAGH: From what I have been
12 listening to coming to hear, Long
13 Island likens to us. And another thing
14 that I can see is three- to four-year
15 project. And the Long Island Rail Road,
16 roughly eight sets of sails on Floral Park
17 Train Station, and it took them two and a
18 half years. So I don't know where -- from
19 what I can see, this is a ten-year
20 project. And I am right in the fire line
21 or path. I'm one block from the train,
22 and I depend on the surrounding
23 communities for income and business. And
24 once this outreach starts, the surrounding
25 communities are going to neglect Floral

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2 Park and the rest, we're going to suffer.
3 As I said, mom and pop suffers and big
4 government just railroads.

5 Thank you.

6 (Applause.)

7 MS. REISIG: Good afternoon. My name
8 is Chris Reisig, and thank you for
9 listening to me this afternoon.

10 I am happy to be the 40th speaker
11 here today, and to let you know that the
12 Village of Floral Park will absolutely be
13 paralyzed if you move forward with this
14 project.

15 I'm just a mom in the Village. I
16 have two small children. But my first
17 husband, my only husband, takes the train
18 every day into Manhattan. We pay over
19 \$250 a month for him to take the railroad.

20 He is up at five o'clock in the
21 morning to get on a train at 6:30. Right
22 now, it takes him a long time to get a
23 parking spot to be all set to start his
24 day.

25 When this comes to our Village, I

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2 don't know if my husband will be getting
3 up at four o'clock in the morning or three
4 o'clock in the morning. Where are all the
5 commuters from our town going to park
6 their cars?

7 We've talked about the traffic that's
8 coming into town. As a mom, I take my
9 kids to JJ Stands, to soccer, to piano
10 lessons, to singing, to gymnastics. How
11 will these moms with all young children go
12 in our everyday lives?

13 I also patronize all the shops on
14 Tulip Avenue. In fact, I love Shane's two
15 stores and I go in there often. How will
16 our bars, restaurants, grocery stores,
17 yogurt place, pizza places -- how are we
18 going to survive?

19 I think about my parents, and my
20 parents said to me that past performance
21 will indicate future behavior. So let's
22 look at the MTA's past performance.

23 Somebody or many people equate, I
24 think, to the Second Avenue subway. Since
25 I'm a New Yorker, I'm in Manhattan all the

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2 time. Look at that, I have a look on my
3 phone but that project started in 2007.
4 And now as I scroll through my phone, it
5 says it's supposed to be completed two
6 years, three years, four years, five
7 years. Now you have it slated for
8 December of 2016. So if I think about my
9 parents, they would say your past
10 performance has really not indicated that
11 future performance.

12 We had a staircase in the Village
13 which many people have already alluded to.
14 It was a staircase. A staircase.
15 Staircase should only take three months to
16 build; that's what he told me. That's
17 what he told my husband when labels gone
18 in car. Well, two and a half years later,
19 he got his parking space back.

20 Let's talk about some other things
21 that would be very inconvenient. I am a
22 small business owner. I own four
23 two-family houses in town. My tenants
24 come to the Village of Floral Park for the
25 schools, the community, the environment.

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2 Now you're going to ask these people to be
3 displaced 'cause there will be no place
4 for them to enjoy their quality of life.

5 I am asking you, begging you,
6 pleading with you to reconsider this
7 proposal.

8 Thank you.

9 (Applause.)

10 HEARING OFFICER: Our next set of
11 speakers: Giovanni Patane, Nicholas
12 Zacchea, Ryan Stanton, Diane Bentivegna.

13 MR. PATANE: Good afternoon,
14 everyone. My name is Giovanni Patane.
15 I'm an architect. I live in the
16 Incorporated Village of New Hyde Park.

17 First of all, I reviewed the scoping
18 document figure 6, which basically has a
19 floor plan on Google map.

20 And what I see is that it doesn't
21 appear to be in scale. It's hard to
22 determine what the size is or what the
23 scale is based on what you have here,
24 there are no dimensions.

25 What I also see there it seems also

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looking at Covert Avenue for many years. When you're heading south on Covert from Jericho Turnpike, what you have proposed doesn't, to me, appear it's going to fit there without removing part of right-of-way. Are you going to be removing part of the right-of-way? I'm talking about what helps the grass and trees. Are you going to be removing them? They were just recently planted and it really looks much better than it did before.

My concern is it's going to be built into this concrete underpass and it's going to look like a concrete wasteland.

The other things I'd like to ask you is you're supposed to have road closure of Covert Avenue. Where is that going to start? And do you have a plan and how is traffic going to be diverted to say South 4th Street or New Hyde Park Road when this happens? Okay.

And my major concern is right now what's happening is that it's really easy

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2 to drive north, south, east, west to go
3 into the parking areas and take the train.
4 Once you have -- either if you have
5 exposure of South 12th Street and also
6 you're going to have the other
7 underpasses, what's going to happen is
8 basically you're going to force a lot of
9 cars to go into the residential
10 neighborhoods. Do you have any kind of
11 study that shows what traffic flow is
12 going to be like for people to go to the
13 parking areas on either side of the train?

14 And last, I'd like to know -- right
15 now I see that there have been taking
16 boring tests. From this point on, let's
17 say this does happen, when do you
18 anticipate that it will start? And where
19 do you anticipate, once it starts, what's
20 going to happen to all the trucks and
21 equipment that will be staged when this is
22 happening? 'Cause the way I see it -- and
23 Covert is a very narrow road. I don't
24 know where it's going to take place. I
25 can see trucks backing up going back and

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2 forth and just creating hell for the
3 people that live around that area.

4 And basically, I talked about the --
5 we want to know exactly how long it's
6 going to take to do this.

7 Thank you.

8 (Applause.)

9 DR. ZACCHEA: Good afternoon. My
10 name is Dr. Nick Zacchea. I am a resident
11 of Floral Park.

12 Most of what I was going to say has
13 been said already. Being late to the
14 program, I don't want to start repeating
15 what other people have said about the
16 scoping document.

17 But the one thing that is significant
18 to me is the initiation of the program,
19 the conception of this program.

20 Now, apparently the Governor,
21 Governor Cuomo, is very desirous of having
22 a legacy when he leaves office. We have
23 the advocates, who are here also, who
24 are -- who have fallen four square behind
25 the Governor in his attempts to develop

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2 this legacy.

3 I challenge the Governor, I challenge
4 the advocates here to provide me with the
5 documentation that supports their
6 contention that this particular
7 development project, quite apart from the
8 elimination of the grade-crossings, that
9 this particular project is going to be
10 beneficial to the community at large. It
11 certainly, based on what people have said
12 about the scoping document, about the
13 planning they've read, it's certain that
14 it's going to be detrimental to the
15 community. But what is not certain are
16 the reasons that this project is going
17 forward.

18 On placards outside in your display
19 room, you have a couple placards that
20 indicate what the environmental study's
21 going to do and you have a placard that
22 indicates the reasons for the project
23 themselves.

24 Well, the reasons for the projects
25 don't mesh with the environmental study.

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2 In other words, the reasons that the
3 Governor has put forth and that the
4 well-intentioned nonprofit advocates have
5 put forth is that it's going to be
6 beneficial. But nobody has taken the time
7 to determine whether or not it is going to
8 be beneficial; that's an assumption people
9 have accepted without it being tested.

10 And so initially, I would like to see
11 the assumptions that have been accepted
12 that have given birth to this scoping
13 project. I'd like to see those
14 assumptions tested.

15 I challenge the advocates, I
16 challenge the Governor to provide me, to
17 provide us, with the documentation that
18 supports the reasons he has put forth for
19 this project.

20 Thank you very much.

21 (Applause.)

22 HEARING OFFICER: Ryan.

23 MR. STANTON: First, I want to thank
24 the Governor, the MTA, the Long Island
25 Rail Road and the New York City DOT for

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addressing the Long Island Rail Road Expansion Project. And I'd also like to go off script for a minute and I want to accept the Governor's challenge, but as an advocate for this program, I'd like to bring everybody's attention to a study that was released out of Long Island Index that outlines a number of benefits I'm about to articulate.

This is a top priority for our labor movement. I'm here to testify on behalf of the 250,000 union members that live here on Long Island, in Nassau and Suffolk County, all of whom live in the region and stand to benefit economically in a significant way should this project move forward.

The importance of this project has been well documented for many years, as you've heard today. The housing crisis on Long Island has forced young people like myself to move away in droves, but I fight that tide and I choose to stay here, but it is a battle.

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2 The growing reverse commute has
3 strained our transportation
4 infrastructure, The railroad and our
5 highways, to the breaking point.

6 Everything I've said thus far sounds
7 familiar because not only today, it was
8 said eight years ago, not only by our
9 organization but several organizations
10 supporting this project.

11 Ultimately, it sputtered to a halt
12 and it stifled Long Island's opportunity
13 to fully realize its economic potential.

14 We firmly believe that those most
15 closely impacted -- generally those most
16 closely impacted sitting in this room need
17 to be engaged throughout this process.

18 In that vein, the project team has
19 committed to working with the Main Line
20 mayors, their communities to eliminate
21 seven grade-crossings, develop them in a
22 way that's unique to each community's
23 needs and shape this project in a way that
24 makes sense, while taking into account
25 community participation.

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The elimination of those grade-crossings brings the elimination of a significant number of horn blasts heard daily in New Hyde Park, ultimately improving the quality of life.

Furthermore, it will prevent vehicles from striking crossing gates and will enhance community safety at each of the seven grade-crossings slated to change.

Long Island is on the front lines of climate change, a battle we've seen firsthand impact with two back-to-back, one-hundred-year storms. Hurricane Irene and Super Storm Sandy had devastating effects on our economy, our community and most importantly our neighbors.

Increased rail capacity, improving our air quality, getting cars off the road, which will ease congestion and reduce our carbon footprint.

This project is significant for our communities and our labor movement. Our workforce stands to gain 14,000 jobs, jobs that were studied in our Long Island Index

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2 study, over a ten-year period. These jobs
3 represent a \$3 billion increase in
4 personal income within our region.

5 Those numbers don't include the
6 one-time benefit accrued over a five-year
7 period of \$910 million in increased
8 personal income and the 2,250 construction
9 jobs that would funnel those incomes.
10 Though construction jobs are volunteer
11 firefighters, your little league coaches;
12 those are the people that are going to be
13 doing this work.

14 Thank you.

15 (Applause.)

16 MS. BENTIVEGNA: Hi. My name is
17 Diane Bentivegna. I'm a life-long
18 resident in the Village of New Hyde Park.

19 My entire family and my entire
20 extended family live in New Hyde Park, and
21 every member of my extended family and
22 family has a home within walking distance
23 to the Long Island Rail Road, and our home
24 is our largest personal investment. So we
25 have a lot of concerns and a lot of

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questions.

It's my understanding that chemicals will be used to kill vegetation and exterminate rodents along the Long Island Rail Roads right-of-way. Once absorbed into the ground, have studies been conducted to test how that may affect our groundwater and our native wildlife? To what degree will particle pollution, whether released directly from a specific source or in the form of a chemical reaction in the atmosphere, how will that affect our short-term and long-term health and safety among the residents who live here?

It's likely that constant and disturbing noise of unknown decibels to us and intense vibration will result from the use of heavy construction equipment. Has the Long Island Rail Road studied the effects of loud, sustained noise and vibration on nearby residents who live in the immediate area?

All types of buildings, residential

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homes and commercial properties, along the Main Line are at risk of sustaining structural damage to foundations, walls, facades, windows, frames, sidings, staircases, chimney sleeves, heating and air condition systems. Has the Long Island Rail Road estimated the cost of potential damage to our homes and our businesses? Who is responsible for the repair of that damage?

In the event of an accident during construction requiring the evacuation of residents in the immediate area, where do they go? Who pays for their temporary housing? Who are the responsible agents who will respond to these and other needs of those affected? Will the utility delivery systems be altered in any way? How will that impact our safety and security and our quality of life?

Parking in the Village of New Hyde Park is presently restricted. Commuters, shoppers, apartment dwellers, merchants, employees all over our Village follow

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2 ordinances. Parking lots will be taken
3 over for construction stationing. Well,
4 where are these construction workers going
5 to park and where are all the Long Island
6 commuters going to park? Are they going
7 to park on our New Hyde Park streets where
8 our children are playing?

9 Construction trucks, equipment,
10 delivery and materials, men working in
11 unanticipated conditions will slow and
12 alter traffic and traffic habits.

13 And pedestrian walkways to our
14 schools and our public buildings and our
15 restaurants and our shops are all going to
16 be disrupted. Has the Long Island Rail
17 Road studied the effects of the direct and
18 indirect consequences to these challenges
19 to our health and safety and business
20 properties and our property values?

21 A particular concern to me, I have an
22 87-year-old mother. Has the Long Island
23 Rail Road studied how the construction
24 process will impact critical service of
25 first responders like the New Hyde Park

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2 Fire Department or the Nassau County
3 police or ambulance service?

4 Ten years ago was the reverse
5 commute, and then it became the
6 multi-billion dollar passing lane. And a
7 few months ago, I sat across the table
8 from the president of the Long Island Rail
9 Road and he said this had nothing to do
10 with the reverse commute, face to face he
11 told us that.

12 I'm sorry, but I waited a long time
13 and I'm going to finish my statement.

14 (Applause.)

15 MS. BENTIVEGNA: The railroad
16 proclaims the project is not about
17 freight, despite the express demand for
18 increased freight by such organizations as
19 the Long Island Association, the New York
20 Metropolitan Transportation Council and
21 the Long Island Suffolk Business Action.
22 And I have detailed evidence of their
23 calling for this increased freight service
24 in my six-page statement to you.

25 Based on the evidence, increased

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2 freight will have a direct and negative
3 impact on my quality of life and that of
4 every resident who lives along the Main
5 Line.

6 Increasing the capacity of freight
7 justifies our concern about noise,
8 vibration, air pollution, and most
9 importantly the potential for freight
10 derailment that you hear about in the news
11 all the time.

12 Does the Long Island Rail Road, our
13 village and town and county government
14 agencies have the necessary resources and
15 the funds to monitor that as well as
16 address a catastrophic accident right in
17 our own backyards with potentially
18 hazardous materials as cargo?

19 Finally, on February 17, 2016, a
20 judge ruled in favor of Brookhaven town
21 officials who demanded the cleanup of a
22 Long Island Rail Road yard filled with
23 toxic chemicals, contaminated soil and
24 hazardous materials in east Yaphank,
25 located a thousand feet from the Carmans

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2 River and right near Wertheim's Wildlife
3 Refuge. The town literally had to sue the
4 Metropolitan Transportation Authority to
5 clean up this dumpsite, which was
6 documented to have arsenic, lead, copper,
7 mercury, zinc, chromium and all other
8 kinds of toxins sitting in the rail yard,
9 rather than just covering it up with a cap
10 the way the MTA wanted to.

11 They say the best prediction of
12 future behavior is the past. Well, is
13 this the kind of treatment that New Hyde
14 Park residents and other Main Line
15 communities are to expect from the third
16 track expansion project?

17 There is growing opposition to this
18 and an overwhelming sentiment of mistrust,
19 especially considering the fact that the
20 MTA had to be brought to court and to be
21 forced to fulfill an obligation that they
22 wanted to walk away from.

23 So in conclusion, as a result of
24 everything I said now and in my written
25 statement that I submitted before, I

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2 remain oppose to this project until the
3 MTA and the Long Island Rail Road presents
4 a cogent, complete and candid plan that
5 meets with the approval of the residents,
6 civic leaders, first responders, education
7 leaders and all our local government
8 officials.

9 Thank you.

10 HEARING OFFICER: Our next set of
11 speakers are Michael Longobardi, Jerry
12 McGowan, Kevin Walsh, Nadia Ortiz, and
13 Mary Petrosino.

14 MR. LONGOBARDI: Good afternoon. I'm
15 Michael Longobardi. I'm First Assistant
16 Chief of Floral Park Fire Department. I'm
17 here on behalf of Chief John Florio.

18 The Floral Park Fire Department is
19 sworn to protect and serve the residents
20 of Floral Park. We also provide 24/7
21 mutual aid between our neighboring
22 departments and ours. We achieve this
23 goal through the dedicated hard work of
24 volunteer residents who respond 24 hours a
25 day, 7 days a week, from all directions in

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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 by the impact this project will have on our ability to respond to the firehouse and get out in a reasonable, efficient time to do our job.

This project will affect the heart of the Village and the Floral Park Village Station and lines east from there and will affect our ability to respond to main arteries in the Village to reach areas we cover.

This great Village has a large percentage of elderly and senior 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 hospitals in a matter of minutes for certain emergencies, could be seriously inhibited on any given

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2 day, depending upon what the SEQRA
3 construction plan entails.

4 Our ability to respond can be further
5 inhibited by the traffic jams and
6 rerouting traffic flow through the
7 construction.

8 No plan has been set forth to
9 determine what this could possibly do to
10 our response, other than create roadblocks
11 and problems and inhibit our ability to
12 effectively respond to emergencies.

13 For years, we have heard about the
14 railroad station was at ground level many
15 years ago. Our outlying firehouses came
16 to be years ago because our apparatus
17 responded to the west side to the main
18 firehouse were held up at the railroad
19 crossing leading to a house burning down.

20 With the proposed plan to add a track
21 crossing Plainville Avenue and aim to the
22 railroad station on Tulip Avenue, it
23 raises serious concerns about the closures
24 this project will create and how our
25 ability to effectively and efficiently

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2 perform our duty to protect our great
3 Village.

4 As with construction itself, what
5 materials will be brought into this
6 Village? What will be hazardous or other
7 kind of materials in the Village during
8 this project? Will there be a storage
9 site in town beginning area of the track
10 causing us a long-term hazard that is just
11 a spark away?

12 We saw firsthand in New York City on
13 the evening of May 16th where gas from a
14 generator at a construction site under the
15 elevated train on Broadway uptown and
16 caused a huge fire that created a ripple
17 effect in transportation for days.

18 What are the plans for construction
19 storage and areas? This construction will
20 require heavy equipment, drilling and
21 disruption of the ground. Has there been
22 inspection to the infrastructure or the
23 expected disruptions? What will the
24 effect be on existing gas and water lines
25 with possible leaks and problems this may

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2 cause? Where will this equipment operate?
3 Will roads be closed as a result?

4 All these issues affect our ability
5 to respond in a timely and effective
6 matter and serve our Villages and our
7 residents.

8 There are major plans to upgrade
9 railroad crossings at Covert Avenue and
10 Floral Park Road. These roads are main
11 access roads to Stewart Avenue and Jericho
12 Turnpike, our main route to Winthrop and
13 LIJ hospitals.

14 What are the plans for closures of
15 these routes and are they going to be done
16 independent of each other? How do they
17 propose to handle overflow of traffic that
18 bounces down to the next intersection?

19 As you can see, there are many
20 unanswered questions and serious concerns,
21 only some of which are mentioned here,
22 that will have an impact on the protection
23 and well-being of the residents of Floral
24 Park, our neighboring villages and our
25 brothers and sisters protecting them

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2 around us. This project is not in our
3 best interest.

4 Thank you for your time.

5 HEARING OFFICER: Jerry.

6 MR. MCGOWAN: Good afternoon. Thank
7 you very much for the opportunity and
8 thank you to the rest of us that are still
9 here.

10 Looking at the scoping project, the
11 timing, all of the information provided at
12 this point, raises three questions in my
13 mind.

14 One, the final statements on this
15 cover sheet says only after the Final DEIS
16 and a whole host of other activities are
17 completed, will the decision about the
18 start of construction be made. So as I
19 read that statement, that tells me that
20 the decision to start construction is
21 what's dating this project, that the
22 construction is going to go forward, it's
23 just the question of when. So do we
24 really, in these communities where you
25 have a hundred-plus meetings and more

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2 scheduled, have an opportunity to
3 influence the decisions that are made?
4 Because, frankly, you're dealing with
5 three very volatile constituents.

6 You've got residents, you've got
7 labor unions and you've got construction
8 companies, not to mention all of the small
9 businesspeople throughout these
10 communities who will be impacted.

11 So which one of those constituencies
12 drives this decision? Is it money? Is it
13 fear of the unknown? Or is it just the
14 desire of some political hack to influence
15 his future legacy because of what he's
16 done to our communities?

17 So those are my three questions, and
18 thank you very much.

19 (Applause.)

20 HEARING OFFICER: Kevin Walsh.

21 (No response.)

22 HEARING OFFICER: Nadia Ortiz.

23 MS. ORTIZ: Good afternoon. My name
24 is Nadia Holubnyczyj-Ortiz, and I'm
25 President of the Hillcrest Civic

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2 Association within the Village of Floral
3 Park, and we are one of the most active
4 civic associations in the Village.

5 The Governor's office boasts that
6 they've reached out to civic groups in the
7 spirit of transparency. I have yet to
8 receive any communication, and I'm certain
9 that no one has reached out to any of our
10 other three civic associations, our three
11 PTA organizations, church groups, sports
12 leagues, and our list goes on and on. I
13 welcome speakers to come and address our
14 members.

15 I also find it amazing that a project
16 of this size doesn't have detail. These
17 hearings might have had a better reception
18 by residents if we didn't feel deceived
19 and purposely left in the dark. You are
20 inciting anger and mistrust in our state
21 government. You will walk away from these
22 hearings with questions you already have
23 answers to but refuse to provide. How
24 dare you declare a major project that will
25 impact residents for years and not show

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2 empathy to our concerns?

3 Thank you.

4 (Applause.)

5 HEARING OFFICER: Mary Petrosino.

6 (No response.)

7 HEARING OFFICER: The next group of
8 speakers: Rich Militello, Kimberly
9 Huemmmer-Kane, Robert Owens, Kelly Coglin,
10 and Ravi Ramkeesoon.

11 Rich.

12 MR. MILITELLO: How you doing? My
13 name is Rich Militello. I live on Lowell
14 Avenue in Floral Park.

15 People talk about traffic and lost
16 time. Well, you try to get from north to
17 south on any day during the week and
18 it's -- forget it. I lose 23 hours --
19 somebody said 23 hours. I lose that a
20 month, all right, going back and forth
21 trying to get across those tracks.

22 I know you want to raise them and be
23 easier to go from north to south, but look
24 what you did over at Herricks Road. All
25 right? Every time it rains, it floods out

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2 and you can't get across there anyway.
3 All right? So going by track record, it's
4 not too good.

5 Two and a half years it will probably
6 be ten years by the time you people are
7 through. A lot of people probably
8 wouldn't be alive by the time you're done
9 with that track, that project. And it's
10 probably time to leave Long Island, as far
11 as I'm concerned.

12 Thank you very much.

13 (Applause.)

14 MS. HUEMMER-KANE: I'm Kimberly
15 Huemmer-Kane and I live on South 9th
16 Street in New Hyde Park between 3rd and
17 5th Avenue, about three houses from the
18 tracks. I've lived there all my 54 years.
19 My mom was born in New Hyde Park. My
20 grandparents were born in New Hyde Park.
21 My great-grandparents were born in New
22 Hyde Park and Floral Park so my roots run
23 very deep and I care tremendously for our
24 communities.

25 First, it became the third track. It

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2 was always the third track. The third
3 track. The third track. Now I am a
4 retired safety director for a very large
5 school bus company and I know the "S" word
6 goes a long way. So you throw safety into
7 it and you attach the safety of
8 at-grade-crossings. So you're going to
9 link the two together so, yeah, anyone
10 that says no to safety, oh, you're really
11 bad. Oh, so safety and the third track.
12 So now it's a package detail. So who's
13 going to say no to safety --

14 (Applause.)

15 MS. HUEMMER-KANE: -- and be the bad
16 guy? Not me. But I got to take the third
17 track along with it. That was keen.

18 I've waited -- I live, like I said, a
19 couple houses from the tracks, a couple
20 blocks from South 12th Street station. I
21 sit. I watch. I watch my cousin get off
22 the train at night. I drop her off in the
23 morning. And I sit and I watch those
24 reverse commute trains going back and
25 forth empty. Empty. I will sit -- and I

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2 don't make this up. I'll sit there from
3 5:30 in morning sometimes until eight
4 o'clock in the evening. I'll sit there
5 sometimes 4:30, walking my dog back and
6 forth until my cousin gets off the train
7 at seven or eight. There's many, many
8 reverse trains. Empty. Empty.

9 And then Sunday nights you hear them
10 all flying in, flying east to get
11 everybody to pick up Monday morning.
12 They're flying out there empty at three
13 o'clock in the morning, 2:30 in the
14 morning. I hear it.

15 On my corner is an MTA substation
16 that was taken by Eminent Domain when I
17 was a child. We used to ice skate there
18 but we were no longer able to do that.
19 Having had the adults on the block go to
20 Washington, D.C. congressmen, senators,
21 fighting it, fighting it, fighting it, but
22 it was still taken by Eminent Domain.
23 You know what it looks like now? A real
24 piece of crap. It is never shoveled. All
25 winter never shoveled.

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2 We have ordinances in our village.
3 The pieces on the fence all broken down.
4 All -- it looks like crap. It is all over
5 the ground. That's your history on my
6 street.

7 And then what about the outdated
8 trains? What you're doing, you want to
9 spend more money for a third track for our
10 outdated trains. Go to other countries in
11 this world. The trains we have are like
12 those of a third world country. If you
13 want to be prepared and you want to have
14 things done right, upgrade the entire
15 system, get better trains. Do it the
16 right way. Don't put a Band-Aid on an
17 open wound, 'cause that's what you're
18 doing.

19 And the negative impact on the
20 residential streets. Again, where I live,
21 it's a residential street. We have many
22 children. So you have the proposal in the
23 March meeting was that Third Avenue would
24 be closed at Covert. Well, Third Avenue
25 is all commercial. How are you getting --

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2 how are these commercial businesses
3 getting their products down my residential
4 block? But you people don't care. You're
5 in Albany. What do you care? It's Long
6 Island. You don't live it. You don't
7 live it. We live it every day.

8 And the transparency. I'm waiting
9 for a train couple months ago on Covert
10 Avenue and there's people with clipboards
11 taking down license plate numbers. How
12 dare you. How dare you. No one is
13 tracking my license plate number. No one
14 has a right to look up my license plate
15 number. DOT maybe, yeah. Then I cross
16 the tracks, I come back 12th Street, there
17 they are again taking down my license
18 plate number. I pull over and I say, "Who
19 do you work for?" "Oh, don't worry, don't
20 worry, don't worry." "Who writes your
21 paycheck?" Never got an answer. So I
22 called the Village. You people didn't
23 have the decency to tell the Incorporated
24 Village of New Hyde Park that you were
25 going to have people out there tracking

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2 cars and license plates that day. That's
3 the kind of transparency that we're
4 dealing with.

5 Thank you.

6 (Applause.)

7 HEARING OFFICER: Robert Owens.

8 (No response.)

9 HEARING OFFICER: Kelly Coglin.

10 MS. COGLIN: Hello. My name is Kelly
11 Coglin. I'm here today to support the
12 third track on behalf of Tritec Real
13 Estate Company. I'm a developer. That
14 does not infer that I'm in favor of
15 destroying the suburban character of Long
16 Island. It's how I grew up and one of the
17 reasons I love Long Island.

18 So I sincerely appreciate and hope
19 everyone's concerns today are
20 appropriately addressed.

21 With that said, I'm in full support
22 of transit-oriented and smart growth
23 development, specifically in regard to
24 housing and transit.

25 It's critical to look at where and

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2 how it makes sense to develop, and it
3 makes sense to move forward with the third
4 track for the benefit of our region.

5 Over the past decade, our firm has
6 shifted a primary part of its focus to
7 transit-oriented development to address
8 the significant changes in Long Island
9 demographics.

10 Over the past four decades, the
11 percent of our housing stock consisting of
12 a married couple with children has dropped
13 from 50 percent to roughly 25 percent.
14 Single-person households have more than
15 doubled, representing nearly a quarter of
16 our housing population today. In Long
17 Island, it continues to grow 25- to
18 34-year-olds leaving the Island due to the
19 high cost of living and the lack of
20 housing, transit and job opportunities.

21 Our transit and housing has not
22 changed nearly enough to sufficiently
23 address the dramatic demographic shift
24 over the past four decades. So how do we
25 attract a young, well-educated workforce

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2 and what do they want?

3 Well, study after study shows that
4 they prefer to live in walkable
5 communities near public transportation.
6 In fact, one in 500 own a car and we
7 continue to see declining rates in
8 vehicle-ownership rates and driver license
9 applications. These trends are not
10 reversing and we need to focus on
11 providing solutions that address the root
12 of these issues. A critical component of
13 which is transportation.

14 In order to sustain and expand Long
15 Island's economic vibrancy and fiscal
16 sustainability, we need to be able to
17 attract and retain a young, well-educated
18 workforce. We need to attract and retain
19 Long Island's most valuable asset,
20 intellectual human capital.

21 And Long Island spends a lot of money
22 educating its children, one of the
23 region's most educated future workforce.

24 So without providing sufficient
25 housing and transit options with specific

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2 emphasis on opening up more
3 reverse-commute opportunities, this
4 well-educated workforce moves and
5 continues to move to other parts of the
6 country and enrich those communities where
7 such options are readily available.

8 It is essential that we provide our
9 young as well as our seniors an attractive
10 place to live, work and play. I believe
11 it's essential we all support the third
12 track.

13 (Applause.)

14 MR. RAMKEESON: Hi, everyone. My
15 name is Ravi Ramkeesoon and I'm here today
16 as a researcher for the Long Island Index
17 and I've been here since 2004, as
18 mentioned here earlier.

19 So when we first started at the Long
20 Island Index, we were really looking for
21 one thing. We were trying to figure out
22 what was going on on Long Island and
23 trying to figure out what the problems
24 facing the region were.

25 Over the years, we actually found

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2 them. Now, on the surface, they actually
3 seemed like they were economic in nature,
4 companies moving, people leaving, et
5 cetera, et cetera. But a few more years
6 of research we realized that there was
7 something below that beneath that surface.
8 And it turns out that it was a
9 transit-oriented issue. And if we can
10 slightly adjust the transportation system,
11 it would actually effect all those other
12 economic issues as well as other things
13 environmentally, et cetera.

14 So when this project kind of came
15 around, at the same time we came to the
16 same conclusion. We were extremely
17 excited because we knew, based on the
18 research we've done for over a decade
19 plus, that this could actually be one of
20 the things to catapult Long Island into
21 the future.

22 Now, I get what the issue is. I know
23 people like Dave Kapell, who's here, and I
24 know that the woman that was speaking so
25 passionately before. And the issues are

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2 tough. You know, it's the idea of
3 progress versus -- for the entire region,
4 but you're going to be affected in smaller
5 communities. And I get that struggle.

6 And I think it's -- I've never been
7 in that position before. I don't live in
8 New Hyde Park, although I do know somebody
9 that lives right across the street. And
10 I've spoken with her about some of these
11 issues, so I get it. And I hope that if
12 I'm in this position in the future, I
13 would pick the side of progress.

14 Because what's happening in this
15 community now has implications across Long
16 Island, and that's the type of pivotal
17 moment we're in right now. So I support
18 this project.

19 Thank you very much.

20 (Applause.)

21 HEARING OFFICER: Next speaker,
22 Russell Sutherland.

23 MR. SUTHERLAND: I'm President of the
24 Birchwood Court Cooperative in Mineola.

25 Our board has decided to stay

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2 neutral, not be against it, not for it,
3 until we get more written documentation on
4 the details. Now I'll take off my hat as
5 President of the co-op board.

6 And now I'm Russell Sutherland,
7 resident of Mineola in the co-op that's
8 adjacent to the tracks.

9 We have -- I have 444 neighbors in
10 the co-op. We have 45 garages that are
11 adjacent to the tracks. And the original
12 plan was to eliminate those 45 garages.
13 The encroachment by the MTA was southward,
14 now it's northward.

15 My question is: The freight trains
16 that will be coming from Suffolk County.
17 Freight trains are much noisier than
18 passenger trains. Some of my neighbors
19 might believe -- we have six buildings.
20 Mine is the furthest south from the
21 tracks. But my neighbors in the three
22 buildings next to the tracks wake up to
23 the sounds of those freight trains riding
24 by.

25 So of course, my question is: How

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2 many more freight trains will be using
3 this third track?

4 Also, the eliminating grade-crossings
5 at Willis Avenue and Main Street, of
6 course will be a big help, asset to the
7 residents in Mineola. They're very
8 dangerous. Takes -- they back up traffic
9 considerably, those two crossings.

10 Another question I have is the
11 staging areas of those two crossings, when
12 the work begins. I was living at
13 Birchwood when they did the Roslyn Road
14 grade-crossing elimination. That was a
15 welcome project. It was difficult to
16 persevere the hardships of traffic,
17 construction crews, construction equipment
18 going on, the noise, the vibrations,
19 'cause that bridge was put right next to
20 our property. But that bridge and that
21 grade-cross elimination project, that took
22 approximately two years, as I recall. So
23 they're welcome addition to our
24 neighborhood where traffic moves now and
25 there's no more accidents at that

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2 grade-crossing, whether it be pedestrians
3 or cars, which I -- over the years, I've
4 witnessed a few of those serious
5 accidents. So I am personally very
6 optimistic about this project as far as
7 Mineola is concerned.

8 But I hope that my question is that
9 it's not for the benefit of commercial
10 interests in Suffolk County. I hope that
11 it's strictly for what -- apparently is
12 being communicated now by the MTA is that
13 this track, this third track, will help
14 alleviate when a train breaks down and now
15 it's an hour, can be a two-hour delay for
16 passengers, rush-hour passengers. If that
17 alleviates that problem, that will be
18 certainly a big help.

19 Thank you.

20 HEARING OFFICER: Thank you.

21 (Applause.)

22 HEARING OFFICER: Our final group of
23 speakers for today are: Ann Moynagh, Kate
24 Slehvin, and Steven Choinski.

25 Ann.

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2 MS. MOYNAGH: Hi. My name is Ann
3 Moynagh. I'm a resident of Floral Park
4 for over 26 years. I operate a cafe on
5 Verbena Avenue in Floral Park and it's
6 right behind the Long Island Rail Road
7 Floral Park Station.

8 I have invested in the community
9 because Floral Park has maintained its
10 welcoming character and residents have
11 been very supportive of my business. My
12 patrons are from the community and from
13 the neighboring areas.

14 The third track that's discussed in
15 the Draft Scoping Document brings up a lot
16 of unanswered for a business owner like me.

17 The construction will adversely
18 affect the surrounding areas. Traffic
19 flow will be altered. Parking, which is
20 already very critical, will become more of
21 a problem than it is right now.

22 I am concerned with the structural
23 damage. We already have severe vibration
24 and noise. Years of construction, which I
25 believe it will be, will bring potential

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2 for more structure damage, debris, noise
3 pollution and destruction to businesses in
4 our town.

5 There should be a concern for the
6 character of the community and the
7 families and the business people that take
8 pride in the Village the way it is now.

9 I oppose the third rail.

10 Thank you.

11 (Applause.)

12 HEARING OFFICER: Kate.

13 MS. SLEHVIN: Thank you for the
14 opportunity to testify today. My name is
15 Kate Slehvin and I'm the Director of
16 Government and Community Affairs for the
17 Regional Plan Association, a nonprofit
18 research and advocacy organization working
19 to enhance economic opportunity,
20 environmental sustainability and quality
21 of life in the New York Metropolitan
22 region.

23 We strongly support the LIRR third
24 track, a 9.8-mile-long project to add
25 another track to the Long Island Rail Road

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2 between Floral Park and Hicksville and
3 remove grade-crossings.

4 The economic and environmental
5 benefits of this project are clear. Long
6 Island needs it to boost job opportunities
7 and encourage more young people to stay on
8 Long Island and develop more walkable
9 neighborhoods and stations.

10 The project will provide increased
11 service and greater reliability to over
12 100,000 riders and is expected to add
13 nearly 6 billion to 14,000 jobs to the
14 economy.

15 It would also help update a transit
16 system that has largely remained the same
17 since it was constructed decades ago.
18 Along the Long Island Rail Road and
19 Metro-North and New Jersey Transit. Over
20 the last 20 years, Metro-North and New
21 Jersey Transit have made major investments
22 in rider capacity. These projects
23 included the construction of the third
24 track along Metro-North Harlem Line have
25 allowed these systems to be more flexible,

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and better for reverse commuters for Long Island travel. As a result Metro-North and New Jersey Transit ridership has grown much faster than Long Island Rail Road. Between 1990 and 2014 Metro-North ridership grew by 24 percent, NJ Transit by 24 percent and Long Island Rail Road by 98 percent.

Policies that direct development New York Transit have complemented these investments. In fact, the third track along Metro-North Harlem Line resulted in a 30 percent growth in ridership and help catalyze the revitalization of White Plains.

Additionally, the third track will allow Long Island to reap the full benefits of other projects, including East Side Access, the MTA's direct connection into Grand Central and a second track from Farmingdale to Ronkonkoma. These projects will expand the railroad's capacity to provide one-seat ride to the east side of Manhattan and increase the train frequency

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on Long Island Rail Road's most crowded line. But without additional capacity, the Main Line will become a choke point as more trains squeeze onto the two tracks.

Better transit service leads to higher property values. We have seen this again and again across the nation. For example, a study by Regional Planning Association found the future of East Side Access service will improve property values by an average of \$7,300 for 400,000 Nassau and Suffolk residents, and even more for those who live very close to the train station.

In short, Long Island deserves the economic community and pollution reduction benefits experienced by transit investments and smart land-use policies in the Hudson Valley and New Jersey. And as the project moves forward, it's essential that the MTA work with the communities along the corridor. They will receive substantial long-term benefits from the project, including property value

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2 increasing and the removal of the
3 grade-crossings.

4 But the project will have local
5 impacts during construction. The MTA
6 should set up a method for clear
7 communication that is effective and ensure
8 the project is compatible with the local
9 land-use with the communities along the
10 corridor.

11 The MTA and DOT will need to evaluate
12 all of the grade-crossings that will
13 reduce the impact of underpasses and
14 bridges to neighborhoods.

15 We look forward to working with the
16 Governor's office, government leaders and
17 the local communities along the corridor
18 to make the project successful.

19 Thank you.

20 HEARING OFFICER: Steven.

21 MR. CHOINSKI: Hi. Thank for the
22 opportunity to speak. I live on Wayne
23 Avenue about a block away from both the
24 Covert crossing and railroad track. I
25 have a few safety concerns that I hope

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2 will be considered.

3 For one thing, I understand the water
4 table is very -- what's the word? It's
5 high in Covert crossing, and I'm worried
6 about flooding. I hope that's being
7 considered. As the water gets channelled
8 down Covert, sloping Covert Avenue, will
9 we have a flooding problem? Over the
10 years I've seen many pictures of flooding
11 in an underpass in Huntington. I went
12 online the other day and I saw a picture
13 of a car on the Nassau Boulevard underpass
14 that was flooded up to the driver's
15 window. Are we going to have problems
16 like that at a time when the government --
17 otherwise is very concerned about
18 mosquito-borne illnesses? So that's one
19 concern.

20 I'm concerned about the vibration,
21 too. I don't know if people are aware of
22 it. I lived in my residence for 40 years.
23 I could tell you we had a gas -- a house
24 leveled with the gas explosion years ago.
25 And vibration is very bad when the freight

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2 trains cross. And it appears that we're
3 only going to have more of that. And the
4 tracks carrying these trains may be yet a
5 little closer to our house. So I hope
6 that's being considered.

7 And I'm concerned about air quality.
8 I can look out my front door and see
9 trains go by. And when I see freight
10 trains go by, they often have, obviously,
11 refuse from demolition. And I can see the
12 stuff piled high in the cars so that it
13 even goes higher than the top of the cars.
14 And as the trains going down the track, I
15 can't help but wonder what's in those
16 cars? Is it blowing all over the
17 community as it goes through? Who's
18 responsible for checking that any rules
19 and regulations regarding this are being
20 followed?

21 I've had some health problems. I
22 know of other people on my block who's had
23 some -- had health problems and I can't
24 help but wonder if it might have to do
25 with the air quality from this sort of

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thing.

I have a couple of grandchildren that visit my house frequently and I'd like to think that this is going to be looked into. I'd like to think that the railroad was concerned about our community and the impact. However, my life experience tells me a little differently. I used to be a daily commuter up until two years ago, on the railroad, to get to work. And one time I tripped over something in the aisle and mentioned it to a conductor. And I said, "I'm sure they wouldn't allow this on an airplane." And the response, somewhat arrogantly, was, "Well, this is not an airplane." And I wrote to management and I got a letter back saying the problem would be addressed, but nothing ever happened.

Somebody else here mentioned a substation near her that wasn't being taken care of. We have a substation two blocks east of Covert Avenue crossing and it's the same story there. I went past

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2 there a couple days ago this week. The
3 grass was up to my knees. Go by in the
4 wintertime and it doesn't get shoveled. I
5 have to walk to get to the railroad
6 station. You have to walk in the street.

7 So thank you for your consideration.

8 (Applause.)

9 HEARING OFFICER: That was our final
10 speaker today. I want to thank you all
11 for your comments.

12 (Time noted: 2:15 p.m.)
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1 CERTIFICATE

2
3 STATE OF NEW YORK)
4 COUNTY OF QUEENS) ss.:
5

6 I, NICOLE ELLIS, a Shorthand
7 Reporter and Notary Public within and
8 for the State of New York, do hereby
9 certify:

10 I reported the proceedings in the
11 within-entitled matter, and that the
12 within transcript is a true record of
13 such proceedings.

14 I further certify that I am not
15 related, by blood or marriage, to any
16 of the parties in this matter and that
17 I am in no way interested in the
18 outcome of this matter.

19 IN WITNESS WHEREOF, I have
20 hereunto set my hand this 2nd day of
21 June, 2016.

22
23 _____
24 NICOLE ELLIS
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1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION
3 MTA/LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE: LIRR EXPANSION PROJECT

7
8 -----X

9 The Inn at New Hyde Park

10 214 Jericho Turnpike

11 New Hyde Park, New York

12
13 May 24, 2016

14 5:00 p.m.

15
16 B E F O R E:

17
18 SUSAN MCGOWAN, LIRR

19 THE HEARING OFFICER
20
21
22
23
24
25

A P P E A R A N C E S:

For the Long Island Rail Road:

Susan McGowan

Elissa Picca

Poonam Punj

For NYS DOT:

Phillip Eng

Other Project Participants:

The Public

The Press

The Media

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2 P R O C E E D I N G S

3 MS. PICCA: Good evening. Thank you
4 for attending today's public scoping
5 meeting for the Long Island Rail Road
6 Expansion Project. My name is
7 Elissa Picca, and I'm Executive Vice
8 President of the Long Island Rail Road.

9 I'm going to be going through the
10 program for today, along with some other
11 additional notes, but just in a few
12 minutes. First, I would like to start by
13 inviting you to stand and join me in the
14 Pledge of Allegiance.

15 (Audience complies.)

16 MS. PICCA: Thank you very much. And
17 thank you for taking the time from your
18 busy schedules to be here today. Your
19 input and feedback to this project are
20 crucial and is greatly appreciated.

21 Today's the first public meeting and
22 part of a robust community outreach
23 process for the Long Island Rail Road
24 Expansion Project that began earlier this
25 year, and that will continue throughout

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2 the project duration.

3 In a moment we're going to show you a
4 video presentation on the proposed
5 project. After that, we will take
6 comments from those who have registered to
7 speak.

8 For those who would like to speak and
9 have not registered, we encourage you to
10 do so. There's still plenty of time and
11 you can sign up at the front table.

12 The purpose of this meeting is to
13 discuss the scope of the LIRR Expansion
14 Project, and in particular, the draft
15 scoping document that was released on
16 May 5th.

17 There are copies of this report in
18 the breakout room for your viewing. And
19 the report is also available on our
20 project website, www.aModernLI.com, which
21 we encourage you to visit to see not only
22 this document, but other project
23 information.

24 This is the public's first
25 opportunity to comment on the project, but

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2 it will not be the last. There'll be more
3 public meetings as the project plans more
4 completely develop. Right now we're
5 developing the scope of things to study,
6 what impacts will this project have on the
7 region, and that is called the scoping
8 process.

9 After the scoping meetings, we will
10 release a final scoping document outlining
11 exactly what will be reviewed in the
12 Environmental Impact Statement, that's the
13 next step in the process.

14 More details about the project will
15 be released later in the summer once the
16 Draft Environmental Impact Statement is
17 complete, and then there will be more
18 public meetings so you can comment on the
19 proposed plan.

20 Your comments are important to us,
21 and they are important to the process.
22 Your comments will be entered into the
23 public record as part of the process and
24 reviewed accordingly.

25 Unprecedented outreach has been the

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cornerstone of the Long Island Rail Road Expansion Project. While we are here at a formal scoping meeting today, there are also many other outreach efforts and opportunities that have been happening.

Our project team has had more than 100 meetings with local officials, business leaders, and other interested parties, and many of the members of our team are here today to listen to your comments.

We've also opened a project information office at the Mineola train station on the south side platform. It's opened and staffed regularly, and we encourage anybody to stop by to get information, to discuss the project, and we'd be happy to answer any questions you may have.

We've also developed a project website where people can provide comments 24 hours a day at their convenience, and there's also very useful information on that site.

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2 Finally, we have visited all
3 residential properties that share a
4 property line with the Long Island Rail
5 Road. As you can see, this is very
6 different from past Long Island Rail Road
7 proposals for this particular area.

8 Now, I'd like to turn your attention
9 to a short video that we have prepared
10 that will discuss both the project and the
11 process.

12 (Whereupon, the video was played at
13 this time.)

14 MS. PICCA: Now, I'd like to
15 introduce to you our representatives from
16 the Long Island Rail Road and State DOT,
17 as well as our hearing officer today.

18 To my far right, we have Ms. Poonam
19 Punj, she is the Long Island Rail Road
20 Senior Project Manager on the Long Island
21 Rail Road Expansion Project. Seated next
22 to her is Mr. Phil Eng, who is the
23 Executive Deputy Commissioner and Chief
24 Engineer for New York State Department of
25 Transportation.

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2 And to my immediate right is
3 Ms. Susan McGowan, Long Island Rail Road
4 General Manager of Public Affairs. Susan
5 will serve as our hearing officer today,
6 and I will turn this meeting over to her.

7 HEARING OFFICER: Thank you, Elissa.

8 This scoping meeting is an
9 opportunity to hear from you regarding
10 topics that you think should be studied as
11 part of the project's environmental review
12 process.

13 In order to give public comment, we
14 ask that, if you haven't already done so,
15 that you sign up at the front desk. We're
16 also asking that everyone limit their
17 comments to three minutes, and that's to
18 give everyone who has come out tonight a
19 chance to speak.

20 Again, this meeting is not the only
21 opportunity that you'll have to comment on
22 this project. You can also continue to
23 provide comments through June 13th at the
24 project office at the Mineola Station, by
25 mail or online at www.aModernLI.com.

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2 Additional public meetings will be
3 held in a few months when more details
4 about the project are released with what's
5 called a Draft Environmental Impact
6 Statement.

7 We also have representatives here
8 from Long Island Rail Road and New York
9 State Department of Transportation who are
10 available to consult with you on the
11 project and they are in the next room.

12 If you prefer to give comments
13 privately, because not everybody wants to
14 speak before an audience, you can sign up
15 at the front desk, give comments to a
16 private stenographer, who will make sure
17 your comments are entered into the public
18 record.

19 Now, because this is a formal scoping
20 meeting, and because we're entering your
21 comments into the public record, we will
22 not be responding to your comments or
23 answering your questions from the stage.
24 However, we do have staff, as I mentioned
25 before, in the next room who will do their

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2 best to answer your questions and
3 concerns.

4 Now, if you have any special needs,
5 please find a staff member, and we'll do
6 our best to address those needs.

7 And one final thing, please, if you
8 haven't already done so, please turn your
9 cell phones to silent.

10 I'm going to call the names of the
11 first five speakers, and if they can make
12 their way up to the front of the reserved
13 seats in the front row so they can prepare
14 themselves.

15 There are two microphones, one on the
16 right, one on the left. And then after I
17 call the first five speakers, I'll call
18 the name of the next speaker.

19 And when you come up to speak, please
20 give your name and your affiliation, if
21 you are part of an organization, and then
22 you'll have three minutes to speak.

23 There is a timer, a countdown clock.
24 The countdown clock will show as green
25 until you have 30 seconds, then it will

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2 turn yellow, and finally when the three
3 minutes are up it will turn red. And if
4 you're not sure, I'll give you a gentle
5 reminder.

6 All right. So the first five
7 speakers are Scott Strauss, Mayor of
8 Mineola, Dennis Walsh, Trustee of Mineola,
9 Dave Kapell, Executive Director the Right
10 Track Coalition, Charles Strain, and
11 Dick O'Kane, President of Nassau/Suffolk
12 Building Trade Council.

13 First up, the Mayor of Mineola,
14 Mr. Scott Strauss.

15 (Applause.)

16 MAYOR STRAUSS: Good evening. My
17 comments are very simple. We've gotten
18 all of these grade-crossing elimination
19 programs in great detail.

20 The Village of Mineola is not
21 opposed, we're not in favor of this
22 project because we haven't seen the entire
23 project.

24 I implore the Governor, the Long
25 Island Rail Road, the MTA, the governing

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2 bodies of this project, to show the entire
3 plan. So, us, as elected officials, can
4 make and adequate evaluation, digest it
5 and assess what is going to happen to our
6 communities.

7 We've got a grade -- the grade
8 process expansion plan, but we have not
9 seen what's actually going to happen to
10 any business -- any business properties or
11 residential properties. It says in your
12 there's not going to be any residential
13 properties taken.

14 Is that a play on words, or is it
15 going to be permanently taken or is it
16 going to be temporarily taken and given
17 back? Nobody seems to know or nobody seems
18 willing to divulge the information.

19 All I ask is that we get all the
20 pieces to the puzzle so we can put the
21 puzzle together ourselves and make a
22 proper assessment of what the impacts are
23 to our communities. Thank you.

24 (Applause.)

25 HEARING OFFICER: Thank you,

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2 Mayor Strauss. Next we have Dennis Walsh,
3 Trustee, Village of Mineola.

4 (Applause.)

5 MR. WALSH: Good evening. Thank you
6 for having this session. The first thing
7 I'd like to do is to ask you to delay this
8 entire thing until the people understand
9 what's going to happen.

10 (Applause.)

11 MR. WALSH: I recently discovered
12 that the Birchwood Apartments on the
13 corner of Roslyn Road and Old Country Road
14 were told that the Long Island Rail Road
15 will replace their garages when they put
16 up a sound barrier.

17 Where are these barriers going to go?
18 I live on the Main Line of the Long Island
19 Rail Road behind the Birchwoods. In 1988,
20 at the first project, I was told that I
21 was going to lose five feet of my
22 backyard.

23 Ten years ago, the last project, I
24 was told I was going to lose five feet of
25 my backyard. This time I'm told, it's

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2 going to be within the right-of-way. I
3 personally asked Ms. Black, the Governor's
4 representative, three times to define the
5 right-of-way. Mr. Eng is in the room.

6 Every time I was told, "I'll get back
7 to you." I don't know what the
8 right-of-way is. How can the people ask
9 informed questions when the only thing
10 they show us is the Roslyn Road, the
11 grade-crossing eliminations, and the
12 garages and other nice things that they
13 intend to do?

14 They show you the nice things over
15 here, but don't look over here, that's how
16 I feel. People can't ask questions. My
17 neighbors have -- have no idea that the
18 people that came around and spoke to them
19 are from the Long Island Rail Road.

20 They said, Oh, it was an advocacy
21 group here telling us to come down to the
22 meeting and tell them what we want. I
23 mean, I just think that this is very un-
24 -- it's not transparent at all.

25 As part of this project, the Long

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2 Island Rail Road intends to include a new
3 train station at the Brook haven National
4 Laboratory. I have an -- I have an
5 inch-thick report from several years ago
6 that indicates that there is a tremendous
7 amount of radioactive material that needs
8 to be removed by freight from Brook haven
9 Laboratory.

10 When I asked the Long Island Rail
11 Road representative about an increase in
12 freight, the answer was, At this time, we
13 have no interest in increasing the
14 freight." At this time. What does that
15 mean?

16 I just find that this is really not
17 transparent. I ask SEQRA to protect the
18 people and do a good environmental impact
19 study, including the houses that may have
20 properties taken away.

21 And I ask the Governor to, please, be
22 honest and fair with the people, and let
23 us know what's really going to happen.
24 They have the plan, they just won't show
25 us the plan.

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2 AUDIENCE MEMBER: Amen.

3 MR. WALSH: And thank you very much
4 for your time.

5 (Applause.)

6 HEARING OFFICER: Next we have
7 Dave Kapell, Executive Director Right
8 Track Coalition.

9 MR. KAPPELL: Good evening. Thank you
10 for hearing me. My name is Dave Kapell,
11 and I am the Executive Director of the
12 Right Track For Long Island Coalition. We
13 are 140 members representing over 500,000
14 folks from across Long Island.

15 We came together to support
16 Governor Cuomo's Long Island Rail Road
17 Enhancement Project because we believe
18 that it is a key to unlocking the full
19 potential of Long Island in the 21st
20 Century.

21 I come to the issue from my former
22 capacity as Mayor of the Village of
23 Greenport, where I first learned of the
24 history of the railroad. Most people are
25 unaware that the Main Line was originally

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laid in 1844 as the first linked rail
between New York and Boston.

Before the Brooklyn Bridge and the
bridges over the Connecticut rivers, folks
would take the train from Brooklyn to
Greenport, transfer to a steamship across
Long Island Sound and then back on the
train to Boston.

The second track on the Main Line was
laid in 1890, when the population of Long
Island was under a 100,000. In 1890,
people rode to the train station in horse
and buggy.

Hundred and twenty-five years later,
with a population of three million, five
branches of the railroad now converge on
the same two tracks through the project
corridor.

This creates a bottle neck that
chokes the entire system, and prohibits
its modernization and expansion to meet
the temporary needs. It defies common
sense to suggest that Long Island can
thrive in the 21st Century on the back of

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2 a 19th Century infrastructure.

3 This antiquated condition is holding
4 Long Island hostage, and must be addressed
5 if we're sincere in our hopes to build a
6 better future for the next generation.

7 The coalition understands and
8 sincerely respects the temporary
9 inconvenience that the project will create
10 for communities along the corridor.

11 But we also recognize Governor
12 Cuomo's strong personal commitment to
13 these communities by major investment to
14 remove seven dangerous traffic inducing,
15 loud, and unsightly grade-crossings.

16 And to build a new track entirely
17 within the existing right-of-way without
18 displacing anyone from their homes. This
19 is a moment for Long Islanders to come
20 together to solve a mutual problem that
21 will not go away on its own, and will only
22 get worse if left unanswered.

23 We are committed to working with
24 Governor Cuomo and the local communities
25 to see to it that the Long Island

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2 enhancement project works for the benefit
3 of us all. Thank you.

4 (Applause.)

5 HEARING OFFICER: Our next speaker is
6 Mr. Charles Strain.

7 MR. STRAIN: Thank you very much for
8 having me. I am -- I grew up in
9 Garden City not far from New Hyde Park
10 Road on Dartman Street where the St. Ann's
11 Church is.

12 I'm a partner in a law firm on Long
13 Island, Farrell & Fritz, and active in the
14 Long Island community. This is a
15 critical, critical project for Long
16 Island.

17 On a going-forward basis, as
18 Dave Kapell just said, this is the
19 infrastructure project that we need to
20 bring young people back and forth from
21 Manhattan coming east in order to
22 invigorate a growing innovation economy
23 that we have here on Long Island.

24 We've got tremendous research, assets
25 and some of our major institutions. As

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2 our economy has changed from a defense
3 industry economy, we are developing on
4 Long Island a growing innovation
5 technology economy that relies on smart
6 young engineers.

7 We need to be able to get them out of
8 the Boroughs. They've been attracted to
9 the Boroughs, many of them are children of
10 people in this room.

11 We need to figure out how to get them
12 back here on Long Island and help us grow
13 our economy here.

14 I'm sensitive also to Mayor Strauss
15 and the Village of Mineola. I spend a lot
16 of time in the Village of Mineola. I've
17 been a chairman of the Board of Winthrop
18 University Hospital for the last ten
19 years.

20 Those two grade-crossing projects in
21 Mineola will be a tremendous benefit. We
22 also have a large portion of our workforce
23 that comes out to Mineola from the
24 Boroughs. The ability to get them in and
25 out and off-peak hours is critical to us.

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2 It will be greatly benefitted by this
3 third track project. I certainly
4 encourage the MTA and hope the MTA will
5 look at all the issues raised. We
6 shouldn't delay this project simply to
7 delay it.

8 We've got to take hard looks at it
9 and, I think, the bold action of the
10 Governor here to try to accelerate the
11 process is absolutely terrific and
12 essential here on Long Island. Thank you
13 very much.

14 (Applause.)

15 HEARING OFFICER: Our next speaker is
16 Dick O'Kane. While he's making his way to
17 the podium, I will tell you that the next
18 few speakers will be Lynn Pombonyo,
19 Trustee Floral Park, Ann Corbett, a former
20 Mayor of Floral Park, and Mark Lesko,
21 Executive Dean of Hofstra.

22 So if those people can make their way
23 to the reserved seats in the front, if
24 they wish, they may do so now.

25 Mr. O'Kane.

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2 MR. O'KANE: Yes. Thank you for the
3 opportunity and I'll be speaking. I'm the
4 president of the Nassau/Suffolk Building
5 Trades Council. We have 59,000 members,
6 and thousands of those members live in the
7 ten -- ten-mile stretch that this project
8 is going to take.

9 Many of them have to rely on the
10 railroad. And they take it into the city
11 and back and forth and what have you.
12 There's a statistic out there now that
13 says in America, mind you, 61 percent of
14 people that would get a \$500 repair bill
15 for their car cannot afford it.

16 So that's the reason I mention -- the
17 only reason why I mention that, is it puts
18 a lot more people on the train because the
19 economy hasn't been that great, you know,
20 since 2008, it's been a disaster. And
21 just trying to recover now, but that's a
22 concern.

23 And the people definitely need this
24 train. And another valuable point of this
25 project is people want to get into the

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2 city instead of taking their car and
3 paying \$85 for a two, three-hour parking
4 job, they can get in there at a reasonable
5 price.

6 And, you know, this project is going
7 to provide 14,000 jobs at the end of ten
8 years. Another statistic out there is
9 showing that says that people between the
10 age of 19 and 30 are leaving New York
11 State because there aren't any jobs.

12 If we're going to have 14,000 jobs
13 created and hundreds and hundreds of jobs
14 with this project, it will give them an
15 opportunity to stay here and not have to
16 depart from their families.

17 So it's a thing of consideration,
18 that's another consideration that we need
19 to look at. I know I'd do anything to
20 keep my kids here, and thank God they are
21 here, but not everybody's going to have
22 that option. A lot of people have had
23 their kids leave.

24 So we're -- we're looking very much
25 forward to this project. And the last

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2 thing I want to say, is that watching that
3 film, it looked like a lot of people
4 realize when you have an emergency
5 situation, and I know that there's been
6 times where everyone has to get to
7 hospitals with a terrible accident.

8 You know, all the terrible accidents
9 take place on Long Island these day. And
10 if the gates are down or up or, you know,
11 the light is broke or any -- any one of
12 those implements to getting someone to the
13 hospital is another consideration.

14 And, I think for anything, I would
15 worry about that the most. But this is
16 going to provide jobs, and it's something
17 that is a great advantage to the
18 Nassau/Suffolk building trades. Once
19 again, we have thousands and thousands of
20 members that live in this area. And I
21 don't want to leave anything out here.

22 HEARING OFFICER: You have three
23 minutes. You still have time. You have
24 about 17 seconds left.

25 MR. O'KANE: Okay. Well, thank you.

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2 I'm sorry, I was interrupted there, but
3 thank you, and I would strongly suggest
4 the passing of this project. It's going
5 to do a world of good. You know, often a
6 change is difficult but very necessary
7 sometimes. And after it's all done,
8 everybody's going to reap the benefits.
9 Thank you very much.

10 (Applause.)

11 HEARING OFFICER: Next Lynn Pombonyo,
12 Trustee, Floral Park.

13 DR. POMBONYO: Dr. Lynn Pombonyo,
14 Trustee of the Incorporated Village of
15 Floral Park. First of all, before I make
16 my statement, I just want to put a caution
17 out there so many of us feel here tonight.

18 We are all interested in improving
19 the economy in greater Long Island. In
20 doing so, we do not want to put the
21 villages and small municipalities, who are
22 on the path of the third track, in danger
23 of damaging a local economy forever, and
24 that is what many of our concerns come
25 from.

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2 (Applause.)

3 DR. POMBOYNO: We hope that the Draft
4 Environmental Impact Statement will
5 address all of those serious concerns that
6 we do have, and that are real in terms of
7 impact on our local community and our
8 local economies.

9 At this morning's public hearing, I
10 often heard comments about soil and water
11 contamination. In 2008, Floral Park faced
12 the very real problem of 760 cubic yards
13 of soil that's been contaminated by
14 Mercury at the Long Island Rail Road
15 substation on Plainfield Avenue in the
16 vicinity of John Louis Childs Elementary
17 School field and the school district, and
18 along the path of the proposed third-track
19 project.

20 The contaminated soil was removed as
21 part of a highly complex two-year
22 remediation project that was carefully
23 planned and executed with New York State
24 DEC and school district oversight.

25 Given that this Mercury contamination

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existed had at least six other railroad facilities, the potential is there for soil contamination in other places along the 9.8- mile proposed third-track corridor.

In this regard, the DEIS must address numerous concerns relating to specimen of the soil, as well as construction and grade-cross elimination. Remediation, if necessary, is done with the oversight.

And ongoing monitoring to ensure that the community, school children, staff, and the workers on the project, too, are not exposed to hazardous materials in the soil or air. The dangerous possibility must be addressed along with the entire 9.8 mile proposed third-track corridor.

(Applause.)

DR. POMBOYNO: I would address the limitations of the Long Island Rail Road Expansion Project scope document dated May 5th, 2016, and provide an adequate detail regarding other significant concerns in both Floral Park and I can

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2 imagine along the 9.8 miles of track.

3 Using the Floral Park recreation and
4 school field and playground the scoping
5 document doesn't even mention any of these
6 important facilities all of which the
7 proposed third track.

8 First, the DEIS must address staging
9 with construction teams and equipment.
10 Will any of these large pieces of
11 property, which serve thousands of
12 children and families and community
13 members, be used as staging areas at any
14 time during proposed construction?

15 We need to know that. Will we have
16 to hire businesses? Will they be
17 designated as staging areas as has taken
18 place through prior construction?

19 HEARING OFFICER: Please summarize
20 your remarks.

21 DR. POMBOYNO: We would like as the
22 construction starts, to ensure that soil
23 and air born will not be reaching in the
24 buildings, have windows open and blowing
25 where children are playing. And final,

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2 that the DEIS must provide reassurances
3 that we will not have a problem with an
4 increased rodent infestation along with
5 construction. Thank you.

6 (Applause.)

7 HEARING OFFICER: Next we have former
8 Floral Park Mayor, Ann Corbett.

9 MS. CORBETT: I should be a little
10 taller here. According to page 3 of the
11 scoping document, there are 220 trains
12 that travel the Main Line weekdays between
13 Floral Park and Hicksville.

14 I would like to have this number
15 clarified. Does this include the number
16 of passenger trains, and freight trains?
17 Does this include the number of Hempstead
18 line tracks that go through Floral Park or
19 just main line trains?

20 How many more trains travel on
21 weekends through Floral Park? In the
22 document, there will be increases in
23 passenger trains due to a desire to
24 increase reverse peak.

25 How many more trains will go through

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2 and/or stop in Floral Park if the third
3 track is constructed? There have been no
4 studies to substantiate a need or demand
5 for reverse commute only a desire, a
6 desire by who?

7 The high cost of Long Island Rail
8 Road ticket fairs can turn off potential
9 commuters who might consider a job out
10 east. What added services or benefits
11 will the Main Line community and commuters
12 actually get?

13 In regard to the elimination of the
14 at grade-crossings, of course, these are
15 safety measures few can argue against. In
16 fact, maybe the MTA should consider more
17 at grade eliminations within its system
18 before constructing the third track.

19 Recently in Bedford Hills, a
20 northbound train caught the front of a
21 stalled Toyota at a crossing just north of
22 Mount Cisco. Fortunately, there were no
23 medical emergencies.

24 On February 3, 2015, a commuter train
25 on Metro-North Railroad's Harlem line,

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2 struck a passenger car at a grade-crossing
3 near Valhalla, between Valhalla and Mount
4 Pleasant stations, killing six people and
5 injuring 15 others. The crash was the
6 deadliest in Metro-North's history.

7 A young relative of mine was in the
8 second car of the train that crashed, and
9 she helped to save passengers. There are
10 good reasons for the Long Island Rail Road
11 to consider eliminating more unsafe at
12 grade-crossings before undertaking other
13 unnecessary and costly rail projects.

14 At the very least, the MTA/LIRR should
15 evaluate and update the signage of warning
16 systems and sound systems at the
17 grade-crossings on Long Island to make
18 them safer for drivers and pedestrians.

19 In regard to the seven proposed third
20 track at grade-crossing projects, I
21 believe the communities in which these are
22 located, will assess the information in
23 the draft SEQRA scoping document, and
24 hopefully will get more information and
25 will comment on their findings.

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2 Individual communities want to
3 protect the integrity of their culture and
4 character of their community, and protect
5 the vitality of their businesses and
6 quality of life of their residence.

7 (Applause.)

8 HEARING OFFICER: Our next speaker is
9 Mark Lesko, Executive Dean Hofstra.

10 MR. LESKO: Good evening, and thank
11 you for hearing my comments. My name is
12 Mark Lesko. I'm Executive Dean of the
13 Center for Entrepreneurship at Hofstra
14 University.

15 I'm here representing President
16 Stuart Rabinowitz who would have loved to
17 have been here tonight, and sends his
18 regrets; he's out of town. And President
19 Rabinowitz asked me to tell you on behalf
20 of Hofstra, that the University strongly
21 supports the railroad expansion project.

22 And we believe that it's vitally
23 important to the growth of our
24 innovation-based economy here on Long
25 Island. Growth that will be experienced

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2 in sectors like bio-tech and clean energy,
3 information technology, advance materials
4 and nano-materials.

5 Growth that will provide jobs and
6 opportunities for the next generation of
7 technology training workers, our young
8 people.

9 And growth that will be an attractor
10 to bring those young people back to the
11 region, hopefully to continue to build the
12 next great era of economic growth here on
13 Long Island.

14 This project is vitally important
15 also to the continued growth of Hofstra
16 University. As you may know, the
17 University has fairly recently started not
18 only a medical school but also a nursing
19 school and a school of engineering and
20 applied sciences.

21 And very recently, I launched a
22 Center For Entrepreneurship at Hofstra
23 University that includes a 3,000
24 square-foot campus incubator for start-up
25 companies. So Hofstra has made a

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2 tremendous commitment to the discipline,
3 as well as growing the next generation of
4 great companies here on Long Island.

5 And in that regard, we think that the
6 project is incredibly important. I would
7 point out that Hofstra has 11,000 students
8 and thousands of faculty members,
9 administrators and staff members.

10 Many of the employees of Hofstra work
11 in the New York City Metropolitan region
12 and reverse commute, using the Main Line
13 Rail Road to get to Hofstra University,
14 and increased connectivity and improved
15 connectivity to the City is vital to our
16 ability to -- to recruit high-quality
17 faculty members and staff members and
18 administrators. As well as to be able to
19 recruit high-quality students.

20 Proximity to New York City is vital
21 to -- central to the core of the mission
22 of the University. And we think that this
23 project would enhance our ability to
24 recruit high-quality students not just
25 from Long Island but from else where.

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2 Lastly, I would mention that this
3 project's important to many of the
4 proposed projects at the Nassau Hub.
5 Including particularly the Institute's
6 Bio-Electronic Center, the Memorial Sloan
7 Kettering facility.

8 Both of those projects will -- will
9 be hiring and employing technology workers
10 by the dozens, if not hundreds. And
11 connectivity to New York City is vital to
12 that effort. Thank you for the
13 opportunity.

14 (Applause.)

15 HEARING OFFICER: Our next speaker is
16 William Corbett, and while he's making his
17 way to the microphone, I will say that the
18 speakers after him, will be Rachel Lugo,
19 Dominick Longobardi, Karen Reiter and Jeff
20 McLaughlin.

21 Mr. Corbett.

22 MR. CORBETT: I'm here today as a
23 spokesman for Citizens Against Railroad
24 Expansion. We have over 115 public
25 officials and organizations representing

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2 thousands of people who have come out
3 against this project.

4 We're not against grade-cross
5 eliminations. We feel that's very
6 important; however, we feel that we --
7 we're lacking information on the Third
8 track.

9 We haven't been given enough time to
10 answer the questions that we have or
11 analyze the report. We feel the hearing
12 should be extended further.

13 The other problem we have, is that
14 there's no detail. We have no -- there's
15 nothing given, any information about the
16 third track. Everything is beautiful
17 pictures in great. It's almost like the
18 Governor is pushing this, it's almost like
19 he wants us to marry something, a
20 mail-order bride we've never even seen.
21 We have no details or information. And
22 also I want to also add --

23 (Applause.)

24 MR. CORBETT: I want to also add,
25 that while we're aware of this Floral

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2 Park, my office is right across the
3 street. I've been there for 35 years,
4 about 150 feet from the tracks.

5 And it provides some screening to
6 keep debris from falling down. I have
7 here a picture of some of the debris
8 reflected that come down off the street
9 into the tracks.

10 And we're asking, again, to review in
11 your project, some streaming up there to
12 stop somebody from getting killed in the
13 future.

14 Plus I have several pages of comments
15 which I've got after reviewing the scoping
16 document. I also want to say I tried to
17 get here earlier, about ten minutes to
18 2:00, I think you left 2:20, 2:30.

19 And the police stopped me and said
20 they stopped me because I couldn't enter;
21 Captain Lins was in charge. I have no
22 idea why I was excluded from coming to
23 this hearing. It's supposed to be open
24 till two o'clock, I was here before two
25 o'clock. He would not let me in.

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2 I would also say that in the past we
3 have had over 140 organizations come out
4 against this project. We feel that the
5 railroad has not given us adequate
6 information, and I should definitely study
7 the issues of air pollution, vibration,
8 the Floral Park is located a 150 feet from
9 where we think the track is going to come.

10 We feel the vibration could badly
11 damage this historical building. The only
12 thing that we (inaudible) is that there's
13 so many trains coming through, those
14 offices nearby have to get off the phone
15 and stop when these trains are rushing
16 through.

17 We think that the increased number of
18 freight trains in -- the contract with the
19 railroad that runs the freight in and out,
20 that expires in 2017.

21 We have no idea what the rail is
22 going to do as far as increasing freight.
23 But, I think, behind this whole project is
24 trying to increase the amount of freight,
25 and we don't just want that noise and that

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2 vibration and that pollution coming
3 through, garbage, radioactivities and
4 other substances, we just don't want it.
5 Thank you.

6 (Applause.)

7 HEARING OFFICER: Our next speaker is
8 Rachel Lugo.

9 MS. LUGO: Thank you to my fans. My
10 name is Rachel Lugo, and I am the division
11 director for ACN Network. I am also the
12 Vice President of the New York State
13 Association for Region 1, which includes
14 Nassau, Suffolk, Brooklyn, Bronx, Queens,
15 Staten Island, and Kings County.

16 For 45 years, I have lived on Long
17 Island. For 20 of those years, I have
18 focused my attention on saving lives and
19 preventing injury for traffic safety
20 reasons and preventing crashes.

21 The New York State Senate this week
22 passed two bills to decrease dangerous
23 vehicular accidents at railroad
24 grade-crossings. Even though the number
25 of fatalities and accidents at railroad

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2 grade-crossings have decreased nationally,
3 they have increased in New York State.

4 New York State Public Transportation
5 Board Rail Safety Section is public, and
6 over the past 20 years, more and more
7 people are dying across these grades.

8 Tuesday, August 6, 1996, Case
9 No. 3639, a train struck and killed a
10 physically challenged person in a
11 motorized scooter. Why? Scooter got
12 stuck.

13 Sunday, October 5, 1997, a train
14 struck an automobile and killed two
15 occupants. Why? Because they disobeyed
16 the traffic devices.

17 Tuesday, August 15, Case No. 6062, a
18 train struck a tractor-trailer injuring 13
19 people on the train. Why? The truck was
20 making a right-hand turn and got stuck at
21 the grade.

22 November 30th, Case No. 6265, a train
23 struck a civilian pedestrians his son
24 watched on. I can continue listing the
25 fatalities and injuries. We all know

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2 about them, and we read about them in the
3 paper and see them on TV. They're
4 preventable, and a majority of them are
5 due to human error including poor
6 judgement.

7 The Governor's plan puts our safety
8 first although there needs to be a lot
9 more work if this plan is committed to
10 provide us a rail system that will protect
11 our environment, reduce congestion, and
12 help create a stronger economy.

13 Even the delays on Long Island Rail
14 Road will be minimized, and there will be
15 significant overall improvements in the
16 community and the surrounding projects.

17 We do need to look further into this.
18 We need to look at our future and embrace
19 it as an opportunity to community
20 improvements. Ten years ago we looked at
21 it, we didn't agree with it. Now, it is
22 our chance.

23 Traffic congestion on the LIE will
24 improve significantly. You will see a
25 steady flow of traffic, a reduction in the

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2 crashes and injuries at these street-level
3 crossings.

4 With this commitment from
5 Governor Cuomo's plan, we are one step
6 ahead, making grade-crossings as safe as
7 possible, will, indeed, reduce injury and
8 save lives.

9 I have used Mass Transit. I said,
10 I've lived here for 45 years. I do
11 understand the need for us to all work
12 together as a community, every community.

13 But you have to understand, we will
14 create a safe and stronger transportation
15 network. That is why I'm in support of
16 the Long Island Rail Road Expansion
17 Project. Thank you.

18 (Applause.)

19 HEARING OFFICER: Our next speaker is
20 Dominick Longobardi, Village Trustee,
21 Floral Park.

22 MR. LONGOBARDI: Good evening. Thank
23 you. And at the outset, let me say I
24 don't think anybody disagrees with making
25 our grade-crossings safer for everybody.

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2 (Applause.)

3 MR. LONGOBARDI: Good evening, ladies
4 and gentlemen, my name is
5 Dominick Longobardi. I currently serve on
6 the Village Board of Floral Park as a
7 Trustee.

8 I do want to thank you and take this
9 opportunity to thank you for hearing our
10 concerns.

11 Let me say this at the outset, while
12 we respect the Governor for his efforts,
13 and all of the other agencies and groups
14 here promoting this project, for the jobs
15 they claim it will create.

16 I, along with my fellow local
17 officials and neighbors, are asking that
18 this particular project be put into
19 context with other projects that will not
20 only create jobs, but will accomplish a
21 similar stream line effect for all rail
22 commuters, as this project claims, without
23 creating those detrimental effects to
24 those very livelihoods of those it
25 purports to want to help; namely, the

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2 residents and businesses along the Main
3 Line corridor.

4 Also, allow me to make this very
5 clear: Creating jobs is important to all
6 of us. As a point of fact, these
7 proposals and thoughts were outlined in a
8 letter submitted by the mayors of the
9 local villages along the Main Line to the
10 Nassau County Village Official
11 Association, have been promoted to Long
12 Island Rail Road President, and shared
13 with the governing staff.

14 In addition, this letter was
15 submitted to the record this morning by my
16 colleague Mayor Tom Tweedy on behalf of
17 those Mayors and their respective
18 communities.

19 Upon the review of this letter, you
20 will see that the proposed project is not
21 necessary at this time. And, in fact,
22 should be a last resort for its purpose
23 when all other options are completed.

24 All this being said, I bring to your
25 attention page 28 of the scoping document

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2 which states under the Cumulative and
3 Secondary Impacts:

4 Cumulative impacts are those that
5 result from the project in conjunction
6 with other past, present, and reasonably
7 foreseeable future actions.

8 It also goes on to say, that the DEIS
9 will contain an assessment of the proposed
10 projects cumulative and secondary impacts
11 and benefits for all our resources.

12 To illustrate the fact that other
13 projects and ideas are on the table, I
14 point to you, I point you to the recent
15 scoping hearing held on Long Island by the
16 Federal Railroad Administration discussing
17 future possible development of the
18 Northeast corridor.

19 Based on these hearings, I think it's
20 fair to say, that Mr. Nowakowski, the MTA
21 Long Island Rail Road, and the Governor
22 aren't the only ones thinking rail
23 extension on the exact same spot in the
24 exact same location.

25 On January 12th of this year, on

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2 behalf of Village Floral Park and the
3 residents of Village of Floral Park and
4 fellow Trustee, Dr. Linden went and
5 testified at similar scoping hearings
6 being held to comment on the upcoming
7 Draft Environmental Impact Statement for
8 the Northeast Corridor Project.

9 This Northeast Corridor Project would
10 provide for a rail running up from
11 Washington, D.C. across Long Island, and
12 up into the Boston. One version of this
13 plan would have the NEC line and the Long
14 Island Rail Road third track right next to
15 each other where the third track purports
16 to begin in Floral Park.

17 It would, then, begin an ascent into
18 the tunnel on the third track. While the
19 Governor claims he's not taking any homes
20 or businesses, someone here has to be
21 taking something if these two projects are
22 built, because there just -- there just
23 isn't enough room for both, let alone each
24 one or each one individually.

25 And I will summarize and I will

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2 submit this for the record then. There is
3 an answer stated on page 28 in referenced
4 above. "It is the obligation of the MTA
5 Long Island Rail Road to thoroughly
6 investigate such claims as be it the MTA
7 or Long Island Rail Road work or those of
8 other that will impact the proposed third
9 track.

10 Therefore, as required by the
11 specifications and the MTA Long Island
12 Rail Road scoping back on page 28, I am
13 requesting a full study of both the NEC
14 and the MTA Long Island Rail Road third
15 track plans be done by the MTA Long Island
16 MTA Rail Road in light of the impacts, the
17 other might bestow on surrounding
18 communities.

19 I am also requesting that a full
20 assessment be done as to how the MTA Long
21 Island Rail Road will mitigate any impacts
22 that the NEC plan will cause should the
23 MTA Long Island Rail Road move forward
24 with its plans to build the track. This
25 should occur even if the NEC plan should

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2 come after the third track is built.

3 HEARING OFFICER: Please summarize.
4 You're already over.

5 MR. LONGOBARDI: Okay. I realize a
6 lot of work. I realize it's a lot of
7 work, but it is as part of the DEIS, the
8 obligation of the MTA and Long Island Rail
9 Road to do so.

10 I would also point out that the work
11 may be easier if the engineering and the
12 NEC project and the third rail project
13 include the same firm, AECOM. I thank
14 you for taking the time to listen. I
15 appreciate you shutting the microphone. I
16 will submit this for the record. Thank
17 you very much.

18 (Applause.)

19 HEARING OFFICER: Thank you. The
20 next speaker is Karen Reiter. We are
21 asking that people limit their comments to
22 three minutes, that's just to give
23 everyone a chance to speak. If you have
24 comments that are longer, you can submit
25 them to us. They will go on the record

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2 whether you submit them online or whether
3 you speak them hear today. So, please
4 note, that we do want to hear your
5 comments, but we're trying to keep things
6 moving so we can give everybody a chance
7 today.

8 Ms. Reiter.

9 MS. REITER: Yes. Hi, this is a
10 letter that I wrote to President Obama
11 yesterday.

12 "I hope this letter finds you and
13 your family very well. I wrote to you
14 seven years ago to invite you and
15 Mrs. Obama to our daughter's wedding.

16 And although you could not attend,
17 you sent me a beautiful letter. We framed
18 it, and it hangs proudly in our daughter's
19 home.

20 "This time I'm not inviting you to a
21 party but I am writing to you for help.
22 Would you kindly speak to Governor
23 Andrew Cuomo, the Governor of my beloved
24 State of New York. Mr. President, the
25 Governor is trying to put a third railroad

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2 track in the backyards of the good people
3 of Floral Park, Bellerose, New Hyde Park,
4 Garden City, Mineola, Westbury, and
5 Hicksville.

6 (Applause.)

7 MS. REITER: "It's approximately 9.8
8 miles of additional railroad track. Now,
9 the problem is, that thousands of people
10 in this affected corridor don't need or
11 want this project. All our mayor and
12 elected officials have told Governor
13 Cuomo, We don't need or want his project.

14 Here's the problem, Mr. President:
15 Governor Cuomo won't listen to them. He's
16 going to ask you for billions of dollars
17 for projects that he can't justify with
18 verifiable data, and that no one in our
19 area needs or wants.

20 "I watch my grandchildren every day,
21 and when they act irrationally, I give
22 them a time out. Would you, please, call
23 the Governor and give him a time out.

24 (Applause.)

25 MS. REITER: "On the Long Island

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2 third track project. He's got meetings
3 when no one can attend 'cause we're all
4 working. And he's given himself total
5 control of the review of this project and
6 said that no matter what, he's going to do
7 this project.

8 "So, please, give him a time out, and
9 tell him not to be in such a hurry. And
10 to do something that no one needs and
11 wants. And don't give him any money
12 either, 'cause he doesn't finish any of
13 his projects.

14 (Applause.)

15 MS. REITER: "Thank you so much for
16 your time. I think if Mario Cuomo were
17 alive, he would handle his son's
18 out-of-control behavior and spending. But
19 since Mario or Melinda are not here,
20 you're going to have to do it.

21 "Thank you so much for handling this.
22 Thousands of people in the affected area
23 are sending their love and gratitude to
24 you as well. Sincerely, Grandma
25 Karen Reiter."

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2 (Applause.)

3 HEARING OFFICER: Our next speaker is
4 Jeff McLaughlin. As he's making his way
5 to the podium, I'll call the next five
6 speakers. Anne Brigis, John Treiber,
7 Patrick Maloney, Kathy Hoey, and
8 Sheila Lavin.

9 And if you could move up, the next
10 speakers, to the reserve seating in the
11 front row, that's there for you and it
12 will speed your way to the podium when
13 it's your turn to speak.

14 Mr. McLaughlin.

15 MR. McLAUGHLIN: Thank you. Good
16 afternoon. My name is Jeff McLaughlin.
17 I'm a member of the New York City Vicinity
18 of District Counsel of Carpenters and the
19 residence in the area and will be affected
20 by the Long Island Rail Road Expansion.

21 The MTA proposed third rail will have
22 a number of benefits to the community
23 residents, local businesses, and regional
24 workforce. The expansion will improve my
25 life and the lives of my neighbors. Train

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2 delays have become all too commonplace for
3 Long Island residents making us late for
4 work, our kids' sporting events, and
5 countless appointments.

6 In addition to frequent train delays,
7 the seven grade-crossings make traffic in
8 the area almost intolerable. The third
9 rail would alleviate a lot of congestion
10 in our neighborhood. Our quality of life
11 will be vastly improved as a result of the
12 Long Island Rail Road Expansion.

13 Finally, investment in our state's
14 infrastructure will provide countless new
15 jobs for families, sustaining wages for
16 working-class New Yorkers.

17 The Long Island Rail Road Expansion
18 is vital for the improvement of the
19 quality of life in our community and our
20 economic development. I'm a resident of
21 the region, and support the MTA proposed
22 MTA's third rail. Thank you.

23 (Applause.)

24 HEARING OFFICER: Next speaker is
25 Anne Brigis.

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2 MS. BRIGIS: Good evening, and thank
3 you. I'm Anne Brigis, the President and
4 CEO of the YMCA of Long Island, one of the
5 largest youth service organization both
6 nationally and in our region.

7 At the Y, we work hard to improve
8 peoples' lives through programs and
9 services that nurture youth, healthy
10 living, and inspire social responsibility.

11 We strive to make our communities
12 stronger so that Long Island can be a
13 better place to live, work, and play. We
14 bridge existing gaps and services by
15 providing working families with affordable
16 childcare, programs have little or no for
17 economically disadvantaged populations,
18 leadership, job training, and health and
19 wellness.

20 I'm a mom of two young
21 college-educated children, who recently
22 entered the workforce, and having been a
23 resident of Sea Cliff for more than 26
24 years, I know and understand how critical
25 the third track is for the financial

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2 sustainability of Long Island.

3 Our viability as a region depends on
4 efficient, reliable access to and from
5 New York City, so we can fully experience
6 all that Long Island and Metropolitan
7 New York has to offer.

8 From our homes and offices to
9 stretches of beautiful beaches, to
10 Broadway plays, parks and covering every
11 corner of world. Yet we've seen commute
12 times less than current train schedules
13 become less reliable.

14 There is a growing perception that
15 it's difficult to get off and on Long
16 Island, and the direct result is a
17 critical draining of talents and
18 resources.

19 Residents are relocating to other
20 commutable New York City metro areas. And
21 we continue to see an exodus of young
22 people who need affordable and practical
23 way to be a part of the New York City
24 workforce. Including my own children
25 currently living in Manhattan and paying

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2 rent through the roof just to avoid an
3 unreliable commute to work from their
4 hometown.

5 As an employer, I can tell you
6 firsthand, this is becoming a significant
7 barrier to recruiting essential talent.
8 The Long Island employs more than 1,500
9 people. And we, as Long Islanders, cannot
10 stay competitive without an improved rail
11 system.

12 Without a more efficient way to
13 connect our people and products of
14 New York City, I believe our region will
15 slide into significant economic crisis.

16 But there is a clear, sensible
17 solution. Within a few years,
18 \$10.8 billion East Side Access can have a
19 massive and continued impact on Long
20 Island as long as our railroad is
21 modernized.

22 Without a third track on the Main
23 Street, we will fail to exploit the full
24 benefit of an East Side Access. Increased
25 mobility to and from New York City, and

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2 within Long Island, we will finally have
3 the means to attract and keep young
4 talent. The solution is plainly before
5 lessens fire, build, and become the
6 destination we should be. Thank you.

7 (Applause.)

8 HEARING OFFICER: Our next speaker is
9 John Treiber.

10 MR. TREIBER: Good evening. Thanks
11 for listening to me. My name is
12 John Treiber. I'm a board member of the
13 Rouche Foundation, which is the
14 organization that provided the economic
15 study that backs up the third rail plan.

16 In addition, I'm also a Winthrop
17 Trustee, and for 40 years, I was a local
18 businessman with offices in New Hyde Park,
19 Mineola, and Garden City. So I'm familiar
20 with the area, and how important this
21 program will be towards Long Island's
22 sustainable future.

23 As Ann pointed out, the ability to
24 tie in the third rail project is critical
25 for the health of Long Island's economy

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2 going forward. Likewise, as Mr. Lesko and
3 Charlie Strain pointed out, if you believe
4 that the key to our economic future is
5 tying into our health care facilities, our
6 university facilities, our technology
7 centers and research facilities, then it's
8 key in order to attract the type of people
9 that are going to make those be the
10 cornerstone of Long Island economy going
11 forward.

12 Additionally, in terms of communities
13 that are affected, I'm clearly sensitive
14 to your needs and the type of emotions and
15 reaction this type of program is likely to
16 create.

17 But I would just ask that everybody
18 try to go about reviewing this process
19 with a calm and rational and open-minded
20 approach so we can look at the entire big
21 picture for Long Island, and try to create
22 the conditions necessary to ensure our
23 sustainability and viability long-term.
24 Thank you very much.

25 (Applause.)

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2 HEARING OFFICER: Our next speaker is
3 Patrick Maloney. We've been having an
4 orientation towards this side of the room,
5 but there is a microphone on that side of
6 the room that's working if anyone finds
7 that more convenient, you may use that.
8 Thank you.

9 MR. MALONEY: I can walk across --

10 HEARING OFFICER: Easy access, sure.
11 Okay. Thank you.

12 MR. MALONEY: I Just have a few
13 comments and questions about this
14 ill-conceived, ill-communicated, and
15 ill-planned project.

16 (Applause.)

17 MR. MALONEY: Now, in the scoping
18 document on page 2, you refer to the
19 frequent delays that are going to be
20 alleviated by third track. But if you
21 look at the last addition of Train Talk
22 that's published, we see that 95 percent
23 of peak-hour trains arrive on time.

24 So we're being asked to spend a
25 billion dollars for at best a five percent

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2 increase in efficiency. I don't think
3 that is efficient at all.

4 The scoping document does not address
5 the impact of the third rail on the
6 Hempstead line. Obviously, there will be
7 reduced train track capacity for Hempstead
8 line trains, since the expansion begins at
9 Floral Park, but then there'll be a new
10 bottleneck created at Floral Park going
11 into Jamaica.

12 What is the extent -- and this is a
13 question that was asked of, you know, it's
14 really important for us who live in the
15 area, what is the extent of the Long
16 Island Rail Roads right-of-way?

17 Nowhere is that disclosed. Is it,
18 you know, from the tree line to the tree
19 line, track to track? How much -- how
20 wide is this going to be? If traffic
21 safety is important, and it is, why not
22 spend that billion dollars eliminating
23 grade-crossings all along the Long Island
24 Rail Road?

25 (Applause.)

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2 MR. MALONEY: You're not speaking
3 with your great knowledge, I would say, I
4 did some quick research, and I did not see
5 a fatal accident at one of these crossings
6 that's going to be eliminated since 1982.

7 And this was a horrific accident at
8 Herricks Road, which was, then, eliminated
9 without the need of a third track.

10 The scoping document refers there
11 being no eastbound trains for 90 minutes,
12 but there are 11 peak-hour train that go
13 to, from Jamaica to Mineola. So there is
14 service, the employers have spoken, you
15 know, are getting their people here
16 already.

17 Is this really all about freight?
18 Let's look at the New York Atlantic
19 Railway. They're saying they're not going
20 to do any more, but they also got the
21 award last year for the greatest car load
22 increase from their parents, CSX.

23 Another MTA project, East Side
24 Access. You're ten years overdue, and I
25 don't know, a 100 percent over budget. Is

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2 this project going to be any better? I
3 have additional comments which I will hand
4 in.

5 (Applause.)

6 HEARING OFFICER: Thank you. Our
7 next speaker is Kathy Hoey, followed by
8 Sheila Lavin.

9 MS. HOEY: Thank you. My name is
10 Kathy Hoey. I'm not a president. I'm not
11 a trustee. I'm not a mayor, an executive,
12 I am a homeowner, plain and simple. I
13 live a block and a half from the LIRR
14 tracks, just west of Bellerose Station.

15 And first, I want to say I'm very
16 happy that Eminent Domain is not going to
17 be established through this project.
18 Everybody is happy about that.

19 Grade-crossings for safety, I
20 remember those kids killed at the
21 Herricks Road, and that's a wonderful
22 thing. So nobody's going to say that's
23 terrible. But as the gentleman before me
24 said, project overruns.

25 When's the last time a major project

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2 was within their cost of estimate and
3 their time estimate? You say, Oh, it may
4 take ten years. Yeah, I bet you dollars
5 to doughnuts, it's not going to be that
6 way, it's going to go on and on.

7 I live a block and a half from the
8 railroad. I moved to Floral Park in the
9 70s, and the long and narrow paths of
10 small projects to get rid of the terrible
11 vibration, which when we bought our house,
12 we couldn't believe how much it shook.

13 And they put in new ties and it was
14 successful, but it took longer than
15 anticipated, it was extremely noisy, and
16 extremely disruptive. And this project is
17 a hell of a lot bigger, and is going to
18 cause much more disruption and noise to
19 the neighboring towns.

20 I wonder how many of the people here
21 who spoke in favor of this project, live a
22 block and a half from the railroad.

23 (Applause.)

24 MS. HOEY: Let me talk. I have taken
25 the Long Island Rail Road eastbound during

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2 peak times. I've had no problem getting a
3 seat. I have ridden it westbound going
4 reverse times, never had a problem getting
5 a seat.

6 So I would venture to guess that
7 increasing the number of trains that can
8 go eastbound or westbound for reverse
9 commuting is really not the issue.

10 One other thing I want to bring up,
11 is that -- okay, where I live when I go
12 from Bellerose Station into Penn Station,
13 there are two tracks to the right of me,
14 and there's one track to the left of me.
15 So there's four tracks.

16 You are going to be increasing the
17 number of tracks from Floral Park
18 eastbound. You are creating a bottleneck,
19 because anything going westbound, you're
20 going to go from five tracks to four?
21 Well, guess what's going to happen, you're
22 going to have a scheduling problem.

23 I think this expansion project is
24 really not going very well. And I want to
25 explore this. When I was in Chicago,

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2 their main highway into the city has the
3 train right down the middle. You know,
4 maybe if we had a train going down the
5 middle of the LIE, get rid of the HOV, have
6 your parking rights right there, it's just
7 a thought anyway. Thank you very much.

8 (Applause.)

9 HEARING OFFICER: Our next speaker is
10 Sheila Lavin. She will be followed by
11 Mark Hamer, Wendy Bilka, and Paul Sokol.

12 Sheila Lavin.

13 (No response.)

14 HEARING OFFICER: Is Ms. Lavin here?
15 If not, we will call her name again
16 later. No Ms. Lavin? Okay.

17 The next speaker, then, is
18 Mark Hamer.

19 MR. HAMER: Good evening. My name is
20 Mark Hamer. I'm a member of the
21 Association For A Better Long Island,
22 largest commercial real estate ownership
23 group on Long Island. Probably represents
24 65 percent of the commercial value
25 properties in Nassau and Suffolk County.

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2 I'm also a business owner. I have a
3 business in Jericho. I live in
4 Huntington, so I've always owned a
5 business, also commute to New York City.

6 This third track Initiative is
7 extremely important to the business of
8 Long Island. We are more and more seeing
9 and hearing from our customers, the
10 businesses that occupy the office and
11 industrial space on Long Island, that the
12 commuting times and the traffic congestion
13 is really starting to impact their
14 business.

15 And as a result of that, we are
16 seeing more and more businesses choosing
17 to leave New York, choosing to actually
18 move to some other areas of the tri-state
19 area. And it's becoming a, you know, it's
20 impacting Long Island and commercial
21 property owners, and the value of these
22 properties more and more.

23 The other trend that we're seeing in
24 the real estate industry is that the
25 market has moved to where people want to

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2 live and work near train stations, and in
3 downtown village areas. And without
4 increasing the ability to commute in
5 reverse commute on Long Island Rail Roads,
6 then it will not make sense to see places
7 like Mineola, places like Westbury, places
8 like Hicksville, and other, you know,
9 transit-oriented villages. You see the
10 density level expand, yet that's what the
11 young people want.

12 We've lost our demographic route from
13 25 to 40. We continue to see an exodus on
14 Long Island, but those trends aren't
15 something that's imagined, it's real and
16 we need to stop that flow.

17 All of those kids, all of us want our
18 kid to live where we live and grow up so
19 see can them grow and see their kids grow
20 up. It's not happening on Long Island
21 right now. And I'd say that most of that
22 is because the business community is
23 thought to abandon Long Island because
24 we're not keeping up with the improvements
25 to our infrastructure. I thank you very

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2 much for your time.

3 (Applause.)

4 HEARING OFFICER: Thank you. Our
5 next speaker is Wendy Bilka. And I hope
6 I'm saying everybody's name correctly,
7 please correct me if I don't.

8 MS. BILKA: That was the way to say
9 my name. I am strictly here as a
10 Floral Park resident who has the railroad
11 in my backyard.

12 Years ago, I saw the -- when they did
13 the official rising of their, out my
14 dining room window, construction was ten
15 feet from my dining room window. I could
16 actually reach out there and see
17 construction, which went on way past the
18 time that they said they were going to
19 have the construction done.

20 That soil that was contaminated, is
21 probably contaminated in my backyard. I
22 have no factors to what is going to come
23 in those freight trains, that's right out
24 my backyard. Yet, again, no information.
25 I'm all for safety, finish off those

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2 railroad tracks, make it safe for our
3 community, do what you have to for the
4 traffic, but we need more facts. It's
5 just unfair.

6 I can barely -- I have a barbecue
7 and, you know what, I bought on the
8 railroad, no problem. Have a
9 conversation, we stop, fine. How is that
10 going to increase? I mean, I would like
11 to carry a conversation in my backyard.

12 Consistently more freight trains
13 during the night. Fortunately, I'm a very
14 good sleeper. I sleep at night very well.
15 There are people who cannot sleep like
16 that. Those freight trains come through
17 the night, and you cannot stop your
18 conversation even to hear my TV.

19 Do I want to shut my windows? No, I
20 like fresh air. So I really think it's
21 very unfair. I like to see -- I'd like to
22 see -- I'd like to see everyone live
23 together. The safety about those railroad
24 tracks should come first. It should come
25 across all through Long Island first

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2 before you start thinking about building a
3 third track. Thank you.

4 (Applause.)

5 HEARING OFFICER: Our next speaker is
6 Paul Sokol, followed by Haroon Chohan,
7 Stan Gajewski, and Frank McCaffrey.

8 MR. SOKOL: My name is Paul Sokol,
9 I'm Chief of New Hyde Park Fire
10 Department. My responsibility is to
11 ensure that all residents of my fire
12 district receive adequate fire and
13 ambulance protection in my district.

14 My concerns are that if this project
15 goes through, the duration of the project
16 will take, and which train crossings and
17 how they will be eliminated in what
18 consequence.

19 My concerns are the increased traffic
20 congestion that this project will do in my
21 area, and what it's going to do is
22 possibly delay or in some cases prohibit
23 my response time to the South Side, to the
24 residents of New Hyde Park on the South
25 Side.

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2 What I'm asking at this time, that
3 the MTA and the State keep the fire
4 department advised of all the actions that
5 are being done. And that if this project
6 goes through, to consider funding and
7 sending some help our way in possibly
8 erecting a firehouse on the South Side so
9 I can put an apparatus there. And allow
10 that area on the South Side to adequately
11 serve the residents that are going to be
12 impacted by this project on the South Side
13 of New Hyde Park. Thank you.

14 (Applause.)

15 HEARING OFFICER: Our next speaker is
16 Haroon Chohan.

17 MR. CHOHAN: Yes, hi. Thank you for
18 having me. I am a resident of Garden
19 City. I live on the road that's going to
20 be directly impacted by this project. I
21 had a statement -- prepared statement but
22 I'm just going to shoot off the cuff.

23 I heard a lot of statements that I
24 can directly address. We don't need a
25 third rail to eliminate the

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2 grade-crossings. Everyone's in favor of
3 eliminating the grade-crossings. I'm an
4 engineer. I'm from the suburbs out to
5 Long Island. I didn't think I would have
6 to deal with this situation.

7 Okay. I live not a block and a half
8 a way, a 100 feet away from the train
9 station. The existing railroad track is
10 very close to my backyard. My kids can't
11 play outside. I can't have a barbecue.
12 My social life is impacted, okay. My
13 quality of life is impacted.

14 I have hours and hours of recordings
15 of the trains at night, during the day,
16 every five minutes horns blaring. And I
17 can play those for you. We don't need any
18 additional traffic along that line.

19 In addition to that, Greenbridge
20 Avenue is supposedly being marked for a
21 dead end. Make it a kiss-and-ride
22 location. The street exists, is
23 existing -- is very narrow. You can't
24 park two cars on the opposite side of each
25 other without causing obstruction.

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2 People are going to be going up and
3 down that road to drop people off. You
4 know, it's going to increase traffic.
5 People are going to park there.

6 I have people parking in front of my
7 house, running all over my lawn right now,
8 and -- and going to catch the railroad
9 station, catch the train at the railroad
10 station.

11 We don't need the third rail, okay.
12 We can -- we can address the -- the
13 grade-crossings, eliminate those, spend
14 the money on that instead of adding the
15 third rail.

16 (Applause.)

17 HEARING OFFICER: Our next speaker is
18 Stan Gajewski.

19 MR. GAJEWSKI: Good evening,
20 everyone. I'm from Floral Park, resident
21 of Floral Park. My house is on Charles
22 Street, which is on the north side of the
23 tracks. Just a few notes I took this
24 evening. The grade-crossing, if there's
25 no third rail, you're not going to elevate

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2 the grades, I mean, 35 years ago was the
3 accident there on Herricks Road, that was
4 pretty hard. And you guys weren't
5 proactive on raising any of the other
6 grades. You did Herricks Road and that
7 was it.

8 I mean, it took years after just to
9 get Herricks Road done. Also commuters on
10 the Long Island Rail Road, I take the 5:15
11 every morning. What benefit is going to
12 happen to the Hempstead passengers that
13 get on the train?

14 I don't see any additional trains or
15 anything like that. I mean, every month I
16 see a conductor who comes by to see how
17 many people are on the trains. Thirty
18 years ago we had more trains going into
19 Brooklyn. Now, we have less.

20 You tell me this third track, are we
21 going to have more trains? Also, how much
22 is the monthly ticket going to be? It's
23 \$254 now. You know, put this third track
24 in and look, what's it going to be, \$300 a
25 month?

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2 AUDIENCE MEMBER: Or more.

3 MR. GAJEWSHI: Okay. Or more. The
4 biggest thing I look at is, when it snows,
5 it snows six inches, the railroad stops.
6 It stops.

7 (Applause.)

8 MR. GAJEWSKI: I take the train into
9 Downtown Brooklyn, okay. Running trains
10 through the tracks that you have and
11 maintain what you have, you don't maintain
12 what you have. That's my biggest problem.

13 I was going to bring my neighbor
14 here. Back in 1960, you took two feet of
15 all our property on Charles Street. Now,
16 we're on 98 instead by a 100 feet. You
17 ripped out the whole bit, you gave her
18 about \$2,500.

19 What are you going to do now for the
20 people who are affected? Also we're
21 looking at -- what I got in my backyard,
22 okay, you got rats from the railroad,
23 okay. I put out rat traps myself. My
24 other neighbor called up and said, Hey,
25 look, the trees are growing through the

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2 railroad into her yard.

3 Well, you can trim them, okay. Who
4 wants to go up the wall to trim. Also the
5 retaining wall, I spoke to a gentleman
6 outside. He said, retaining wall, I said,
7 "On both sides?" "Oh, no, just on the
8 third track side."

9 So now all the volume from the
10 railroad is going to come to the
11 controlled street side, which I thought
12 was a little bit crazy. Also years ago,
13 you talked about the horns, the gentleman
14 before was speaking about. There's no
15 reason why to blow the horns where there's
16 no grade-crossing in Floral Park, and they
17 still do it.

18 Okay. Also the conductors, which I
19 know a lot, you give the little ticket
20 things, I find them all over my backyard.
21 When they walk out the train, they throw
22 them out. Okay. The other thing is how
23 long is the project going to take, okay.
24 That's my biggest concern. And if you
25 start in Floral Park, start in Floral Park

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2 and work your way to New Hyde Park, keep
3 going, and stuff like that.

4 We could call the union guys and have
5 them do the union work and not scab work.
6 Okay. I'm a union person myself. Get it
7 done, get it done right. Get the guys
8 motivated and start one place, because you
9 have projects going on, and they're still
10 not finished.

11 Also, people are leaving Long Island
12 not because of the third rail, because of
13 taxes. I mean, nobody said it but -- and
14 that's it. Thank you.

15 (Applause.)

16 HEARING OFFICER: Okay. Our next
17 speakers are Frank McCaffrey,
18 Ippolito Reggio, and Rich Nicoletto, the
19 Nassau County Legislator.

20 So Mr. McCaffrey.

21 MR. McCAFFREY: Good evening. My
22 name is Frank McCaffrey. I'm a resident
23 of Floral Park. I agree with the Mayor of
24 Mineola that there should be much more
25 transparency and understanding about this.

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2 Agreement with the other comments
3 made here. First of all, Long Island Rail
4 Road people have trouble with it. It's
5 usually a signal problem or a switching
6 problem, take care of that for 40 years.
7 And you're union guys. I'm a union, too.
8 Local 230 and what's going to happen when
9 this is over?

10 And as far as the youth leaving Long
11 Island for the city, usually out of
12 borough, by the way, not really expensive
13 areas in Manhattan, but quite frankly,
14 they're doing it because of the taxes.
15 The houses cost a fortune, and they leave
16 now, I don't know what economic impact a
17 third rail construction is going to have
18 on Long Island.

19 AUDIENCE MEMBER: None.

20 MR. McCAFFREY: I can't see that at
21 all. I mean, I think that's a fix. As
22 far as the traffic goes, the traffic on
23 Long Island is going to be what it is.
24 Long Island has more people than most
25 states. You drive down any -- during a

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2 rush hour time starting about three
3 o'clock, I don't think a third rail is
4 going to impact that at all. I think
5 that's a fix. Now, I don't know
6 propaganda that has been, but and the
7 local from Greenport and Garden City, I
8 think, it's inevitable.

9 Well, they don't live in Floral Park,
10 and they're not going to have their houses
11 torn down and worried about attracting
12 students, then why don't you build a line
13 with tents set out for Hofstra.

14 (Applause)

15 MR. McCAFFREY: Now, I agree, I think
16 that they could use a central line down
17 the Long Island Expressway. And, I think,
18 the union men something to do for a good
19 long time, and I think that's an
20 acceptable thing to do. That's all,
21 except I'm also a (inaudible).

22 (Applause.)

23 HEARING OFFICER: Our next is
24 Ippolito Reggio.

25 MR. REGGIO: My name is

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2 Ippolito Reggio. I am a resident of
3 New Hyde Park. I recognize the tremendous
4 advantages of Long Island Rail Road third
5 rail -- third track project.

6 First, the jobs for the
7 infrastructure improvements our reason to
8 gain, is much needed for our local
9 economy. This project will keep people
10 working while vastly improving our
11 communities, transportation.

12 The additional track will support the
13 ongoing East Side Access project while
14 improving capacity for both local and East
15 End commuters.

16 The positives far outweigh any
17 short-term inconvenience.

18 AUDIENCE MEMBER: Short term?

19 MR. REGGIO: Most importantly, this
20 project will make our communities safer by
21 eliminating crossings through the
22 corridors while improving traffic
23 congestions. I support the project plans,
24 and am extremely confident it will improve
25 the capabilities of everyone in this

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2 region.

3 (Applause.)

4 HEARING OFFICER: Thank you. Our
5 next speaker will be Nassau County
6 Legislator, Richard Nicolello, followed by
7 Dennis McEnery, Fredrick Wells, Sol Jones,
8 and Maria Rastelli. Next speakers, feel
9 free to come up into the reserved seats in
10 the front role.

11 Mr. Nicolello.

12 MR. NICOLELLO: Bless you. Thank you
13 for affording us this opportunity. In the
14 scoping documents, the Governor's quoted
15 as saying, "The project will set the
16 standard for positive community
17 engagement."

18 And to his credit, the staff's
19 credit, they have actually reached out to
20 those, especially with respect to the
21 grade-crossing. Although the information
22 with respect to the actual project third
23 track has been lacking, more importantly,
24 these scoping meetings are the first
25 opportunities that the citizen have to

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2 voice their concerns about this project.

3 And the time period that's being
4 given is only 30 days, whereas ten years,
5 it was 90 days. I would urge the Governor
6 of the state to extend the commentary
7 period to 90 days.

8 I urge the Governor and the State to
9 schedule more meetings during the hours
10 that are later in the day so people coming
11 home from the city could attend. In
12 communities such as Mineola and Floral
13 Park, which does not have any meetings
14 scheduled.

15 Let's make this the most positive
16 civic engagement that we can. I want to
17 address the rationale of this project.
18 Now, ten years ago, it was the reverse
19 commute. And today, that's more or less
20 what this count. I find it difficult to
21 believe -- I have difficulty believing
22 that a rationale for a \$1 billion project
23 ten years ago is suddenly discounted ten
24 years later.

25 The second rationale that's given is

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2 redundancy. You know, redundancy into the
3 system so when there's breakdowns, et
4 cetera, and I would say, yet there's a
5 benefit to redundancy. However, no one's
6 going to spend \$2 billion or \$1 billion if
7 they didn't have some redundancy into the
8 system.

9 The third rational is freight,
10 everybody runs away from the F word. But
11 it's been said over and over again, this
12 is not about freight, yet the advocates
13 constantly points out what this will do is
14 take cars and trucks off the road.

15 Number two, This is supposed to add
16 express trains, et cetera, a few times. If
17 this third track is not being used at all
18 peak times, it's certainly going to be
19 used for something. And I believe that
20 freight is a major component of this.

21 And thirdly, in terms of what the
22 argument is, is that the -- it will add
23 express trains to peak hours to take
24 commuters into the City. The fallacy of
25 that is that more and more people are

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2 working from home, number one. More and
3 more people actually have different hours,
4 and I think your ridership is increasing
5 off-peak. So what I think is being
6 proposed, is a project that in several
7 years will have no value to the Island
8 it's supposed to be supporting.

9 (Applause.)

10 MR. NICOLELLO: My suggestion is to
11 look at a project that took place close to
12 50 years ago. It's not the exact parallel
13 but somewhat similar, very willful public
14 official looking for public improvements,
15 supported by transportation groups, helped
16 build the Cross Bronx Expressway, and
17 devastated communities in response, the
18 Bronx has never come back.

19 Now, this is not exactly the same,
20 but this -- this project has the ability
21 or capability of creating massive damage
22 to the Main Line communities in Nassau
23 County. And it's something that will not
24 benefit the Island as a whole. And I urge
25 the State to go back and look at its

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2 rationale, and determine whether you want
3 to do this project or not.

4 I could find you a number of other
5 things in Nassau County that you could
6 spend that money on that have far more
7 benefits. Thank you.

8 (Applause.)

9 HEARING OFFICER: Dennis McEnery is
10 the next speaker.

11 MR. McENERY: Good evening. I ask
12 that all comments and submissions for the
13 19th -- the May of 2005 third track be
14 made part of this public record without
15 objection.

16 There are ten points I'd like to
17 make. First, the MTA must provide the
18 hosting communities mitigation first and
19 foremost before the destruction and
20 construction. This is an obligation of
21 the MTA, not a luxury.

22 Second, the grade-crossing
23 eliminations need to be done first, done
24 right, and done on time. I challenge the
25 MTA to prove just one, prove that it can

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2 go from conception to birth of a crossing
3 in nine months, please do so.

4 Third, the hosting communities
5 shouldering the burden, must obtain the
6 great benefits. You need to give the
7 hosting communities a hand and not just a
8 finger, which is a thumbs down.

9 (Applause.)

10 MR. McENERY: Fifth, the MTA must
11 provide disclosure and full transparency
12 as a key concept to build trust and
13 transparency, that includes a technical
14 advisory committee that includes members
15 of the public from the local, hosting
16 communities.

17 Six, the reverse commute
18 justification has been already debunked,
19 dead, and buried. We ask our friends at
20 Hofstra to stop beating that dead horse.
21 The freight trains increasing, however,
22 are of a legitimate and frightening
23 concern. There needs to be a mitigating
24 committee to make sure that radioactive
25 waste and other hazardous materials are

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2 not part of this project.

3 Eight, the design and build needs to
4 be a better planning review not less. If
5 there is no good design, there should be
6 no build.

7 (Applause.)

8 MR. MCENERY: The FTTA, the Federal
9 Transportation Transit Administration must
10 continue to have final review under NEPA,
11 not just the MTA itself be judge, jury,
12 and executioner. The LIRR is not subject
13 to SEQRA, and can at any time decide to
14 skip SEQRA. It needs to be a federal
15 review project.

16 Finally, Number ten, east to west
17 just works best. Going west to east is
18 just beastly. The sun rises in the east
19 near Greenport and sets on Floral Park.
20 This project should be done starting in
21 the east and in the west and not vice
22 versa. And again ask that the LIRR make
23 available the Draft Environmental Impact
24 Statement that costs \$7 million back in
25 2005, which is on the shelf for the FTTA

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2 down in lower Manhattan. Thank you very
3 much.

4 (Applause.)

5 HEARING OFFICER: Mr. Fredrick Wells
6 is the next speaker.

7 MR. WELLS: Good evening. First of
8 all, I reside in Laurelton Queens, which
9 is the border of Queens and Nassau. In
10 reference to this third track that's build
11 on the Main Line, this main LIRR line, I'm
12 suggesting that the MTA start a new
13 Hicksville shuttle, which is to take you
14 to Penn Station.

15 Mainly to allow the Port Jefferson
16 Branch trains to go express after, like,
17 going nonstop after Jamaica to Mineola and
18 from Mineola to Hicksville, just like the
19 Ronkonkoma train.

20 The main reason so that A, it can
21 assist the Hempstead branch trains from
22 the Queens service, and B, so that
23 customers will no longer have to backtrack
24 for their connections. They could just
25 board a train eastbound at whatever

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2 station they have in Queens, east of
3 Jamaica, they could board a train
4 eastbound and just -- and just ride
5 straight and do their transfer wherever
6 they have to do their transfer.

7 Secondly, when it comes to -- 'cause
8 I'm looking at other projects, like they
9 talking about building the Sunnyside --
10 Sunnyside Transit Center. Oh, not
11 Sunnyside, East Side Transit Center.
12 Well, people close to Long Island need
13 access to the Bronx as well as access to
14 Manhattan and Brooklyn.

15 Right now, they either have to come
16 off the Jamaica to catch the Q 44 bus,
17 which is about an hour ride, or they have
18 to ride all the way into Manhattan, which
19 is another backtrack just for a subway
20 up -- up to the Bronx, which is totally
21 out of their way.

22 There's -- there's a major need to --
23 to build something so that Long Islanders
24 have new direct access to the Bronx, like
25 Fordham -- Fordham area. Because you have

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2 access to Brooklyn, but that's just like
3 going to the Bronx. It's, like, a total
4 nightmare. There's folks in the Bronx
5 that want to go to Long Island.

6 Thirdly, well, there's another
7 division. People that can't afford the
8 railroad, they have to take the bus. The
9 bus has an early curfew.

10 And, of course, the bus is more
11 fruitful than the trains, but the bus is
12 an early curfew, and you need more bus
13 service running throughout the night,
14 that's it. Have a nice day, folks.

15 (Applause.)

16 HEARING OFFICER: Next speaker is
17 Sol Jones.

18 MS. JONES: Good evening. My name is
19 Sol Jones, and I'm a programming officer
20 at the Long Island Community Foundation,
21 which is located in Melville. I'm also a
22 -- in addition to that capacity that I'm
23 speaking today -- but I'm also a resident
24 of one of the communities that's being
25 impacted or will be impacted by this,

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2 Westbury.

3 And I want to say with respect to the
4 residents that are here, my fellow
5 Long Islanders, the thousands that are
6 opposed to it, there are thousands that
7 are in that corridor that are for the
8 project, and I'm one of them.

9 And I also want to state that while
10 very appreciative to Governor Cuomo for
11 investing in Long Island and paying
12 attention to us, something that the State
13 doesn't always do so well. This project
14 is not a project that's come from the top.
15 It's not a top, down approach.

16 We have been -- many stakeholders on
17 Long Island have been wanting this
18 project. The Long Island Community
19 Foundation plays a unique role creating
20 and sharing new knowledge affecting
21 coastal issues affecting our communities,
22 forming collaborative partnerships, key
23 public, private, and nonprofit entities to
24 address this. We do this by scouting
25 innovative problems -- I mean, innovative

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2 solutions by granting over \$10 million a
3 year to -- to our local nonprofit, and to
4 help build their capacity to address
5 issues on Long Island that impact quality
6 of life.

7 It is our mission to help improve the
8 lives of people that work, live, and play
9 here on Long Island. I'm here to support
10 the Long Island Rail Road Expansion
11 because it's not only important for our
12 day-to-day activities, but it's vital to
13 the regions and environmental
14 sustainability, and economic growth and
15 vitality.

16 I say that with tremendous respect to
17 the local communities that are going to
18 have to face the burden, no matter whether
19 it's temporary or not. Because they have
20 the right to have their -- we have the
21 right to have our opinions heard.

22 And hopefully, this process will
23 ensure that with an open -- an ongoing
24 open dialogue, no matter how difficult and
25 complex that is. The data specifics have

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2 been analyzed, the proposal has been
3 revamped to respond to some important
4 local needs and concerns. Both of these
5 are critical components for good planning.

6 But I think that at this point, we
7 can say that the benefits far outweigh the
8 disruptions, not only regionally,
9 publicly as well.

10 At the Long Island Community
11 Foundation where we're making
12 considerations for money that we're going
13 to give away to non-profits, we look at --
14 we usually prefer local solutions for
15 local problems.

16 But when there are problems that
17 impact multiple communities or as a region
18 as a whole, we have to look for regional
19 solutions. And this project is, you know,
20 I think our antiquated rail system is one
21 of those regional imperatives.

22 So I say that just, you know, again,
23 in support of this project. It's long
24 overdue, and like many businesses, if
25 communities want to, you know, they need

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2 to innovate, and we need to stay -- stay
3 current if we want to remain vital and --
4 and -- and attract young people. That's
5 it.

6 (Applause.)

7 HEARING OFFICER: Okay. Our next
8 speaker is Maria Rastelli. She will be
9 followed by Stan Young, Edward Munz,
10 Louis Gammarato, and James Spina. Anyone
11 who is speaking, may come up and sit in
12 the reserved seats to save time.

13 Maria Rastelli.

14 MS. RASTELLI: Just give me one
15 minute, please. I'm not ready yet.

16 HEARING OFFICER: Okay. Maria
17 Rastelli, we'll call you again later. Is
18 Stan Young ready?

19 MR. YOUNG: Hello everybody. I am a
20 resident of New Hyde Park. I live right
21 beside these fine ladies right here, and
22 we face the tracks. They are literally
23 our front yard. So what I wanted to bring
24 to the table tonight, was some of the
25 impact that we're going to see if this

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2 plan goes through.

3 Number one, when I walked in tonight,
4 I saw a big sign that said "Everybody
5 wins." But not everybody who lives along
6 the 9.8 mile stretch of this project is
7 going to win, and that's a guarantee.

8 Here are some of the things that will
9 be a guarantee, though. We'll have
10 increased air pollution, increased noise
11 pollution, increased vibration in our
12 homes, and decrease in our property value.

13 All those points are a guarantee.
14 People that are for this project, you have
15 to understand that these trains ride by
16 our house at 50 miles an hour. So that
17 brief second that you're seeing, we live
18 with that day in and day out.

19 And putting a third train on there is
20 going to extend that and just make it
21 impossible to live by. So anybody that
22 does support this plan, does so at the
23 compromise of me, my family, and everybody
24 who lives along the tracks. Thanks.

25 (Applause.)

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2 HEARING OFFICER: Next speaker is
3 Edward Munz.

4 MR. MUNZ: And it's Edward Munz, I'm
5 not Spanish.

6 HEARING OFFICER: Okay. Thank you.

7 MR. MUNZ: And I live in Floral Park,
8 and my concerns are actually for the MTA,
9 and I would like to send the -- some of
10 these things addressed.

11 One is that, all the workers that are
12 union or nonunion are American, and that
13 they either have a Green Card to work,
14 because that seems to be an issue for a
15 lot of construction work presently.

16 Also, if you have staging areas,
17 where are these people going to park their
18 cars? Floral Park has a four-hour parking
19 limit, so the MTA has to make arrangements
20 to either bring them in by train, or you
21 have to either get a parking permit. This
22 is an issue. I'd like that to be
23 addressed also.

24 The other thing is that when you
25 stage these -- this equipment, is it going

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2 to be in Floral Park? Is it going to be
3 under our train? If so, those commuters
4 that pay for parking, are they going to be
5 compensated? And if so, how much and for
6 how long? That's all I have.

7 (Applause.)

8 HEARING OFFICER: Louis Gammarato.

9 MR. GAMMARATO: Hello. As a
10 concerned business owner of the new and
11 successful business located on 12th Avenue
12 and Tulip Avenue in Floral Park, and a
13 long-term resident of the community, I
14 (inaudible). The impact in construction
15 project will pose a major construction or
16 our village, its economy, quality of life,
17 and would add little to no benefit to the
18 residential business owners of Floral
19 Park.

20 (Applause.)

21 MR. GAMMARATO: Access to our
22 commercial business area would be impeded,
23 unsightly equipment, supplies, storage
24 everywhere. All the parking, as
25 mentioned, public access areas and noise

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2 and debris would discourage patrons from
3 coming to the area that would result in a
4 decline of business along the area.

5 The renew (inaudible) I see no
6 evidence of a demand or interisland or
7 reverse key service that would warrant the
8 third rail. It all appears to be
9 circumvented. Moreover, Long Island doesn't
10 have an infrastructure that can support
11 interisland travel.

12 I support the notion of eliminating
13 the grade-crossing by either elevating the
14 underpasses, but this shouldn't tie up the
15 third rail, it should be separate from
16 this third rail project.

17 (Applause.)

18 MR. GAMMARATO: And a safer,
19 independent, and third rail is an example
20 of that upgrade. If Governor Cuomo truly
21 believes in supporting small business role
22 and where people stop the third rail
23 project from moving forward as it will
24 absolutely adverse and affect many
25 businesses in our communities.

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2 Respectfully, Thank you.

3 HEARING OFFICER: Our next speaker is
4 John Murphy, he'll be followed by
5 James Spina, Michael Jakob, and if she's
6 ready, Ms. Rastelli.

7 Next speaker is John Murphy, then
8 James Spina, Michael Jakob, and
9 Maria Rastelli. Is Mr. Murphy here?

10 (No response.)

11 HEARING OFFICER: He's gone? All
12 right. We can call him again later.

13 Mr. Spina, James Spina.

14 MR. SPINA: Thank you very much. I'm
15 James Spina. I'm a resident of
16 Floral Park. I've been a resident of
17 Floral Park for 67 years. So I've grown
18 here. Part of that time in Queens, part
19 of that time in Nassau.

20 Anyway, I wanted to have a longer
21 walk to the microphone so I could
22 emphasize the limp that I have. That limp
23 came about February of last year when I
24 stepped into and jarred my hip out on the
25 Floral Park platform. It was a

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2 three-and-a-half-inch by four-foot
3 diameter hole that still exists.

4 That hole has been there now over a
5 year and a half. No one has repaired it.
6 The other side of that is, I loved the
7 (inaudible) that I saw in your
8 undocumented bypasses. They look
9 terrific. And I believe everybody in this
10 room, or most of us, feel very strongly
11 that that issue of the bypasses should be
12 separated from this extra rail issue.

13 (Applause.)

14 MR. SPINA: Those are terrific. They
15 look great. I'm on board, but I only
16 noticed one cross section illustration of
17 a train and an umbrella and embankment.
18 And that was the only rendering I saw of
19 where the rail will be intruding on my
20 neighbors. And the neighbors of the towns
21 west of me. I saw no renderings of that.
22 I saw no plans of that there's no
23 portrayal of what that would look like.

24 This is not a question of in my own
25 backyard. My house will not be affected.

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2 I do see a railroad, but I am not going to
3 lose property. My neighbors and my
4 friends will lose property.

5 So I'd like to invite anybody that is
6 on board for this full program, to join me
7 every day as I would wait for the elevator
8 to take me to the platform in Floral Park.

9 That platform has been closed for
10 decades. And this process will be sore
11 for the same amount of decades. And the
12 impact of my town and the towns west of me
13 will be devastated. Not quite as
14 devastating as my hip personally, but
15 devastating. Thank you.

16 (Applause.)

17 HEARING OFFICER: Michael Jakob and
18 then Ms. Rastelli. Mr. Jakob.

19 MR. JAKOB: Good evening. My name is
20 Mike Jakob. I'm both a resident and a
21 business owner in Floral Park. I'm also
22 the president of the Floral Park Chamber
23 of Commerce. Since you've heard from many
24 residents, I will focus on the issues
25 related to business and the third track.

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2 Businesses in Floral Park of
3 particularly those stores, restaurants and
4 professional offices in the vicinity of
5 the construction, will see diminished
6 business.

7 Staging areas, dirt, noise, and road
8 closures will make it less attractive to
9 want to visit 12th Avenue and the
10 surrounding streets. I will suspect that
11 those businesses are already on margin
12 might even have to close.

13 Floral Park is a wonderful community,
14 building the third track could ultimately
15 change this valuable enclave forever. And
16 there's also a misstate that people will
17 want to reverse commute from Manhattan,
18 Brooklyn, and Queens and would want to
19 come to Nassau, Suffolk County because of
20 the opportunity for jobs is growing out
21 here on Long Island.

22 The concept makes no sense. How do
23 we even get from the train station to
24 their offices? Is LIRR going to build a
25 subway? Tram? Anyone who wishes to work

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2 on Long Island will continue to drive to
3 their jobs, period.

4 In business we look for opportunities
5 to invest in vehicles that will allow us
6 to grow and prosper. Government and the
7 agencies which support it seem to look for
8 opportunities which do not add value.

9 Do not allow for calculated growth,
10 and will not result in anyone prospering
11 other than the large contractors who get
12 the job done for construction.

13 If the tracks will not allow for
14 growth and prosperity, if the MTA and the
15 Long Island Rail Road have clearly stated
16 that they have other priorities for
17 Long Island, then why should the track be
18 built?

19 I suggest that someone start to
20 connect the dots on why we are building --
21 why we are building instead of making the
22 investment to the Long Island Rail Road as
23 previously outlined.

24 This, again, looks for opportunity to
25 grow and prosper. We would be happy to

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2 hear from the Governor, maybe we can help
3 him help Long Island, New York grow and
4 prosper the right way. Thank you very
5 much.

6 (Applause.)

7 HEARING OFFICER: Next Maria Rastelli
8 and following Paul Margiotta,
9 Gerry Bambrick, and Theresa Coen.

10 MS. RASTELLI: Hi, thank you. I grew
11 up in New Hyde Park. I don't live here
12 any longer, but we've been here since
13 1965, at least, my dad has. He's
14 presently 93 years old and his home is his
15 castle.

16 I'm finding it very disturbing that
17 we will be affected tremendously, not only
18 by eliminating some of the parking that we
19 would have in our driveways, or creating a
20 difficulty, even though they're claiming
21 they'll work with us to accommodate.

22 My concern is also that the driveway,
23 not the driveway, the sidewalk is right on
24 top of the road. Anyone coming from that
25 house to go -- even to go down to the

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2 driveway, is going to be in harm's way.
3 The slight of eye of a driver or getting
4 up on the curb or something, someone's
5 going to -- God forbid, someone could get
6 hurt.

7 The noise, we're used to it. We got
8 used to it. You don't hear it. Maybe
9 we're too far away, there's a building in
10 front, you know, on the side of us that's
11 trying to protect us.

12 We will have no access to street
13 parking. I have been ticketed when this
14 was on the driveway because of the apron
15 of the driveway when I'm unloading
16 groceries for my dad.

17 He has Able Ride come pick him up,
18 and I can't believe that he would have to
19 be wheel-chaired with all different kinds
20 of weather, all the way up to First Avenue
21 in order for him to access the Able Ride.
22 Which, to me, is not only inconvenient,
23 it's dangerous. As it stands now, the
24 sidewalk is not suitable for the
25 wheelchair.

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2 With all of these -- basically, along
3 with the fact that -- I'm losing it a
4 little bit. It's hard to tell your dad
5 he's got to leave at 93, like I said, it's
6 his castle.

7 The dangers, mainly the dangers of a
8 handicap person is -- is beyond our
9 acceptance. To relocate, I don't know.
10 At this age, and to go through all that
11 for the family is very, very difficult.

12 I'm hoping we can come up with
13 something, but it is really uprooting,
14 even if we stay, you're property values
15 are not going to be there.

16 And it's, you know, whatever it might
17 be, it's still going to affect whether he
18 goes into a nursing home eventually, which
19 he is nowhere near anything like that.
20 With great genes and the Lord hands above,
21 he'll be here a long time even after the
22 project is over.

23 (Applause.)

24 HEARING OFFICER: Paul Margiotta is
25 our next speaker.

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2 MR. MARGIOTTA: Good evening. My
3 name's Paul Margiotta. I'm the Executive
4 Director of the Suffolk County Traffic
5 Court. I'm here to speak about traffic
6 safety.

7 Most people -- we all live on Long
8 Island, most people don't realize that
9 Long Island has the most dangerous roads
10 in the state. We have more accidents per
11 capita. We have more fatalities per
12 capita.

13 In Suffolk and Nassau alone, there
14 are over a 100 accidents every day. Every
15 single day, 100 cars involved in an
16 accident. The average fatalities in the
17 last three years, from '15, '14, and '13,
18 are over 200 a year of our people dying on
19 the road.

20 The fact that we would do anything to
21 make our roads safer, is something we
22 should all embrace. The fact that the
23 Governor is willing to make these railroad
24 crossings safer, is something we should
25 all embrace. And that's why I came here

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tonight.

When I look at the statistics every year, and I see that every 36 hours someone dies in Nassau and Suffolk County. One of our family members, one of our friends, every 36 hours.

The congestion, the dangerous crossings, people get frustrated at crossings. If the train happens to be going the wrong way where it's stopped at a station, which keeps the crossing gates down for an extended period of time, several minutes. Cars go through. Cars go around.

When the gates go up, they speed through because they're frustrated. I can't say -- I -- I can't say enough about how important it is for this project to go forward to eliminate as many railroad crossings as we possibly can. Because one child, one family member, one friend that dies at a railroad crossing, if we can avoid that, there's no price to it. Thank you.

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2 (Applause.)

3 HEARING OFFICER: Next speaker Gerry
4 Bambrick.

5 MR. BAMBRICK: Good evening. I'm
6 Gerry Bambrick. I'm village administrator
7 in the Village of Floral Park, and I'm
8 also a resident of Village Floral Park.

9 And I just want to address one point
10 that's in the scoping document that I
11 think should be addressed in the final
12 scoping document as well.

13 At page 29, of the scoping document,
14 you correctly stated SEQRA requires Rail
15 Road to describe and evaluate the range
16 and reasonable alternatives, the actions
17 are feasible considering the objectives
18 and capabilities for the project response.

19 Now, there's a lot of discussion
20 tonight that proceeded this regarding the
21 objectives, I think the objectives of
22 reverse commute has been disqualified by
23 no less than the Governor's written
24 remarks to be Mayor.

25 And the freight, you've already

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2 stated that freight is not going to be
3 objected of this. Therefore, the only
4 objective really remaining, my remaining
5 rationale, is that the project would serve
6 to reduce service construction on the Main
7 Line and delays.

8 Now, that's certainly a worthwhile
9 goal, but SEQRA requires that you consider
10 less constructive alternatives as a means
11 of obtaining that goal.

12 Now, specifically, what I'm referring
13 to is, President McCaffrey, has -- before
14 this third track proposal was resurrected,
15 had a very specific seven point proposal
16 to address service improvements on the
17 Main Line.

18 Those points are set forth in the
19 Main Line Mayors' letter, that I will
20 submit along with this. But also they're
21 set forth on page 4 and 5 of the scoping
22 documents.

23 So if those proposals have identified
24 by the very people designed to run the
25 Long Island Rail Road, at that point,

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2 then, what studies, analysis, analyses
3 have you done to determine that limitation
4 of these projects on page 4 and 5 of the
5 scoping documents are insufficient to
6 address the service construction and the
7 delays along the Main Line?

8 Why is it not advisable or feasible
9 to implement the already identified
10 project to President Nowakowski first, and
11 then evaluate their effect on service,
12 construction, and delays along the
13 Main Line before subjecting residents and
14 businesses along this 9.8 mile stretch of
15 a third track to years of construction of
16 the life and businesses, the third
17 project -- third track project will
18 necessarily entail?

19 As this gentleman just mentioned,
20 directly film, discusses the benefits of
21 the -- elimination of grade crossings.
22 Again, the scoping document should address
23 the study of whether or not what's impact
24 on the services along the Main Line of
25 eliminating the grade-crossings before we

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2 go to the process of the entire third
3 track project, which only serves to
4 disrupt the lives of the residents in the
5 9.8 miles.

6 Finally, SEQRA is running out of
7 time. The No Action Alternative on page
8 29, that should not include the benefits
9 of President Nowakowski's plan.

10 The No Action Alternative is designed as a
11 baseline to make a comparison. See, in
12 the scoping document it should only measure,
13 it addresses the -- should only measure the
14 benefit over and above President
15 Nowakowski's seven point plan to make the
16 proper evaluation of the alternatives and
17 I'll submit this.

18 (Applause.)

19 HEARING OFFICER: Our next speaker is
20 Theresa Coen, who will be followed by
21 Douglas Hayden, Tim Searvant, and Matthew
22 Sexton.

23 MS. COEN: Good evening. I am
24 Theresa Coen I live in New Hyde Park. I
25 live on one of the streets, Seventh Avenue

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2 off of Covert, so I'm down a bit from the
3 railroad. But I feel very strongly about
4 this.

5 I don't have a lot of statistics,
6 being that I just heard about this not
7 even a week ago. But what I'm going to
8 talk about is my emotions and how we feel
9 as being homeowners on Long Island.

10 And I feel like every single resident
11 on Long Island, no matter what town you
12 live in, should be responsive to these
13 meetings and have an opportunity to speak
14 and hear more about it.

15 Simply because I feel like every
16 single thing we give into, meaning the
17 railroad, the third track, would just kind
18 of take away a little bit of the reasons
19 why we bought here.

20 First of all, the focus on
21 environmental issues. I don't need to go
22 in there, we've heard the stats on that.
23 The quality of life of a small community
24 and the reasons why I bought my house 25
25 years ago. Noise pollution, air

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2 pollution, more trains, that's the result
3 of it.

4 During the years of construction, the
5 heavy equipment, the supplies will line
6 streets in all of our towns. I also take
7 the railroad, so I'm thinking how am I
8 going to get to the train at six-something
9 in the morning when I give myself a minute
10 to get there.

11 We do not need more trains running
12 through our town, especially if they have
13 freight and chemicals. Focus on land
14 view, focus on community character. Will
15 we still have that suburban look and feel?

16 I feel as though the stars of Long
17 Island will start to change. We don't
18 have enough time to make an educated
19 decision, right here, June 13th is the
20 date I heard?

21 Traffic conditions, patterns on the
22 smaller streets. During construction, I
23 feel like the streets are going to be
24 exploding. Third track was only mentioned
25 for a paragraph in the document. There

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2 will be street closures. The elevation
3 that they're talking about for the parking
4 garage in New Hyde Park, that's a city
5 look. I don't want to live in the city.

6 Where is the security for that? I
7 sometimes come off the train at 10:00 at
8 night. I'm not walking in a parking tier.
9 I remember that day in Hempstead when I
10 used to work at A&S in a parking tier.

11 More freight trains, no good. Okay.
12 Without the crossing and any type of
13 guards, how fast will the trains have
14 capabilities of going, and even more often
15 than they are now?

16 Economic impact, tell me how that's
17 positive? Time factor, the project, three
18 years, Herricks and all the others, ten
19 years or more. And last, but not least,
20 where I live, is between the Main Line and
21 the Hempstead line.

22 I get stuck more on the Hempstead
23 line than anything, and that's a scary
24 line because the tracks go up, they come
25 down. They go up, you think you can run,

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2 they go down. That's it. With so many
3 residents that have been here through the
4 last ten years, so many that I speak to
5 go, Oh, can't that just go away? I mean,
6 that's how we feel.

7 (Applause.)

8 HEARING OFFICER: Okay.

9 Douglas Hayden is our next speaker.

10 MR. HAYDEN: Good evening, and for
11 the record, I support everything that our
12 last speaker just said. I also take
13 notice that Mr. Margiotta from Suffolk
14 County, the Executive Director, signed in,
15 came in, spoke, and has now left.

16 And I take exception to Mayor Justice
17 of Floral Park of him saying that traffic
18 deaths and fatalities are caused by
19 railroad crossings. That's completely
20 false. What's killing our young people is
21 distracted driving, cell phone use, and
22 texting, and that's a real fact.

23 (Applause.)

24 MR. HAYDEN: And with the former
25 Mayor, and he was opposed to the original

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2 third track plan for the same reasons
3 until the day he died, that this is
4 nothing but a mirage to move freight.

5 In addition, Senator Martin actually
6 said in Newsday, that the MTA has this
7 famous slogan, "See Something, Say
8 Something," yet we, the residents that are
9 going to be impacted, have seen nothing.
10 Nothing from the Governor, nothing of how
11 this is going to be paid for, \$1.5
12 billion, estimated three to four years.

13 It took 13 months just to fix the
14 stairs at the Floral Park Railroad
15 Station. And to Mr. Spina's comments with
16 regard to the hole that still hasn't been
17 fixed. It's a travesty.

18 This Governor has decided to push
19 this upon us with a plan that has no
20 factual support under the folly of reverse
21 commuting. Yet under his administration,
22 under his governorship, this year alone,
23 we had a record flight of residents from
24 New York State leaving this state. And
25 there's a simple reason: High taxes and

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2 poor quality of life. And this will be a
3 tax boondoggle that will affect our
4 quality of life, affect our home property
5 value, and affect the Main Line of all the
6 communities that we have raised our
7 families, and what we would like to
8 continue to raise our families in. Thank
9 you very much.

10 (Applause.)

11 HEARING OFFICER: Our next speaker is
12 Tim Searvant and, please, correct me if
13 I'm saying this incorrectly.

14 MR. SEARVANT: It's close enough. I
15 work in the construction business. When
16 people talk about the time that this
17 project would take, and I've heard stories
18 in there that, Well, this underpass will
19 take six months. This one will take nine
20 months. Forget it. Never will happen.
21 They always go longer.

22 If you really want to take a look at
23 something, take a look at the Second
24 Avenue subway. All right? Dozens of
25 buildings closed along that line, and I

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2 was working in a building close by to a
3 place that's there since 1930.

4 Had to close down because they were
5 worried about their foundations being
6 cracked, explosion of dust, the dirt. And
7 they went out of their way to really try
8 and contain all that stuff, but things
9 came out.

10 I was thinking when I first heard
11 about the project, that they were going to
12 raise this up very similar to the train to
13 the plane. When someone said to me, The
14 cars are too heavy. There's always a way
15 around that.

16 You can make smaller trains. You can
17 make them more quite. Train to planes is
18 very quite, okay? You can put them there,
19 have it as a transfer point, go with
20 transfer again.

21 Usually it's transfer right there,
22 make smaller trains, 'cause it's awful
23 tough getting up in the -- early in the
24 morning to try and get a seat. That's the
25 only thing I really like about it, is

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2 being able to sit down for a ride into
3 Manhattan.

4 The last thing I want to talk about,
5 I live in Franklin Square, and there is no
6 parking really available except at
7 Marilyn Avenue for Franklin Square
8 residents.

9 You know, all these villages and, you
10 know, they're all talking about where do
11 these people park? Where do those people
12 park? We pay a lot of tax money towards
13 all these projects like everybody else,
14 but we can't park any place. What are you
15 going to do for these people?

16 I need to have my place to park. And
17 if I've got to leave my house at 5:30,
18 when I don't have to be at my job until
19 seven o'clock in the morning.

20 And coming home is even worse. And
21 you just want to be able to have that ease
22 of living in the suburbs, like people were
23 saying, you know, but I want that, too. I
24 mean, I've only been here for about three
25 years, but that's why I'm paying this

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2 money for. And not to be able to park
3 close to my house, like in Stewart Manor,
4 you know, it's ridiculous.

5 You need to have parking for people
6 who pay not only high-ticket cost, but
7 also their tax money for the MTA for them
8 to have a place to park. Thank you.

9 (Applause.)

10 HEARING OFFICER: Our next speaker is
11 Matthew Sexton, and then I'm told that two
12 people we called earlier have returned to
13 the room, Sheila Lavin and John Murphy,
14 they will speak after Mr. Sexton.

15 MR. SEXTON: Matt Sexton, Floral Park,
16 New York. When I hop on the Long Island
17 Rail Road and I take a trip from Zone 3 to
18 Zone 1 and I think about how expensive it
19 is. I think about cost over on Second
20 Avenue subway line. And I think about the
21 forever project, to build the tunnel to
22 Grand Central Terminal. I think about
23 certain decisions like renting out the New
24 Hyde Park Inn for something like this.

25 The Long Island Rail Road can pat

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2 itself on the back, and may, I believe,
3 ballpark 95 percent on time rate when it
4 comes to commuter trains.

5 So for you to sit around and tell us
6 that you need this so that you can improve
7 your service, I'm sorry, but it's bubkis,
8 in my opinion.

9 When you look at the other system
10 that you run, the New York City subway
11 system where there are multiple lines that
12 have more than two tracks, in some cases,
13 four tracks.

14 In March of 2016, you had over 57,000
15 delays. So I look at adding a third track
16 as a diminishing return for the commuters
17 here on Long Island, because you can't run
18 the subway system on time.

19 What this really comes down to is,
20 special interests. It comes up with, you
21 know, the gentleman spoke before, he's not
22 here now, he's representing his interest
23 in the business community. But what it
24 comes to is lobbyists wanting to move
25 manufacturing out to the end of Long

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2 Island. This isn't about commuters. This
3 is about freight.

4 And you are going to take away the
5 livelihood for many homeowners along this
6 track line so that you can make a couple
7 of large business people, who already got
8 enough money in their pocket, happy.

9 At the expense of individuals like
10 myself and other individuals, who lump
11 around work every single day so that we
12 can afford to live in a state that's too
13 expensive.

14 At the end of the day, this isn't
15 about you guys improving commuter service.
16 You're 95 percent on time. It's about
17 freight. Start being honest and stop
18 misleading us.

19 (Applause.)

20 HEARING OFFICER: Our next speaker is
21 Sheila Levin.

22 (No response.)

23 HEARING OFFICER: We'll give her
24 another chance later. John Murphy, is
25 John Murphy here?

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2 MR. MURPHY: John Murphy, Floral Park
3 resident 30 years. Live very close to the
4 tracks. While there are some winners with
5 this plan, the grade-crossings, for
6 example, there are losers. The people
7 that really lose at the end are the ones
8 that live in close proximity to the tracks
9 due to increased train track and noise and
10 vibration.

11 The number one complaint about the
12 train is noise and second is vibration.
13 There is one major difference between this
14 plan and the one ten years ago: The plan
15 ten years ago had a sound barrier wall
16 along the entire length. This has
17 retaining walls with no sound barrier
18 walls.

19 Sound barrier walls would greatly
20 increase our quality of life just as it
21 did for the people along the LIRR when
22 they were built 25 years ago.

23 If there was a sound barrier wall
24 there, you could hold a conversation while
25 the train's passing, and you probably

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2 wouldn't even know it was even there.

3 Let's not miss this opportunity to
4 have sound barriers walls installed if
5 this project is shoved down our throat.
6 Thank you.

7 (Applause.)

8 HEARING OFFICER: Our next speakers
9 will be Ellen O'Brien, followed by
10 Wendy Fernandez, Anthony Ferrentello, Eric
11 Alexander, and Anne-Marie
12 Bransella-McGeever.

13 MS. O'BRIEN: Good evening. My name
14 is Ellen O'Brien, and for the last 27-plus
15 years, I've made my home on South Tyson
16 Avenue in Floral Park.

17 My front yard, is the east end for
18 Long Island Rail Road platform. I love my
19 apartment. I love the proximity to
20 everything in town, and I love the
21 community.

22 Over this time, I have been a witness
23 auditorily, visually, and increasingly to
24 the rhythm of the endless flow of the
25 railroad. I even know the sequencing of

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2 the trains from the east bound and
3 westbound commute. And I've been a
4 commuter, too.

5 Now, lately there's a lot about the
6 third track from all the stakeholders and
7 everyone has interests and I understand
8 that. I've drawn my own conclusions, but
9 that's not what it's about tonight.

10 It's about my observations and my
11 concerns. Here's what I've never
12 observed, as has been written before,
13 trains queuing up due to congestion and
14 backlog, emergencies notwithstanding.

15 People queuing up on platforms
16 because they can't get on the train,
17 unless it's Thanksgiving. And also,
18 people of all ages looking for relocate to
19 Long Island that would in numbers warrant
20 the expansion of commuter trains.

21 But what I have seen, felt, and
22 heard, is the increasing volume of freight
23 traffic; longer and longer cars, longer
24 and longer durations. A few years ago, it
25 was only at night. Now it's all day and

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2 it's every day.

3 There are cracks appearing in my
4 apartment walls, in the hallways. There
5 are chunks of concrete falling from a
6 facades of not only my building but from
7 your own infrastructure.

8 And debris flying from open cars that
9 transfer both ways. I also see in
10 replacing the hand rails, Long Island Rail
11 Road cars, trucks, idling for hours
12 sending pollution into my windows.

13 And what did I see yesterday? This
14 article talking about the right track for
15 Long Island, the benefits, and all of the
16 essentials; 14,000 jobs, tax revenues,
17 property revenues, and this tiny little
18 asterisks after ten years.

19 We're not a tiny little asterisk, and
20 we don't have ten years, okay? So what
21 I'd like to know tonight from all of you
22 is the following: Will I have a place to
23 live? If I don't, will you pay me for my
24 relocation? Will anything about my life
25 be the same including the air that I

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2 breathe? Will my neighbors with the
3 autoimmune disease be able to transverse
4 with the construction and debris?

5 If I were your sister, if I were your
6 mother, or I was your spouse, what would
7 you tell me about relocating to some place
8 along this track? And in terms of time,
9 you say three to four years, is that
10 calendar years or government years?

11 (Applause.)

12 MS. O'BRIEN: What's the real agenda?
13 Is it really about the community? The
14 commuters? Really, it's the freight, or
15 it's the HUD mandate? Destabilize suburbs
16 in favor of urban areas.

17 And finally, if this is truly in this
18 state, a government representative of,
19 for, and by the people, who (inaudible).
20 Thank you.

21 (Applause.)

22 HEARING OFFICER: Our next speaker
23 Wendy Fernandez, .

24 MS. FERNANDEZ: I'm not Spanish
25 either. My name is Wendy Fernandez. I'm

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2 a resident of Floral Park. My family
3 combine maybe 30 years. We've been using
4 the Long Island Rail Road, and depending
5 on the day we've used four letter words
6 that I can't repeat here.

7 Regarding service, and I think this
8 is a question for Floral Park residents,
9 is the level of service. You can go back
10 in the documents by East Side Access, well
11 into the '60s, and see the third track on
12 the Main Line is being pearl of adding
13 East Side Access.

14 But everything that I could read,
15 would mean that those of us who live in
16 Floral Park would use the Hempstead branch
17 could lose the service because it will be
18 reduced number of trains, reduced number
19 of trains to Penn Station, and Penn
20 Station is repurposed for other uses and
21 other railroads.

22 So I'm not sure how we're going to
23 benefit directly service-wise in the
24 Village of Floral Park from third track.

25 Now, while I live very close to

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2 Covert Avenue crossing, and I'm in that
3 area every day, I see very much so the
4 benefits of having the reduction and the
5 elimination of the grade-crossings. They
6 would be a tremendous benefit.

7 However, I think that the order of
8 releasing the scoping is greatly reversed.
9 This is bait and switch. This is the
10 carrot for us, and we're supposed to like
11 this and be happy, and we haven't seen any
12 of the real details of the third track
13 itself.

14 That's the part that should have been
15 released first as a scoping. Those are
16 the details that we should be privy, too,
17 all along from the very beginning when
18 this has been proposed.

19 There's not been a diagram, a map, a
20 Google Earth that could show us where it's
21 going to go, how it's going to stay in the
22 right-of-way. And, I think, this is what
23 the real issue here is, you know, it's
24 bait and switch, I'm sorry. Thank you.

25 (Applause.)

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2 HEARING OFFICER: Anthony Ferrentello
3 is our next speaker.

4 (No response.)

5 HEARING OFFICER: Eric Alexander.

6 MR. ALEXANDER: Eric Alexander,
7 director of Vision Long Island. We're not
8 residents or folks along this line. In
9 the past, we have supported the third
10 track. We learned some lessons as to what
11 did not work along the way.

12 Number one, we need to identify the
13 need. Is it freight? Reverse commute?
14 East Side Access? Service improvements?
15 I don't know, pick one. But we need to
16 identify the need and be clear and
17 communicate that.

18 Two, Need to identify the impact, the
19 economic impact, the traffic impacts, the
20 construction impacts, and be clear and
21 communicate with the folks along the line
22 and negotiate that properly.

23 Three, there needs to be local
24 benefits, other economic benefits. What
25 do they look like? Those need to be clear

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2 and communicated. There needs to be
3 public benefits, clearly communities that
4 are impacted by large scale infrastructure
5 projects, need to really be made whole
6 through the process. And needs to be
7 clear and definable and -- and
8 lockbox-level public benefits.

9 Five, the process needs to prioritize
10 the local needs of the community, the
11 local voices of the community, the
12 regional interests, even like ourselves
13 sitting at this mic should be much less
14 important and much less heard than those
15 of local communities.

16 So this speaks to the challenge of
17 trust building right now, just in general
18 on almost everything. Long Island Rail
19 Road, typically the MTA is behind schedule
20 and over budget on most of their capital
21 projects. So we understand the concern
22 that people may have in the community
23 about entertaining some of these things.

24 Now, this -- this project failed a
25 number of years ago through the planning

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2 process on. Since that time, local
3 communities have done their own economic
4 development programs. Mineola Westbury
5 and soon to be Hicksville have supported
6 2000 units for what we call "transfer and
7 development."

8 That development is not -- it does
9 not need the third track. Having said
10 that, it needs to interface. So you don't
11 want to have these downtown's paralyzed by
12 the construction.

13 So, again, we need a local focus.
14 There's been a regional drum beat to this
15 project, and that's somewhat disturbing.

16 I'm reading in my local paper in
17 Huntington, you know, somebody writing a
18 letter saying, Well, you know, that's
19 mildly inconvenient just to people in
20 local communities. I think that's
21 really -- that does not help bring unity
22 and -- and folks to support a process.

23 So just to close by saying,
24 Long Island's a community of communities,
25 the infrastructure planning needs to be

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2 negotiated directly between the Mayors
3 Hicksville and the local community
4 residents, local businesses, and the
5 agency staff that plan these matters.

6 Respect these communities, and,
7 again, I saw Senator Jack Martin in Albany
8 just before, I just got back. And, you
9 know, he -- he had a press conference
10 sharing, we need to postpone until you
11 have data to share and a real project
12 proposals to react to.

13 Well, we would agree with that. We
14 are glad that questions input, it just
15 means they'll have more process in order
16 to get to a successful result. So we --
17 we do believe -- want to be clear, that
18 there should be some form of a third track
19 and we hope it does. Thank you.

20 (Applause.)

21 HEARING OFFICER: Our next speaker is
22 Anne-Marie Bransella-McGeever. She will
23 be followed by Lenore Marciano, Kevin
24 Flood, Kathy Gaida and Sandy Sipola.

25 MS. BRANSELLA-McGEEVER: Hi, good

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2 evening. My name is Anne-Marie
3 Bransell-McGeever, and I'm just a
4 homeowner and a proud resident of Floral
5 Park for over 56 years.

6 I am concerned and against this,
7 because when my first husband and I lived
8 in Long Island, we wanted to be in an area
9 and a community that people cared about
10 each other. And that's why we chose
11 Floral Park, the great wonderful town it
12 is.

13 I'm opposed of this project because
14 I'm concerned about emergency time for our
15 police and fire department. Our police
16 department, our hook and ladder, fire
17 rescue, active railroad abut, especially
18 the active firehouse in the west end, abut
19 to the Long Island Rail Road.

20 How is this going to be affected?
21 When is construction? All they're saying,
22 all the top people, will your mother, will
23 your sister, will your brother, uncle,
24 daughter or son, be able to get to
25 Winthrop or Nassau University Medical

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2 Center or North Shore, North Hospital in
3 time for emergency medical service.

4 Also, how will our police be
5 affected? Will they be expected to
6 maintain your construction? Also my other
7 concern is about the children of
8 Floral Park.

9 The children of this school of Floral
10 Park-Bellerose are both on the Long Island
11 Rail Road. They -- it is daily occurrence
12 that the students have to stop working
13 during classroom instruction.

14 It became such a problem that a
15 couple years ago they, during the State
16 testing, it affected their scores in
17 Floral Park. How is this going to affect
18 our children? How is it going to make it
19 better?

20 I agree with everyone else here. Do
21 away with the grade-crossings. Make it
22 better for the students, but how is this
23 railroad, which is going to cause a
24 bottleneck, destroy our downtown, increase
25 the parking where people will be parking

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2 on my street as well as my neighbors in
3 Floral Park, how are you going to make
4 sure that our town of Floral Park is made
5 whole and special? Please, make --
6 continue to eliminate the grade-crossings,
7 and also and to Garden City, Mineola,
8 Westbury and Hicksville, great
9 communities, great villages and great
10 places to live, work, and raise a family.
11 And, please, make sure you work with us
12 as -- as community members. Thank you.

13 (Applause.)

14 HEARING OFFICER: Our next speaker
15 Lenore Marciano.

16 MS. MARCIANO: Hello, I'm
17 Lenore Maciano. I live in the West End of
18 Floral Park, which is about a block from
19 the Bellerose Station of the Long Island
20 Rail Road.

21 I didn't really know too much about
22 this and this has been a very interesting
23 meeting with everybody with these
24 wonderful statistics.

25 My comments are mostly just personal

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2 so I don't know how that's going to affect
3 this meeting, or what you're going to
4 learn. But I just wanted to say that
5 we've been members of this community, my
6 husband and I -- he's passed now, for over
7 50 years.

8 Raised our family there, and find
9 Floral Park is a wonderful town to live
10 in. I think that the Long Island Rail
11 Road and the Metropolitan Transit
12 Authority, now, is taking over our land
13 without any regard to Eminent Domain, or
14 to the destruction caused to the
15 businesses or residents of the community
16 without even a clear purpose for such a
17 drastic take over.

18 It almost seems un-American to me.
19 I'm attending this meeting to hope for
20 some clarification of the process. I may
21 be just a little person, but I feel
22 important enough and desperate enough to
23 want some answers to all of our questions.
24 Sincerely submitted, Lenore Marciano.

25 (Applause.)

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2 HEARING OFFICER: Our next speaker is
3 Kevin Flood.

4 MR. FLOOD: Good evening. Thank you
5 for the opportunity to speak to you.
6 Kevin Flood, Village of Floral Park
7 residents, I have four topics I just want
8 to quickly go through with you tonight.

9 First, is the Hempstead line of the
10 future. As the Village of Floral Park has
11 stated, we will bear all the burden and
12 receive none of the benefits.

13 This simple statement sums up this
14 proposed plan perfectly: I'm a rider of
15 the Long Island Rail Road for over 15
16 years, and I, too, share some of the
17 disappointment of the poorly run
18 antiquated and over crowded system.

19 I've been stuck in Penn Station for
20 hours waiting to get home to my family. I
21 sit, sometimes stand, patiently every
22 morning as the Hempstead line trains are
23 held west of Bellerose Station, waiting
24 for the numerous trains on the Main Line
25 to fly past us at 80 miles per hour.

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2 Then, after waiting for over five
3 minutes, finally, we play chicken,
4 crossing the three existing tracks to get
5 to the northern side of the tracks to pick
6 up the Queens Village passengers.

7 Adding more trains at faster speeds
8 with another track to navigate over, will
9 only make the situation worse and more
10 dangerous for Hempstead customers.

11 My concern is what's going to happen
12 to the Hempstead line? How will this
13 impact the Hempstead line?

14 The next topic is the western aging
15 infrastructure. We are all well aware of
16 the issues the Long Island Rail Road
17 faces. But our attention should not be on
18 the third track.

19 It should be on the engaging
20 infrastructure in the West. This needs to
21 be fixed before we begin to attempt to jam
22 even more train traffic into an already
23 over crowded and aging system.

24 Rather than focus on the Main Line,
25 let's focus on all the lines. Let's

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2 improve the Jamaica debacle, the
3 East River debacle, the Penn Station
4 debacle. You don't renovate your home's
5 interior when you have a leaking roof, and
6 that's common sense.

7 The next is the right-of-way. The
8 scoping doc sees that the expansion will
9 be in the right-of-way of the current Long
10 Island Rail Road property. If the tracks
11 are going to be put in the current
12 right-of-way, what is the plan for the
13 infrastructure that is currently sitting
14 on that land? Lighting, electrical poles,
15 circuits and switching equipment. Where
16 will these be placed if the new tracks are
17 to be place in their current locations?

18 We, as residents, should be told, if
19 the Long Island Rail Road plans to put
20 these utilities on our properties or
21 public spaces.

22 Lastly, is the Village of Floral
23 Park's swimming pool and high-voltage
24 electricity. The Village of Floral Park
25 has a pool built Huntington children

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2 everyday.

3 How close will these new high voltage
4 tracks be placed if millions of gallons of
5 water our children are swimming in. Is it
6 safe to place an electrified rail that
7 close to a childrens' swimming pool? How
8 can you ensure the safety of our children.
9 Thank you.

10 (Applause.)

11 HEARING OFFICER: Our next speaker is
12 Kathy Gaida.

13 MS. GAIDA: Good evening. I'm a
14 New Hyde Park homeowner, and I believe
15 I'll be negatively impacted by the third
16 track project. I've grouped my concerns
17 into three primary categories.

18 The first is structural integrity.
19 Like many of my neighbors, I live in an
20 older home. I've been awakened in the
21 middle of the night from an otherwise
22 sound sleep by the passage of freight
23 trains through the Main Line. If we lived
24 in an earthquake zone, no problem, I'd
25 understand it, but we don't. And I'm

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concerned.

If anything, I would expect that this would have to be increasing frequencies to get the third track installed here, despite protest takes to the contrary.

The curio cabinet in my dining room literally fell to pieces with the passage of one such freight train last year. I felt the entire house shaking as the train rolled past, and then heard a loud crash as the top shelf of the cabinet came loose and crashed down on the other two shelves obliterating the Swarovski, Lennox, and other collectibles that I had acquired over many years.

Who's going to compensate me for that? How do I replace those items with a disassociated memories? Again, with an introduction of a third track, I can certainly expect an increase in train traffic, including those incredibly heavy freight trains, despite all the rhetoric. This is a profit and I'm greatly concerned.

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2 My second concern is, access. The
3 proposed designs for improvement of the
4 grade-crossing will likely be designed by
5 people who never have to use them on a
6 daily basis.

7 If the desires were forced to live
8 with the results of their creations, I'm
9 sure that other options would be present.
10 How can you say that an under-cast of
11 limited line of sight is safe?

12 I like to walk. But I'm not about to
13 put my life on the line to get from my
14 home on the south side of the track to
15 Jericho Turnpike or Hillside Avenue. And
16 I'm sure I won't be the only one with this
17 concern.

18 This will impact merchants and
19 businesses, but for my community, I think
20 not. What about potential disruptions in
21 the event of an emergency? Will it take
22 ambulance, police, and/or fire vehicles
23 longer to reach my home if required?
24 Years of construction and disturbance and
25 disruption would accompany the

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2 implementation of this project. That puts
3 me and my neighbors in jeopardy. And
4 that's not an acceptable outcome.

5 If you want continuity of business,
6 if you want to ensure that the trains can
7 continue to roll in the event of an
8 emergency, overworking an already crowded
9 line isn't the correct answer.

10 Businesses are required to have an
11 alternative plan in the event of
12 catastrophic destruction. If people can't
13 work in location A for any reason, they'll
14 be moving to location B.

15 But when location B is directly
16 adjacent to location A, how are you going
17 to address that concern?

18 Why can't the funds be directed to
19 update outdated switchers and otherwise
20 improving connectivity? And additional
21 volume while relying on outdated
22 infrastructure, is nothing more than a
23 recipe for disaster.

24 Here's my final comment. The time
25 allocated for community response seems

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2 insufficient. It's almost impossible to
3 properly mobilize the impact in these
4 meetings.

5 If these meetings are just nothing
6 more than an attempt to adhere to the
7 letter of the law, then shame on those who
8 have put them forth.

9 We need an impact in our community on
10 more than collateral damage for some
11 grandiose plan. We are citizens,
12 homeowners, friends, and neighbors. We
13 live here and work hard to help ensure the
14 ongoing vitality of this community.

15 We deserve to be treated with respect
16 and to have our voices heard. I lend my
17 voice to those who protest this as an
18 ill-conceived plan that will adversely
19 impact the locals it allegedly serves.
20 Thank you for listening.

21 (Applause.)

22 HEARING OFFICER: Our next speaker is
23 Sandy Sipola, followed by Richard Dentale,
24 Lawrence Montreuil, Kevin Fitzgerald.

25 MR. SIPOLA: Good evening.

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2 Good evening. My name is Sandy Sipola.
3 I'm a New Hyde Park resident, and I'm
4 opposed to your proposal for the addition
5 of third track.

6 I, like other residents, have
7 reviewed your scoping document, and what I
8 find interesting is not only what you
9 discuss, but what you intentionally
10 omitted.

11 First and foremost, you realize that
12 this is a project that involves the third
13 track, yet in your 82-page document, you
14 only discuss the third track eleven times.
15 The alleged reverse commute five times,
16 and the elimination of the grade-crossings
17 48 times.

18 You have more diagrams than
19 substance. Now, let's analyze the scoping
20 document further. You start with the
21 purpose of this project, and you list
22 reasons why this is important. And one of
23 the things that we said, is because it
24 would clear up the congestion.

25 I assume you mean during the morning

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2 rush hour. If your statement is correct,
3 that would mean that during the morning
4 rush hour, there are trains back to back
5 to back to back on the Main Line, and that
6 just simply is not true.

7 As a matter of fact, there are many
8 times where a train will just come by with
9 passengers on the platform and just keep
10 passing and passing.

11 Also, the third track will have no
12 benefit to the residents of New Hyde Park
13 because the third track will not stop at
14 New Hyde Park.

15 You list -- what's interesting, is
16 that last year you came up with reasons
17 why there were delays. They were because
18 people were committing suicide, because
19 people were driving their cars onto
20 tracks, people were holding doors open for
21 other passengers. And imagine, people
22 were getting sick on the train and that
23 was causing the delays.

24 Now, those reasons that you mentioned
25 last year, were not in your scoping

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2 report. And I found that interesting.
3 And I think the reason why is because you
4 realized that those reasons would not
5 allow a third track to come into our
6 community.

7 You know, we have to talk about the
8 quality of life, and there's going to be a
9 lot of additional parking that's going to
10 be entailed by this. Your trucks, your
11 equipment, your workers, where are all
12 these people going to park? We're a small
13 community. We don't have a room for this.

14 You are going to be closing South
15 12th Street and you're going to force
16 people to use New Hyde Park Road, Covert
17 Avenue, Third Avenue, Fourth Avenue, Fifth
18 Avenue, Sixth Avenue, and Charles Street
19 to get to the parking lot.

20 And speaking of the parking lot, when
21 you decide to make it a multi-tiered lot
22 where are those people going to park? I
23 want to discuss your timetable for the
24 East Side Access. Every time that you've
25 done it, it has gone up. It started in

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2 the '99, with a cost of \$4.3 billion. In
3 2006, you changed it to \$6.3 billion and
4 it's gone up and up.

5 It was supposed to be done in 2009,
6 it's now up to 2023, and I'm wondering if
7 this will ever be done, or will it be done
8 by 2040. Thank you.

9 HEARING OFFICER: Richard Dentale is
10 the next speaker.

11 (No response.)

12 HEARING OFFICER: Lawrence Montreuil
13 and I'm not sure if I'm pronouncing that
14 correctly so please set me straight.

15 MR. MONTREUIL: Thank you.
16 Lawrence Montreuil. I'm the Deputy Mayor
17 of New Hyde Park. I appear tonight on
18 behalf residents and daily visitors of the
19 Village of New Hyde Park.

20 New Hyde Park is a community, but
21 it's dissected by the Main Line along the
22 Rail Road, and has three crossings.
23 Traffic flows, development, and overall
24 functionality of the community will be
25 greatly affected by this.

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2 Not to mention, the compromising the
3 safety that's created with all
4 grade-crossings. While the bill is
5 recognized as a potential benefit to the
6 significance of the project, which
7 includes the elimination of these
8 grade-crossings, it is extremely cautious
9 about the overall cumulative impact to our
10 community resulting from such an
11 undertaking. The question was: Will the
12 benefits, if any, outweigh such impacts?

13 New Hyde Park is a special village.
14 The residents of the village try to
15 preserve and promote quality of life that
16 focuses upon safety, security, fine homes,
17 manicured lawns, uncluttered roads,
18 culture, recreation, patience, and a sense
19 of community.

20 Any project proposed to New Hyde Park
21 must also protect and promote the quality
22 of life. New Hyde Park is also as special
23 as a business place. The business owners
24 and professionals of the Village, are
25 complementing the residential community,

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2 and promoting the village as a wonderful
3 place to visit, or in which to live and
4 work.

5 As an environmental view of the
6 proposed expansion project, take into
7 consideration and sharing that every phase
8 and every category of review, the
9 promotion of the daily values of the New
10 Hyde Park community.

11 The Village of New Hyde Park will
12 submit full written comment to the MTA
13 LIRR concerning the scoping; however, at
14 this time, I'll offer the following for
15 your consideration:

16 Why are scoping sessions scheduled on
17 the same date and the same time at
18 different locations? Why is the deadline
19 for comments June 13, 2016? Should more
20 time be provided for proposed projects of
21 this size and magnitude?

22 Why are the projects and lead agency
23 one and the same? How is the proposed
24 project different from that of ten years
25 ago? What is the third track, where is

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2 the third track going to be located?

3 Where are the boundaries of the Long
4 Island Rail Road right-of-way?

5 How can the MTA Long Island Rail Road
6 state with any specificity, that taking --
7 taking this will be limited without a
8 deadline of the third track placement?

9 What implementations will be
10 necessary, permanent or temporary during
11 the act of construction? Will
12 construction be safe for the life of the
13 project? How will drainage be addressed
14 during and after construction,
15 specifically, how will drainage be
16 addressed for the proposed grade-crossing
17 elimination sites? How long will
18 construction last? How will closure of
19 Covert Avenue affect businesses?

20 What types of economic study will be
21 conducted to review the impact upon
22 property owners and businesses during and
23 after construction?

24 Currently, how much freight cargo
25 travels on the Main Line? How much

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2 freight cargo is anticipated? What
3 contracts are in place for freight
4 companies to utilize the Main Line?

5 What are the terms and regulations
6 and restrictions with regard to freight?
7 What are the alternatives proposed to
8 improve safety and reliability other than
9 a third track?

10 What data and/or study have the MTA
11 Long Island Rail Road case reviewed with
12 respect to reverse commute? How will
13 emergency services be affected during the
14 construction?

15 What mitigation measures will be made
16 to ensure that the proposed project will
17 not result in soil or water contamination?
18 And what other cumulative impacts with
19 respect to land use, the character of
20 community's noise and vibration? Thank
21 you.

22 (Applause.)

23 HEARING OFFICER: Our next speaker is
24 Kevin Fitzgerald, Deputy Mayor Floral
25 Park, Thomas Holz, and Monica Mediskin.

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2 DEPUTY MAYOR FITZGERALD: Thank you
3 once, again, for the opportunity to speak
4 to you folks this morning on a wide range
5 of issues that affect Floral Park.

6 But there was one constituency that I
7 did not give my full justice to, and they
8 don't vote but that is our children.
9 Specifically, when I went home after the
10 meeting this afternoon, I had an early
11 dinner with my kids. And I asked them,
12 What are some of the things that you would
13 be concerned about having a construction
14 site across the street from our house? So
15 from the voice of a 15 year old and a 12
16 year old, here are some of the questions
17 that they had:

18 Will I be able to walk to school
19 still? What will the noise be like at
20 night when I'm trying to study? Will I be
21 able to walk the town to meet with my
22 friends? Do I need to be extra afraid of
23 crossing our street with construction
24 equipment? How long will the park be
25 closed? How long will the pool be closed?

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2 Will our roller hockey ring be destroyed?

3 Will our little league season be

4 interrupted or cancelled?

5 And, I guess, the most touching with
6 me was, what will my friends say, or will
7 they want to come see me for those who
8 don't live -- that live outside of Floral
9 Park?

10 These are some of the social and
11 economic things that absolutely need to be
12 talked about and discussed. Thank you
13 again for your time.

14 (Applause.)

15 HEARING OFFICER: Our next speaker
16 Thomas Holz, followed by Monica Mediskin,
17 and Michael Fontanetta.

18 MR. HOLZ: My name is Thomas Holz.
19 I'm a resident of Floral Park for 25
20 years. I'm also retired from the MTA for
21 39 years of service in the railroad
22 industry.

23 When you start a project, it starts
24 out on a drawing board. It goes to the
25 design office. They create blueprints.

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2 Then it goes to marketing. Then it goes
3 to an artist who does drawings like they
4 have outside. Where are the prints for
5 the design? The actual measurements of
6 exactly where everything is? 'Cause
7 there's a lot of phases to this.

8 The Federal Railroad Administration
9 allocated \$500 million to upgrade the
10 single system that has to be completed by
11 2018. Positive train control, which will
12 be a big help to moving trains.

13 And you don't need a third track,
14 then, 'cause you have two tracks. There's
15 alternative of switches, interlockings,
16 runarounds, power. Not a third track.
17 Will we have to build more substations to
18 increase power?

19 Speed limits. Are the trains going
20 to go faster? Is there anybody addressing
21 the suicide rates? Now, crossings is a
22 big issue. I understand that, but it
23 seems the MTA is trying some scare tactics
24 on people about crossings have to be
25 improved. Two billion dollars can replace

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2 a lot of crossings on Long Island. So why
3 don't we forego the third track and then
4 get rid of all the crossings on Long
5 Island.

6 (Applause.)

7 HEARING OFFICER: Monica Mediskin.

8 MS. MEDISKIN: Hi. Good evening.

9 I'm a resident of New Hyde Park all of my
10 life. I am absolutely opposed to the
11 project and concerned on a lot of
12 different levels.

13 One of them being, obviously, the
14 emergency services that may not be able to
15 get to me. I live on the South Side of
16 the tracks, all the emergency services are
17 on the North Side of the tracks.

18 I live on First Avenue, if you're
19 talking about closing Covert Avenue to
20 eliminate the grade-crossing. There is
21 one stop sign from Covert Avenue to 12th
22 Street on First Avenue, which means that
23 my street will become a raceway, all
24 right? And I'm concerned, it's a very
25 quite street right now. Am I going to

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2 hear tractor trail trucks barreling down
3 my street because they can't get across on
4 Covert Avenue?

5 These drivers are annoyed because
6 they had to detour if going to come
7 barrelling down my street, where are they
8 going to go? They don't stop at the stop
9 sign now, they're certainly not going to
10 stop when they're behind, all right.

11 Even the whole scope of the project,
12 what I'm concerned about, you keep talking
13 about all of this need for the additional
14 trains going into the city. And yet by
15 Nassau County projections, the population
16 is scheduled to decrease.

17 All right. They're looking at by
18 2024, the 33 percent of the population in
19 Nassau County will be over 60 years of
20 age. Are they really going into the City
21 any more? Okay.

22 They're talking about even the young
23 adults. There's supposed to be a three
24 percent drop are moving elsewhere, and
25 there's decrease birth rate. So that's

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2 another concern.

3 Also, we keep talking about in the
4 scoping document, that there would be no
5 increased freight. Explain to me, then,
6 how we provide a facility out in
7 Brook haven.

8 And by their standards, only one
9 percent of our products move by freight
10 now compared to fifteen percent for the
11 entire country.

12 So clearly, there's some indication
13 they're going to up the freight going
14 through. I get woken up at two 'clock
15 every morning with a freight train
16 barreling through.

17 This last Saturday, talk about just
18 the noise and how it will impact my
19 quality of life. It's 7:20 in the
20 morning, I'm awakened by some pounding
21 only to realize that the Long Island Rail
22 Road is now taking core samples on 12th
23 Street. And they're pounding and pounding
24 and pounding, all right, to get six-inch
25 holes.

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2 So I can't wait to see what it's
3 going to be like when they try to elevate
4 the track or when the grade-crossing. When
5 am I supposed to sleep? At what point do
6 we say enough is enough? So I'm
7 absolutely, totally opposed to the
8 project.

9 (Applause.)

10 HEARING OFFICER: Michael Fontaine,
11 followed by Barbara Thompson, Bob Citro,
12 and Kathleen Montreuil.

13 MR. FONTAINE: I'm a Garden City
14 resident. I've lived in Garden City for
15 twelve years, south of the train station,
16 which when I moved in, I thought was a
17 safe distance, turned out it wasn't.

18 You feel the vibrations of the train
19 going by, despite being, which I thought
20 was a safe distance, you deal with the
21 ramifications, the foundation walls being
22 cracked, the chandelier shaking. China
23 cabinet.

24 Also, we actually put in triple pane
25 windows to deal with the noise, and you

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2 still hear the train. So I'm very
3 concerned about adding a third rail, the
4 impact that will have on property values
5 as well as the quality of life.

6 As it is, we have a direct route to
7 JFK so we're dealing with all the air
8 pollution and to add more noise and
9 vibrations to the neighborhood. It's just
10 unacceptable. Thank you.

11 (Applause.)

12 HEARING OFFICER: Barbara Thompson.

13 MS. THOMPSON: Hi, my name is
14 Barbara Thompson. I've been a resident of
15 Garden City since 1983. I am very much
16 opposed to this third rail.

17 I'm looking at it actually, from a
18 little bit of a different perspective, not
19 only is it going to be noise pollution,
20 not only is it going to be just incredibly
21 congested. I think that will also affect
22 negatively our property values. But I'm
23 also questioning what's really behind
24 this. I didn't come here with any
25 prepared statement. I just kind of wanted

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2 to observe. If I got a chance to speak
3 and I would.

4 I do want to say a few things.
5 Somebody has pointed out, for example, the
6 decrease in population. The decrease in
7 population is real. There's also decrease
8 in terms of the income on Long Island.

9 These people are not going into the
10 City. This is just plain a sham this idea
11 of the reverse commute I've done a reverse
12 commute when I was living in Manhattan.
13 And also now that I'm living out here,
14 I've seen it, this is just a fallacy and
15 we know this.

16 I don't understand also, why if it's
17 supposed to be helping the commuter, why
18 aren't there triple decker trains? I
19 know, are these double decker trains? I
20 don't understand this. This, to me, says
21 something is very wrong here.

22 So I started looking into it a little
23 bit more. My background is research, that
24 kind of research actually, strategic
25 planning. I have an MBA. I started

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2 looking into it, and when you start
3 putting together pieces, which is
4 something I enjoy doing, we have the big
5 facility out in Brook haven.

6 We have more and more storage
7 facilities in Bethpage. We have trees
8 being torn down along South Oyster Bay
9 Road along Old Country Road.

10 We have more and more trucks. More
11 and more traffic of that type as well as
12 trains. Then I got an e-mail from a
13 friend of mine down in Florida.

14 Seems that they're having a similar
15 situation with trains wanting to expand in
16 residential areas. Then in Texas, the
17 same thing. And the Carolina's, the same
18 thing.

19 Donald Trump says that he's going to
20 bring back jobs to America. Yeah, it
21 seems like maybe that will happen, down to
22 nonunion jobs in the South, while those of
23 us up north, who supposedly have money,
24 and we are most of us live in rather
25 expensive houses. By the standards of

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2 America, we supposedly can afford, will
3 just deal with the idea of this increased
4 traffic of having these things being
5 shipped through. And that seems to me
6 what really the master plan is.

7 I am opposed to this on many, many
8 grounds. I have to go across that
9 New Hyde Park train grading every morning.
10 I've seen your people out there watching,
11 counting. It's a mess.

12 You could increase the gradings, you
13 could do something about the crossings.
14 You could do something about putting in
15 double decker trains.

16 But the idea of having increased
17 freight. And I agree, Kathy had it right
18 when she was saying, the closets fall. We
19 don't even put up closets in my house, and
20 I'm not right on the train tracks. I'm
21 quite a ways away. Nonetheless, you can
22 feel it. And I'm very much opposed to
23 this. Thank you.

24 (Applause.)

25 HEARING OFFICER: Bob Citro.

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2 MR. CITRO: Good evening. I actually
3 wasn't even going to say anything. I just
4 wanted to come and see what everybody was
5 saying. But I was taking some notes while
6 I was sitting and listening.

7 The first thing I noticed was the
8 number of publicly elected officials,
9 elected by us, and other residents in the
10 areas, who pretty much said that they were
11 completely opposed to this, but the fact
12 that you're still pushing this project
13 seems a little odd.

14 First issue I have is raised by a
15 couple of people in Mineola, the Mayor and
16 pretty much every resident. We have a lot
17 of freight train comes through already.

18 I know the panel on the project
19 itself said they won't be increasing
20 freight traffic. I find that hard to
21 believe. Same reason that everybody else
22 brought up, there's a lot of radioactive
23 waste, hazardous waste coming out of
24 Brook haven, passing behind my house,
25 that's -- I've lived in Mineola for 30

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2 years now.

3 I find it a little hard to believe
4 that they won't be trying to increase that
5 freight traffic to meet the fifteen
6 percent national statistic somebody
7 brought up earlier.

8 But even beyond just that, if the
9 concern is really about the volume that's
10 being had on the tracks, and you need to
11 increase the passing. I've seen a lot of
12 double decker trains go by, but not that
13 many.

14 So why are we expanding the systems'
15 capacity when we can expand the capacity
16 of the system we already have. We can
17 have double decker train, we have the
18 technology to make bigger trains, taller
19 trains or longer trains, why are we not
20 doing that?

21 It seems like maybe we don't need the
22 increase capacity. It's not helping
23 anybody in this room. Beyond that,
24 there's a lot of people that live on the
25 tracks. My house is right on the tracks.

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2 So when the property value goes down
3 substantially, because there's now a third
4 track popping more screws out of the walls
5 and popping more paint and knocking down
6 cabinets and peoples' other things off the
7 wall, who's compensating everybody for
8 that property value?

9 I know you said you're not planning
10 on taking any residents' property, that's
11 fine. But you're going to take some of
12 the value with it. So is there a
13 compensation that's being given to
14 everybody in the room for that? Because
15 that doesn't seem like that's being
16 thought of either.

17 The fact that you have a meeting
18 starting week Tuesdays and Thursdays day
19 and night is a little odd also. It's kind
20 of undemocratic to be honest with you.

21 Hold this on a Saturday and Sunday,
22 see how many people show up and see what
23 they have to say, I guarantee they'll
24 agree with everything that we're saying in
25 this room. And you should really only be

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2 asking the people that's being affected,
3 'cause really what else is there.

4 You keep talking about the reverse
5 commute with people coming out of the City
6 and going out to Long Island. I've never
7 heard that before.

8 I mean, I've lived on Long Island for
9 a pretty good amount of time. I don't
10 really know what that is or why that's
11 even a concern. I see a lot of
12 helicopters going out to the Hamptons.
13 That's pretty much it.

14 So it just doesn't seem like this is
15 very well thought out. It seems like the
16 same in 2007, when it was originally
17 brought up. And none of these concerns
18 have been addressed, and they want to
19 bring up the same thing again. Thank you
20 for listening.

21 (Applause.)

22 HEARING OFFICER: Kathleen Montreuil
23 will be next, followed Ramki Kathiresan,
24 and Joseph Petresino.

25 MS. MONTREUIL: Good evening. Thank

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2 you for letting us vent. I hope you do
3 take our concerns seriously, and
4 environmentally look into things. Because
5 I watch the railroad spray along the
6 railroad every year, the weed killer.

7 Yes, it kills the weeds, but now
8 you're going to go back down, and you're
9 going to dig up all this earth.
10 Everything is going to be airborne. You
11 know, we are on the boarder of Queens, but
12 we do have wildlife here: Fox, Birds, and
13 our children.

14 I'm half a block from the railroad.
15 And I have large concerns, considering I
16 had a healthy Lab pass away when he was
17 five years old from hepatitis. And they
18 said they don't know where he could get
19 it.

20 So things like that that you don't
21 know become airborne. I also have
22 concerns that Premiere Boulevard is now on
23 your project. Looks like it's going to be
24 the thoroughfare to get to the railroad
25 station. Because it goes, you're making

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2 the ditch, and now everybody doesn't want
3 to be on Covert because it's going to be
4 nonstop traffic, are going to come along
5 on my road and try to get around the fast
6 way.

7 I mean, on the corner of my block on
8 Premier, there are seven buses that come
9 and stop two times a day. People don't
10 stop at the stop signs as it is. There's
11 going to be more traffic during and after
12 based on your plan.

13 I want to know if you have taken a
14 study of how it effects the children in
15 the neighborhood, if they can play in the
16 streets any more.

17 We live in the suburbs. We want to
18 keep it the suburbs. Along with that, I
19 want to project the other day and I said,
20 "What is that?" It's a two-tier parking
21 lot. We don't have two tier parking lots
22 in New Hyde Park. It does not go with the
23 suburban character of our neighborhood or
24 any of the surrounding villages. So I
25 don't know why we have to provide more

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2 parking for more people.

3 Why? It doesn't go with the
4 character of the suburban lifestyle that
5 we bought our homes for, which our homes
6 are going to go down in value. Because
7 now it's just going to look like Queens.

8 Jamaica used to look like the suburbs
9 75 years ago. Now, look what that looks
10 like. So I hope you really do take the
11 environmental concerns, how it affects the
12 children, the neighborhoods, the
13 character. Thank you and, please
14 seriously.

15 (Applause.)

16 HEARING OFFICER: Okay. Ramki
17 Kathiresan is the next speaker.

18 (No response.)

19 HEARING OFFICER: Joseph Petrosino,
20 followed by Tanya Lukasik. And then we'll
21 call the people who didn't respond
22 earlier.

23 Mr. Petrosino.

24 MR. PETROSINO: Yes. Thank you.
25 Notice you haven't had too many positive

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2 speakers here. I'm not one either.

3 Again, many questions. Why a third rail?

4 They say first you increase traffic.

5 I've been riding this train over 20
6 years, and it's just in the last five
7 years, they've canceled a 7:37 peak train
8 line on my line. And a 4:45 p.m. peak
9 train. They stopped running trains into
10 West Hempstead on the weekends.

11 They stopped service to Greenport.
12 So if there's increased traffic, why are
13 they cancelling trains and discontinuing
14 service on lines.

15 (Applause.)

16 MR. PETROSINO: Now, they say there's
17 traffic increased lately, but I noticed
18 they started the statistics from 2008,
19 which, of course, was the financial sell
20 off where ridership drops, so numbers are
21 going to look like they're increasing
22 'cause you started at a low point. And
23 not to mention telecommuting. I don't
24 think anybody realized that's on the
25 increase. It's increased 100 percent in

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2 the last nine years. It's projected to
3 increase more. So that means less
4 ridership on the trains. There'll be more
5 telecommuting instead of taking the
6 trains.

7 Other issues, I mean, the money. Of
8 course, you're going to go over budget and
9 over time. I think everybody here agrees
10 to that, it's expected, which means taxes
11 are going to go up and the fares from the
12 commuters are going to go up. Which,
13 again, makes property values go down.

14 Then, even if it's a success and you
15 do have more traffic coming in, well,
16 that's going to bring more people in, and
17 then you're going to have road traffic
18 problems.

19 And the resources on Long Island as
20 far as the water and the environment are
21 already tapped and practically at the
22 tipping point. This is only going to
23 increase that problem and make it worse.

24 I just don't see how this rail is
25 needed. I mean, like the other gentleman

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2 said, you could use the money just to
3 increase all the gradings, and that should
4 increase the speed of the trains.

5 And you won't have as much of a
6 problem with people getting in car
7 accidents on trains and other things. You
8 know, don't seem to be cost, it just seems
9 like it's going to be a big expense that's
10 going to be over run that isn't needed.

11 (Applause.)

12 HEARING OFFICER: Tanya Lukasik.

13 MS. LUKASIK: I'm Tanya Lukasik. I
14 am the founder of a large organization
15 called Open Nassau. We're about 2,000
16 members all throughout Nassau County, with
17 a significant proportion along the Main
18 Line Corridor, as well as neighborhoods
19 that will be directly and indirectly
20 impacted by this issue.

21 I'll go over some of the prepared
22 statement I have. I've spoken to or sent
23 e-mail correspondence to both the Modern
24 Long Island web site, New York State DOT,
25 Hector Garcia, and Dave Black, and also

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2 Dave Kapell, and I haven't gotten
3 information on pertinent questions,
4 information that should be available
5 before when you're doing the scoping
6 document because scoping basically creates
7 the platform for the Draft EIS. But
8 that's just data without this information,
9 it's really hard to forecast or predict
10 information about what's about to happen
11 if you don't have that information in
12 front of you.

13 I'll go over the questions
14 afterwards, but basically my comments that
15 I made before and the past individuals
16 that I noted was:

17 From review of the scoping documents.
18 I find that there's little emphasis on
19 details provided on the specifics of the
20 actual third track including but not
21 limited (inaudible) of the Main Line Track
22 Corridor, the legal and spacial definition
23 of the ROW, right-of-way. Existing
24 conditions of the ROW along the Main Line,
25 infrastructure within the ROW, and no

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2 schematics and alternatives for the third
3 track from Floral Park to Hicksville.

4 Further, how all these items
5 mentioned work together cumulatively in
6 the context of the larger plan. The
7 impact items of consideration for making a
8 determination of significance is SEQRA or
9 even NEPRA. That's another item for me,
10 too.

11 The last time this was done, that was
12 via NEPRA. The federal view. This time
13 it's SEQRA. I haven't gotten any answer
14 why we're going through the state, SEQRA
15 level, rather than NEPRA even though
16 there's federal money involved with it,
17 which results in the double track.

18 In order to design a scoping document
19 that's sufficient, comprehensive and
20 factors in all the critical conditions
21 that I note, the same attention and detail
22 should be placed on the third track
23 discussion as it is on the grade-crossing.
24 However, I find that's not the case with
25 this document.

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2 The scoping document substantially
3 helps with proportionately concentrates on
4 the contents of the grade-crossings
5 despite the hearing to be held today, two
6 weeks after the release of the information
7 from the NEC website.

8 I'm concerned about education. The
9 failure to look at communicative impact.
10 Everybody's talked about the BRT other
11 freight-based planning. This is not
12 included in the scoping document. And
13 also the failure to use NEPRA rather than
14 SEQRA.

15 And I'll read the freight piece which
16 is very important, and really not part of
17 the discussion here. The paragraph in the
18 scoping document contains inaccurate
19 information.

20 "The New York Metropolitan Transit
21 Council, or NYMTC, the New York City DOT,
22 Port Authority, the Federal Rail
23 Administration, even the MTA working
24 together with Parksons BrickerHoff,
25 have complied and published a host of

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2 in-depth reports, as well as implemented a
3 series of segmented activities over the
4 last 24 months, that's highly
5 demonstrating clear documented objectives
6 to provide a dedicated platform for a
7 continuous influx of freight traffic in
8 the Nassau County region, utilizing this
9 Main Line.

10 This includes but are not limited to
11 the targeted station work, let's say, the
12 Hicksville siding, federal responsive
13 infrastructure the type of grants per
14 bridge work. New York State DOT work
15 along the Long Island Rail Road Corridor,
16 land acquisition in Nassau and Suffolk.
17 Environmental assessments for change in
18 land use. And supplemental change in the
19 transportation arena to facilitate this
20 freight plan. Including the April 2015,
21 New York State DOT registered training
22 change, allowing freight-based 53-foot
23 tractor-trailers in Nassau County and
24 isolated interstates for the first time in
25 New York State history. That includes the

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2 Clearview, the Van Wyck and Throgsneck.

3 As well as the designation of
4 the -- on South Oyster Bay Road,
5 create trucking hubs and thruways on the
6 County roads. All with the clearly
7 defined targeted specific goals
8 substantially increasing freight traffic
9 in the Nassau County and Suffolk region.

10 HEARING OFFICER: Please, summarize
11 your remarks.

12 MS. LUKASIK: Sure. And it maximize
13 the profits further of the installation of
14 this third track. Information that's
15 specific, document and increase to freight
16 traffic existing on the Main Line.

17 It's been recorded over the last 24
18 months. And it also was facilitated by
19 the European BLT in 2012. And it also
20 includes issues and freight-based
21 incidents in New Cassell, none of this is
22 included. Even the FRI study in Nassau
23 Queens, none of that information is there.
24 This is real. Public safety and public
25 health, it needs to be reviewed now during

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2 the scoping document. Some other concerns
3 I have --

4 HEARING OFFICER: Thank you for your
5 remarks.

6 MS. LUKASIK: -- the work through the
7 right-of-way, and the categorical
8 expansion option to use that and not do
9 the full review, if it's done with the
10 Suffolk double track, and if that's --

11 AUDIENCE MEMBER: Let her talk. Let
12 her talk.

13 HEARING OFFICER: We understand, and
14 everybody has three minutes. We will give
15 you another 30 seconds to finish up. And
16 all documents --

17 AUDIENCE MEMBER: You haven't given
18 us the information.

19 MS. LUKASIK: I've asked for this
20 information by six different individuals,
21 and I've gotten no response. Nothing over
22 the last two weeks. We've spent hours --

23 AUDIENCE MEMBER: Let her talk.

24 MS. LUKASIK: -- for the last six
25 months trying to identify what's going on

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2 here. So, you know, three minutes to
3 discuss what's clearly a huge program,
4 it's not fair. It's insufficient.

5 (Applause.)

6 HEARING OFFICER: We do have
7 individuals in the adjoining room. Our
8 job here is to listen, but we have
9 individuals in the adjoining room from the
10 New York State DOT and from Long Island
11 Rail Road who can take questions and
12 answer.

13 MS. LUKASIK: It's unfortunate
14 because no one responded originally.

15 AUDIENCE MEMBER: How many people --

16 AUDIENCE MEMBER: Why aren't they up
17 here talking to us, telling us?

18 MS. LUKASIK: This is from your --
19 you're having meetings on the same date,
20 same locations -- different locations and
21 the media can't be here to listen to
22 everybody, so that members of the public
23 can't all come to the same place. Even
24 the local villages, mayors were all met
25 independently, separately rather than

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2 having a group meeting --

3 (Applause.)

4 MS. LUKASIK: -- informing the
5 public. I ask that my people Long Island
6 now there should be instead of Village
7 Mayor from New Hyde Park holding an
8 information session with limited
9 information, it should be you guys holding
10 that session like that first. So that we
11 know what we're talking about.

12 SEQRA, all these technical terms are
13 very specific, unless you really research
14 this, studied it, know the environment and
15 a lot of the specifics, you can't really
16 make an informed comment.

17 And that's what they've given. It's
18 not just the third track might be greater,
19 might be an issue, you need to have all
20 the information present in front of you to
21 really kind of make a comment. So three
22 minutes --

23 HEARING OFFICER: Thank you for your
24 comments. You've spoken for six minutes
25 now, which is twice as long as everyone

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2 else.

3 MS. LUKASIK: I'll just make the
4 point that I e-mailed to the DOT that
5 nobody's responded to me. So maybe
6 someone can give me that information now.

7 Are you going to use the categorical
8 exception, because you're working within
9 the right-of-way, like you did double
10 traffic Suffolk? Does that mean that
11 you're not going to conduct the
12 environmental, but you're going through
13 motions right now?

14 But as it was conducted in Suffolk,
15 you did not go through the full review.
16 There wasn't a mitigation effort in place.

17 So because the Governor has mentioned
18 that instead of taking property, now
19 you're working within that right-of-way.
20 And I don't even have information about
21 what the right-of-way is, the legal and
22 spacial definitions. You can't what's
23 going on, is that going to also the
24 grade-crossings data. If this is
25 dismissive --

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2 AUDIENCE MEMBER: Let her talk.

3 MS. LUKASIK: -- data, there's been
4 an emphasis on this information. I live
5 in Hicksville. There's grade-crossings in
6 Bethpage where people have been killed.
7 I'd like to see the data that shows how
8 many people have been killed, what
9 locations.

10 Why are you only focusing right on
11 the Main Line? Why are you
12 systematically. Information also about
13 freight train data. This small paragraph
14 that was listed, it spoke about capacity.

15 If you add -- I've spoken to
16 Hector Garcia about this, of course, via
17 e-mail, if you add that express lane of
18 the third track, Federal Commerce Rules
19 and Laws say that you cannot prohibit
20 freight trains from coming in.

21 That information needs to be put into
22 the scoping document. Why? Because, like
23 I said, there's noise. I'm hearing it,
24 I'm about half a mile away from the train
25 track, and I'm hearing that constant noise

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2 from anywhere from 7:30 to 3:30 in the
3 morning. That's not okay.

4 What kind of mitigation efforts are
5 going to be implemented? That kind of
6 information, and also definitions of
7 capacity contained, freight traffic,
8 significant impact. What that means,
9 that's an important term. Are you talking
10 statistically? Are you talking
11 objectively?

12 All of this kind of content needs to
13 be reviewed more thoroughly with the
14 public, meeting with the public, having a
15 discussion like this where you go over all
16 of this content first before asking people
17 to make a comment on a scoping document
18 that is insufficient. Thank you.

19 (Applause.)

20 HEARING OFFICER: Our next speaker is
21 Athena Carr.

22 MS. CARR: Good evening. I'm a
23 resident of Floral Park. Have been for 37
24 years. I don't have anything prepared
25 because I don't need anything prepared to

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2 say I'm vehemently against this proposal.
3 When I entered, they asked me if I wanted
4 to speak. And I said, "Certainly." And
5 they said, "You could speak either
6 publically or privately." I thought that
7 was really interesting. And I said,
8 "Well, which one do you suggest?" And the
9 young lady and the young man out there
10 said, "The privately one is going much
11 faster." Just kind of an interesting
12 choice of words.

13 As I said, I have grandchildren here.
14 I live across the street from the Railroad
15 on Atlantic Avenue. My house number is
16 No. 3. I had a neighbor tell me a couple
17 years ago, "Do you know why you're No. 3
18 and your neighbor is No. 4?" And I said,
19 "I don't know."

20 Well, there's once was a 1 and a 2,
21 guess what, gone. Now, I've heard it said
22 outside where all the suits are, there
23 were beautiful renderings that there will
24 be no taking of private property. I don't
25 believe you. Okay?

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2 I don't believe a thing that's said
3 by your organization, because where is
4 this benefitting the community? Where is
5 it benefitting our children, Floral Park
6 and our neighboring communities? Where is
7 it benefitting our families? Where is it
8 benefitting our seniors? Okay.

9 I really don't care about your
10 revenue. And, you know, the more I think
11 about it, I think that, again, with the
12 beautiful renderings, all the people in
13 suits. It's smoke and mirrors, okay.

14 You're not giving us information. I
15 don't believe anything that's being said
16 by you folks, because there's nothing
17 backing it up. Why do you care about our
18 communities, do you?

19 I mean, and the other point I'm going
20 to make before I close. We are still the
21 electorate, and I am urging my fellow
22 residents, Floral Park, New Hyde Park,
23 Mineola and so on, all the communities
24 that are going to be affected, emblaze in
25 their mind. If you don't know, find out

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2 who the public officials are that are
3 supporting the third track. And when it
4 comes election time, they chose to forget
5 us, and we will choose to forget them.

6 (Applause.)

7 HEARING OFFICER: At this time, we
8 have no new registered speakers, but we do
9 have four people who registered who didn't
10 respond. Perhaps they were temporarily
11 out of the room. So I'm going to call
12 their names once again to give them a
13 chance to speak. Anthony Ferrentello.

14 (No response.)

15 HEARING OFFICER: Richard Dentale.

16 (No response.)

17 HEARING OFFICER: Ramki Kathiresan.
18 Raise your hand if you are here.

19 (No response.)

20 HEARING OFFICER: Sheila Lavin.

21 (No response.)

22 HEARING OFFICER: We're going to be
23 here until at least nine o'clock this
24 evening, but I think we will take a
25 temporary break until we have more

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2 speakers registered. We will remain here
3 and let us know if you haven't registered
4 already and you wish to speak, please
5 register outside at the table, and we'll
6 be happy to listen to your comments.
7 Thank you.

8 (Whereupon, a short recess was taken
9 at this time.)

10 HEARING OFFICER: Ladies and
11 gentlemen, we are going to resume. I know
12 we said we're going till nine o'clock. We
13 have one gentleman speaker who spoke
14 earlier, but has put up an additional
15 statement that he would like to make,
16 Mr. Sandy Sipola.

17 MR. SIPOLA: Thank you for the
18 opportunity to let me speak a few more
19 moments. I want to mention that ten years
20 ago, Long Island Rail Road held a meeting
21 that said, a person got up and said, "I
22 hold in my hand a report that shows that
23 there was such a thing as a reverse
24 commute."

25 And I called the paralegal for the

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2 Long Island Rail Road and said, "I want
3 that report." And the person said, "What
4 report?" I said, "You just had a meeting
5 that said you have a report that says
6 there's such a thing as a reverse
7 commute." And the paralegal said to me,
8 "There's no report. I don't know what
9 you're talking about."

10 The President of the Long Island Rail
11 Road has told our Deputy Mayor, that there
12 is such a thing as a reverse commute.
13 I'll tell you that if I took the 8:30
14 train, and I took the Mineola and go up
15 and over. I could pick any seat I want
16 going east 'cause there are no people
17 traveling east on Long Island Rail Road.

18 I will tell you that I think the
19 people here have hit it right on the head.
20 This is about freight. And we know that
21 you can get additional income by having
22 Atlantic Railway. Use your tracks more
23 often.

24 And it was very nice that you came up
25 with an out in the draft document report.

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2 You said, "The additional Third Main Line
3 Track proposed will not increase freight
4 traffic along the corridor." But you
5 qualify that by saying, "Should it occur
6 due to a change in the marketing
7 conditions, it will happen off-peak."

8 And we know what's going to happen.
9 When you -- when you allow more freight to
10 come through, you're going to tell us,
11 Well, the market conditions changed. We
12 told you that we would do it.

13 And as for the grade-crossings, you
14 say that you could change -- you could
15 clear, get rid of seven grade-crossings in
16 three years or less, and that's amazing to
17 understand, because it took you seven
18 years for -- six years for Roslyn, seven
19 years for Herricks.

20 That's one grade-crossing, and you're
21 going to do seven in three years or less,
22 it's not possible, even though you are
23 using it 12, 24 hours a day.

24 Are the residents of New Hyde Park
25 going to get any sleep? Are they going to

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2 have any comfort in their lives? And that
3 is what I would like addressed. And I
4 thank this Board for allowing me the extra
5 three minutes to speak. And I thank the
6 members of the audio for their undivided
7 attention, and I thank you.

8 (Applause.)

9 HEARING OFFICER: May I ask are there
10 any further registered speakers?

11 (No response.)

12 HEARING OFFICER: All right. There
13 are no registered speakers. And just
14 checking, it is 9:01. We are closing the
15 hearing for this evening. There will be
16 two more public meetings tomorrow,
17 Wednesday, May 25th from 11:00 a.m. to
18 2:00 p.m. at the Yes We Can Community Center
19 in Westbury, that's at 141 Garden Street
20 in Westbury.

21 Also for our evening, from 6:00 p.m.
22 to 9:00 p.m., there's a scoping meeting at
23 Anton's by Minar at 244 West Old Country
24 Road in Hicksville, New York.

25 In addition, you can continue to make

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your comments online at www.aModernLI.com,
our website, and comments for this phase
of the scoping period will be taken
through June 13th at 5:00 p.m. You can
also send your comments by mail. There is
a mailing address on our website. Feel
free to review the website and make any
comments either by old fashion mail or by
e-mail. And also with the meetings
tomorrow.

There will be further opportunities
to comment in the Fall when we have
further meetings, after we have the
Environmental Impact Statement, the Draft
Environmental Impact Statement.

So thank you all for your time this
evening. And we appreciate your coming
out and commenting and sharing your
concerns with us this evening. Thank you.

(Time noted: 9:03 p.m.)

CERTIFICATE

STATE OF NEW YORK)
) ss.:
COUNTY OF QUEENS)

I, NICOLE ELLIS, a Shorthand Reporter and
Notary Public within and for the State of New York,
do hereby certify:

I reported the proceedings in the
within-entitled matter, and that the within transcript
is a true record of such proceedings.

I further certify that I am not related, by blood
or marriage, to any of the parties in this matter and
that I am in no way interested in the outcome of this
matter.

IN WITNESS WHEREOF, I have hereunto set my hand
this 7th day of June, 2016.

NICOLE ELLIS

\$				
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2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/LONG ISLAND RAILROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE: LIRR EXPANSION PROJECT

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8 -----X

9 Yes We Can Community Center

10 141 Garden Street

11 Westbury, New York

12

13 May 25th, 2016

14 11:18 a.m.

15

16 B E F O R E :

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18 DONNA BETTY, LIRR,

19 THE HEARING OFFICER

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A P P E A R A N C E S :

For The Long Island Railroad:

Donna Betty, The Hearing Officer

Poonam Punj

Elisa Pica

For NYS DOT:

Phillip Eng, P.E.,

Other Project Participants

The Public

The Press

The Media

Marc Russo, Stenographer

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P R O C E E D I N G S

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MS. PICA: If you could, please,
come in and take your seats, we'd like to start the
scoping comment period in a moment.

6

(Discussion off the record.)

7

MS. PICA: Good morning. Welcome.

8

9

10

And thank you for attending
today's public scoping meeting for the Long Island
Railroad Expansion Project.

11

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16

My name is Elisa Pica. I'm the
Executive Vice President at the Long Island
Railroad. I'll be going through the program today
along with some logistical notes. But I'd like to
begin by asking you to stand and join me in the
Pledge of Allegiance.

17

(Pledge of Allegiance.)

18

THE HEARING OFFICER: Thank you.

19

20

21

22

And thank you for taking the time
out of your busy schedules to join us and be here
today. Your input is greatly appreciated and it's
very crucial to this project.

23

24

25

Today's the first public meeting
and part of a robust community outreach process for
the Long Island Railroad Expansion Project that

1

2 began at the beginning of the year and that will
3 continue throughout the project's duration.

4

In a moment we're going to show
5 you a video presentation about the proposed project
6 and after that we will take your comments from
7 those who have registered to speak.

8

If you would like to speak and
9 have not registered, there's plenty of opportunity
10 to do so. You can just go outside and sign up and
11 we encourage everybody who has something to say to
12 do that.

13

The purpose of our meeting is to
14 discuss the scope of the Long Island Railroad
15 Expansion Project and, most particularly, focusing
16 on the scoping document about this project that was
17 released on May 5th. There are copies of this
18 report available in the open house room for your
19 review. And the report is also available on our
20 project website, www.amodernli.com

21

We encourage you to visit the
22 website, not only to see the scoping document but
23 to get other project updates and project
24 information.

25

This will not be the public's

1

2 first opportunity to comment on -- this will be the
3 first opportunity, but not the last opportunity to
4 comment on the project. They'll be many more
5 public meetings as the project progresses and more
6 details are available and you will have an
7 opportunity to comment multiple times as we go
8 forward.

9

Right now we're developing the
10 scope of things to study. What impact will this
11 project have on the region. That process is called
12 the scoping process.

13

After these scoping meetings, we
14 will release a Final Scoping Document outlining
15 what will be reviewed in the Draft Environmental
16 Impact Statement, that's the next step of the
17 process.

18

More details about the project
19 will be released later this summer in the Draft
20 Environmental Impact Statement when it is complete.
21 And then there will be more public meetings with
22 that detail so you can come and comment on the
23 specifics of the proposed plan. Your comments are
24 important to us and to the process. Your comments
25 will be entered into the public record and be part

1

2 of the project and reviewed accordingly.

3

4 Unprecedented outreach has been
5 the cornerstone of the Long Island Railroad
6 Expansion Project. While we are here in a formal
7 scoping meeting today, there have been many other
8 activities involving the public that have been
9 going on.

9

10 Our project team has had over 100
11 meetings with local officials, businesses and other
12 interested parties. And many members of our team
13 are here today to interact with you and to take
14 your comments.

14

15 We've also opened a project
16 information office that's located at the Mineola
17 train station on the south platform. It's -- it's
18 open very liberal hours and it's always staffed so
19 you're encouraged to come and visit us at that
20 site, to ask a question, to interact with our staff
21 and we'd be happy to work with anybody that wanted
22 to come to that office and talk about the project.

22

23 In addition to that, we have
24 developed a project website where people can
25 provide comments 24 hours a day at their
26 convenience and also get a good amount of project

1

2 information.

3

4 And finally, we have visited all
5 residential properties that share a property line
6 with the Long Island Railroad. So you can see that
7 this is a very different project from past
8 proposals.

9

10 Now I'd like to turn your
11 attention to a short video we have prepared about
12 the Long Island Railroad Expansion Project and the
13 process we are undertaking.

14

15 Thank you.

16

17 (Video presentation.)

18

19 (Applause.)

20

21 MS. PICA: Thank you.

22

23 And now I'd like to introduce our
24 panel so that we can transition to the public
25 comment portion of our afternoon -- our morning.

26

27 To my far right, we have Ms.
28 Poonam Punj. She's a Long Island Railroad Senior
29 Project Manager for the Long Island Railroad
30 Expansion Project.

31

32 Next to her is Mr. Phil Eng. He is
33 a New York State Department of Transportation
34 Deputy Commissioner and Chief Engineer.

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To my immediate is Ms. Donna Betty. She is the Long Island Railroad Chief Planning Officer and she will also be our hearing officer for this morning.

Donna, I turn the meeting to you.

THE HEARING OFFICER: Thanks, Elisa.

Good morning, everyone.

This scoping meeting is an opportunity to hear from you regarding the topics you think should be studied as part of the project's environmental review process.

In order to give public comment, we ask that you sign up at the front desk. We're also asking that you limit your comments to three minutes so we can hear from as many people as possible.

Again, this meeting is not the only opportunity you will have to comment on the project. You can also continue to provide comments at the project office, by mail or on line through June 13th. Additional public meetings will be held in a few months when more details about the project are released with what's called a Draft

1

2 Environmental Impact Statement.

3

4 We also have representatives here
5 from Long Island Railroad and New York State DOT
6 available to consult with you on the project in the
7 next room.

8

9 If you prefer to give comments
10 privately, you can sign up at the front desk to
11 give comments to a private stenographer who will
12 also make sure they're entered into the public
13 statement.

14

15 Because this is a formal scoping
16 meeting, we are entering your comments into the
17 public record and we will not be responding to your
18 comments or answering your questions directly.
19 However, we do have staff in the other room who are
20 available to speak with you.

21

22 If you have any special needs or
23 concerns, please find a staff member and we will do
24 our best to address them.

25

26 And kindly place your cell phones
27 on silent.

28

29 A reminder to all speakers today,
30 as you begin to speak, you will see a yellow line
31 when there's only 30 seconds -- a yellow light when

1

2 there's only 30 seconds left. This serves as a
3 reminder to start summarizing your statement.

4 The first set of speakers we have
5 today are:

6 Peter Cavallaro, the Mayor of
7 Westbury;

8 Viviana Russell, Councilwoman,
9 North Hempstead;

10 Dave Kopell;.

11 Charlie Prizzi; and,

12 Bob Keeler.

13 We ask that you stand up and come
14 forward to make your statement.

15 The Mayor of Westbury, Peter
16 Cavallaro.

17 MR. CAVALLARO: Good morning.

18 Is this on? Yeah.

19 Good morning.

20 I want to thank you for holding
21 this -- this session for the public.

22 I also want to start by thanking
23 the Governor, his staff, and the Long Island
24 Railroad and the DOT because the process has thus
25 far been open.

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The Village of Westbury has met with the interested parties and the sponsor of the project at least five times. We've -- we've given detailed comments and expressed a lot of concerns and we've had a productive dialogue.

The Village will be submitting formal comments in writing prior to the end of the comment period.

I just want to make a couple of comments for the record. This morning -- and the first is one, which is shared by many of my colleagues, and that is the duration of the scoping period. I'm grateful, and the other mayors, I think, on the main line are grateful that Long Island Railroad and the DOT have added several of these scoping sessions. But in a project of this magnitude with the many complexities that are involved in the project, I think that a five or six-week scoping period is really inadequate.

And I think that in addition to the additional scoping sessions, I think that the June 13th date is really too early. Not maybe necessarily for municipal officials to make comments or other organizations to make comment but

1

2 the scoping documents, which is unfamiliar to a lot
3 of residents and individuals, is complicated and I
4 think that they need to have an ample amount of
5 time. It shouldn't be an artificial deadline to
6 move the project forward at a particular speed that
7 dictates the amount of time that's allowed for
8 input.

9 So I would ask that you consider
10 that.

11 And just in terms of some
12 specifics of the scoping document which I'd like to
13 just put on the record. I think you need to spend
14 a lot of time on the DEIS talking about the
15 construction period. There have been a lot of
16 different periods thrown out there from three years
17 to ten years. I think the three years is really
18 unrealistic to think that a project of this
19 magnitude's going to be completed in three years,
20 regardless of how it's constructed. And I think
21 that that is an essential point of analysis because
22 you have to put the mitigation efforts and, also,
23 the impacts in the context of how long these
24 communities are going to have to deal with the
25 construction activity.

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So I think that that's a critical thing that needs to be analyzed.

In terms of Westbury-specific issues, we talked to DOT and Long Island Railroad but I want to put on the record, you need to coordinate this project if it's going to move forward with the existing project to replace the Post Avenue overpass. There are really critical issues involved in terms of the timing, the staging of those two projects. And I think that the LIRR and the DOT are aware of those, but I think that the DEIS really needs to analyze those completely.

The School Street Grade Crossing Elimination Project is another aspect of this, which is really important for our community. And the many aspects, we've already discussed some of them with DOT and the Long Island Railroad, they have to be really analyzed completely in the DEIS.

And, again, I think it's critical that the DEIS look at the feasibility and the efficacy of doing the grade crossing eliminations even if the third track project does not move forward.

The mayors on the main line have

1

2 for 30 years been pressing to have the grade
3 crossings eliminated and I think that the DEIS
4 needs to analyze whether that part of the project
5 needs to happen regardless of whether the third
6 track project moves forward.

7

I'm sorry I went a little bit
8 over. But as I said, we will be submitting written
9 detailed comments before the end of the period.
10 These are just some points I wanted to put on the
11 record this morning.

12

But I thank you for the
13 opportunity.

14

And as I said, I hope the process
15 continues to be as productive as it's been so far.

16

THE HEARING OFFICER: Thank you.

17

(Applause.)

18

MS. RUSSELL: Good morning.

19

I echo some of the comments of
20 Mayor Cavallaro.

21

I thank the Railroad and MTA and
22 the Governor's office for having a dialogue with
23 us.

24

We've had several meetings and
25 they have been very productive. And I do have to

1

2 compliment you on any time that we've had comments,
3 they were addressed immediately and then came back
4 to the table to look at other options.

5

I do have some concerns from our
6 residents, mainly being the scoping period. I'm
7 asking for the time to be extended, as well as
8 adding additional meetings in the evening time.
9 Having these meetings during the daytime is great
10 but a lot of times our residents are not available
11 to come in the evening. I know you do have another
12 meeting this evening in Hicksville but if this
13 period was extended and more additional meetings
14 could be added, it would be very, very helpful to
15 the residents.

16

Also, with regards to the
17 construction period, we want to make sure that the
18 construction period is limited to regular
19 construction hours for the residents to make sure
20 that the impact is not that great on our residents.

21

A lot of the grade crossings are
22 close to residential homes, Urban Avenue in
23 particular, as well as School Street. They are in
24 close proximity, some within ten feet of
25 residential homes. So residents have asked that I

1

2 make sure that I put on the record that we have
3 time that -- excuse me, that we have construction
4 hours that do not impact them in a negative way.

5

I'm sorry. I just brought some
6 notes here.

7

With regards to the grade
8 crossings and the third track, we are asking that
9 they put as separate projects because I know there
10 is a lot of opposition to this third track. If
11 this third track does not go through, the grade
12 crossings still need to be eliminated in a way that
13 it makes it more feasible for the residents to be
14 able to commute and not have the heavy traffic
15 burden that is caused now by the traffic grades --
16 by the grade crossings.

17

And then other comments that I've
18 received from some of my constituents with regards
19 directly with the Long Island Railroad is, with
20 this project, they seem to have a little bit of
21 disbelief or a lack of faith in how the Long Island
22 Railroad is going to proceed with this project
23 because of the way that the maintenance is taking
24 care of right now, or the lack of maintenance on
25 the current railroad stations that are within the

1

2 community. And specifically I'm talking about the
3 Carle Place and the Westbury train station. There
4 have been some maintenance issues there and I've
5 been asked to just put on the record that in these
6 documents that they look at the current needs and
7 not wait for this project to go through in order
8 for those things to be fixed.

9

The Railroad and the MTA and the
10 Governor's office has been really great in
11 communicating with both the community, as well as
12 elected officials and all the parties involved but
13 I just want to make sure that they have a continued
14 effort in making sure what's currently there is
15 taken care of as well.

16

And, also, I just wanted to note
17 as a compliment as well, the Railroad and the
18 Governor's office and the MTA reaching out to the
19 businesses as well as the residents. And in our
20 meetings when things have come up that have been of
21 concern, in particular, for the residents that are
22 right along the railroad and the businesses that
23 are impacted in industrial areas, in the New
24 Cassell area, that they have been amenable to
25 looking at different options to limit the impact on

1

2 those businesses and those residences.

3

So thank you.

4

(Applause.)

5

THE HEARING OFFICER: Thank you.

6

Just a reminder to all the

7

speakers, please state your name and affiliation if

8

any.

9

Thank you.

10

MR. KEELER: Hi. My name is Bob

11

Keeler.

12

And I know you're going to hear a

13

lot of facts during this scoping meeting. You'll

14

hear about the 14,000 jobs by 2035 and, of course,

15

they'll be a lot of discussion about the seven

16

grade crossings that are so dangerous and

17

disruptive to the communities. They'll be a lot

18

said about on-time train performance that took a

19

big dive during 2015 in comparison to past years.

20

And you'll hear about east side access.

21

I had the opportunity to actually

22

be in the tunnels where the East Side Access

23

project is taking place. And I think it's very

24

important for the Railroad's future and the

25

region's future that it work properly. And it

1

2 really can't, I don't think, without the addition
3 of the third track.

4

5 So all those facts you'll hear
6 again and again. But I just wanted to emphasize
7 something that Elisa said during the course of her
8 brief remarks. She talked about the scoping
9 document and its impact on the region.

10

11 I worked for *Newsday* for 42 years.
12 And the last 10 or 11 years, I worked on the
13 Editorial Board. And one of the things we tried to
14 talk about a lot was the need for regional thinking
15 on Long Island. Long Island started out as an
16 aggregation of small villages separated by large
17 trees and over the course of many decades the
18 opportunity to develop as a region and to think
19 regionally is something that we haven't really
20 seized.

21

22 So I think it's very important
23 that the scoping document and the process around it
24 look at the broader regional impacts. Can we
25 survive as a region if we don't do this project?

26

27 You have to take a look at other
28 parts of the metropolitan region, including
29 Northern New Jersey, Southern Connecticut,

1

2 Westchester County, where there's a lot of reverse
3 commuting already going on and that enables a lot
4 of young people to, if they wish to, live in the
5 City and commute out to the suburban areas.

6 They don't have that opportunity
7 for Long Island and since we're losing so many
8 people in that age cohort of 24 to 34, they're sort
9 of fleeing the jurisdiction in record numbers, I
10 think this project is important in order to stem
11 that exodus and make it possible for people to
12 commute in reverse direction as well as what
13 they've already been doing.

14 Finally, of course, I'm glad to
15 see the Railroad has taken an effort to minimize
16 the impact on individual homeowners and businesses
17 and I think that ultimately that's going to help
18 this to get through.

19 So, please, think regionally as
20 you look at the whole project.

21 Thank you.

22 THE HEARING OFFICER: Thank you.

23 Dave Kopell.

24 (Applause.)

25 MR. KOPELL: Good morning.

1

2

Thank you for hearing me.

3

4

5

My name is Dave Kopell and I'm the
Executive Director of the Right Track for Long
Island Coalition.

6

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11

We are 140 members representing
over 500,000 people from across Long Island. We
came together to support Governor Cuomo's Long
Island Railroad Enhancement Project because we
believe it is the key to unlocking the potential of
Long Island in the 21st century.

12

13

14

I come to the issue from my former
capacity as Mayor of the Village of Greenport where
I first learned the early history of the Railroad.

15

16

17

18

19

Most people are unaware that the
main line was originally laid in 1844 as the first
rail link between New York City and Boston, before
the Brooklyn Bridge and the bridges over the
Connecticut rivers.

20

21

22

Folks would take the train from
Brooklyn to Greenport. Transfer to a steamship to
Connecticut and then back on the train to Boston.

23

24

25

The second track on the main line
was laid in 1890 when the population of Long Island
was less than 100,000. In 1890, people rode to the

1

2 train station in horse and buggy.

3

4 One-hundred-and-twenty-five years
5 later, with a population of three million, five
6 branches of the Railroad now converge on the same
7 two tracks through the project corridor. This
8 creates a bottleneck that chokes the entire system,
9 prohibits its modernization and expansion to meet
contemporary needs.

10

11 It defies common sense to suggest
12 that Long Island can thrive as a region in the 21st
13 century relying on 19th century infrastructure.
14 This antiquated condition is holding Long Island
15 hostage and must be addressed if we are sincere in
16 our hopes to build a better future for the next
generation.

17

18 The coalition understands and
19 sincerely respects the temporary inconvenience the
20 project will create for communities along the
21 corridor. But we also recognize Governor Cuomo's
22 strong personal commitment to the local communities
23 by a major investment to improve seven dangerous
24 traffic inducing, loud and unsightly grade
25 crossings and to build a new track entirely within
the existing right-of-way, displacing no one from

1

2 their homes.

3

4 This is a seminal moment for Long
5 Islanders to come together to solve a mutual
6 problem that will not go away on its own and will
7 only get worse if left unanswered.

7

8 We are committed to working with
9 Governor Cuomo and the local communities to see to
10 it that the Long Island Railroad Enhancement
11 Project works for the benefit of us all. Third
12 track is the right track for Long Island.

12

13 Thank you.

13

14 (Applause.)

14

15 THE HEARING OFFICER: Thank you.

15

16 Charlie Prizzi.

16

17 MR. PRIZZI: Hi. I'm Charlie
18 Prizzi. I'm the Vice President of Development and
19 Community Relations for Cold Spring Harbor
20 Laboratory.

20

21 We were actually founded in 1890
22 and it seemed some horse and buggy came to Cold
23 Spring Harbor back then. But I echo Dave's words,
24 as well as the fellow from *Newsday* in terms of the
25 region of Long Island benefiting from this project.

25

 Cold Spring Harbor Lab has 1,000

1

2 employees. I mean, we have 10,000 visitors a year
3 that come from all over the world to collaborate
4 with our scientists on cancer and autism and other
5 diseases that affect our families.

6

And we also are a member of
7 Accelerate Long Island, which is looking at the
8 region of Long Island as a whole and the focal
9 points of the region now that Grumman and other
10 defense contractors are no longer here. The focus
11 that's been put on Long Island now in the future is
12 in biotechnology, which Cold Spring Harbor is proud
13 to be a part of with our regional partners in Stony
14 Brook, Brookhaven National Lab, Hofstra and
15 Northwell.

16

So the region is really focusing
17 on biotechnology and having Cold Spring Harbor play
18 a part of that is important.

19

I also should say that we -- I
20 have my own personal experience of working in Cold
21 Spring Harbor Lab now for 16 years. Commuting
22 reverse from 2004 to 2009 and experiencing the
23 delays that many other people have in terms of
24 coming to the lab on a daily basis.

25

We have -- the Lab's actually,

1

2 been very supportive of the Long Island Railroad
3 and we actually have a shuttle that goes from the
4 Syosset train station to pick up employees every
5 day and visitors that are coming from overseas
6 through the Air Train and other -- other -- other
7 people that live in Brooklyn and the City and in
8 Queens that are young.

9

 As we mentioned before, we have a
10 number of young employees that like to live near
11 the City. We're competing for scientists and
12 recruiting them for other regions like Boston and
13 San Francisco and urban centers. So having this
14 link to the City is very important for us as an
15 institution in terms of recruiting the best
16 scientists in the world.

17

 We also have a number of
18 scientists that collaborate with people in the City
19 at NYU, at Memorial Sloane Kettering, Rockefeller
20 University. And we're also a partner in a new
21 effort called the New York Genome Center, which was
22 started a few years ago. So our scientists more and
23 more are going back and forth from the lab into the
24 City. So having -- having this third track is a
25 really important effort for that and, also, for

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advancing the science that we have at Cold Spring Harbor Laboratory.

I should say that I'm -- I'm a byproduct of two parents that worked at Grumman for many years and many people might know that Grumman had a stop right on the Long Island Railroad in Bethpage which benefited their -- the growth as a company and the industry on Long Island in defense. I think the same will be happening in biotechnology as the Lab grows from 1,000 employees now to, hopefully, many thousand employees in the future.

The growth of the Long Island Railroad will definitely benefit us in the long run.

So thank you for having me today.
(Applause.)

THE HEARING OFFICER: Thank you.
Our next group of speakers are:
Laura Schultz;
Pete Gaffney;
Ryan Madden;
Marjorie Simon; and,
Robert Schoenfeld;
Laura Schultz.

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MS. SCHULTZ: Good morning.

Thank you for having this meeting
and giving us an opportunity to speak.

I'm Laura Schultz. I'm president
of Residents for a More Beautiful Syosset.

If you build this project, they
will come. But how will people reach it in order
to use it?

Many Syosset commuters use the
Hicksville train station due to the frequency of
its trains during the day and into the night.
Hicksville is currently operating beyond its
capacity for parking.

With the increased train service
plan for Hicksville by the addition of this third
track, Residents for a More Beautiful Syosset ask
that additional parking facilities for Hicksville
be included in the DEIS. This additional parking
at Hicksville will also take some of the pressure
off the parking nightmare that currently exists at
the Syosset train station.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you.

1

2

Pete Gaffney.

3

4

5

MR. GAFFNEY: Good morning and thank you for listening to me with regards to this scoping meeting.

6

7

8

9

10

The first question I have is, you know, what's going to be the impact on all the commuters who use the main line during the construction period? I think that's very important.

11

12

13

14

The other thing is, I'm a resident of Westbury. A few years ago there was talk about moving the Carle Place train station to Glen Cove Road. Is that off the table?

15

16

17

18

19

The other concerns I have are like the train overpasses, specifically the one at Glen Cove Road, Cherry Lane and also, Post Avenue, will those streets be subject to closure? If so, how long?

20

21

22

23

Other -- the other thing that we would like to know is what's the expected traffic patterns on the community when -- if and when these are shut down?

24

25

The street crossings on School Street and also Urban Avenue, they are heavy truck

1

2 crossing roads. You know, how will the traffic be
3 re-routed during that construction period? I think
4 that's a real, real big concern. And again, what
5 are the expected traffic patterns to have on our
6 community?

7

And, also, how will the traffic
8 patterns affect all the emergency responders,
9 whether it be police, firemen or EMS?

10

And lastly, I noticed in your
11 downloaded presentation the -- the draft, it lists
12 a series of towns and mayors and, also, the Town of
13 North Hempstead. As a courtesy, I would like to
14 see Hempstead included in that process as well so
15 that everybody can plan accordingly.

16

Thank you.

17

THE HEARING OFFICER: Thank you.

18

(Applause.)

19

THE HEARING OFFICER: Margery

20

Simon.

21

MS. SIMON: Good morning.

22

I'm Margery Simon.

23

And I have three main concerns.

24

The air quality.

25

The noise; and,

1

2

The contaminants.

3

4

5

6

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12

THE HEARING OFFICER: Thank you.

13

(Applause.)

14

THE HEARING OFFICER: Ryan Madden.

15

MR. MADDEN: Good morning.

16

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25

Investing in mass public transit is a necessity in moving our communities toward sustainable growth. This project will cut down on the need for vehicles on the road and make inter-island traffic significantly easier, further

1

2 reducing the need for personal vehicles.

3

4 Our reliance on cars and expansive
5 highway systems that have polluted our air,
6 contaminated our water, and stunted the movement
7 for sustainable transportation for all Long
8 Islanders.

8

9 The massive reduction in car usage
10 would not only reduce regional air pollution but,
11 also, signal to communities at large that
12 development does need to rely on antiquated systems
13 of transportation. Lives will be made easier and
14 the air cleaner.

14

15 I support this project for
16 personal reasons as well. Every day I have to drive
17 to work from Astoria, Queens because there's -- no
18 reliable alternative exists to do my job, which
19 requires me to move -- travel throughout the
20 Island.

20

21 This is not feasible with the
22 current state of Long Island public transportation.
23 I spend hours every week sitting in traffic and
24 hundreds of dollars every month on gas. While I
25 recognize the privileged position I am in to even
own a car while countless others depend on outdated

1

2 public transportation, I am nonetheless frustrated
3 with my reliance on a personal vehicle.

4

5 This kind of project that will
6 make major changes is on the table to be passed and
7 implemented, which is exceedingly rare and so it's
8 very exciting that we're this far along in the
9 process.

10

11 So I ask you, for the sake of
12 sustainability for smart growth, for air quality
13 and community individual health, go forward with
14 this project. Future generations will thank you.

15

16 THE HEARING OFFICER: Thank you.

17

18 (Applause.)

19

20 THE HEARING OFFICER: Robert

21

22 Schoenfeld.

23

24 MR. SCHOENFELD: My name is

25

26 Robert Schoenfeld and I'm a reverse commuter on the
27 Long Island Railroad. I go twice a month into
28 Manhattan. I go on Sundays, which is not a problem
29 but I also go on weekday evenings, I go from
30 Hicksville. And the problem is getting -- going
31 with the trains going in they're not that often as
32 they should be because they have no space coming --
33 with trains coming out of Manhattan so this would

1

2 be tremendous relief for me and make it easier for
3 me to catch a train at Hicksville going into
4 Manhattan.

5 The other thing is, one time I had
6 to go out to McArthur -- Islip McArthur Airport at
7 Ronkonkoma. And there was a period on the main line
8 over there where there's an hour-and-a-half with no
9 trains going east. With this third track they would
10 be able to put additional trains going to McArthur,
11 which is very underused and be able to get more
12 people to use that airport. Currently, except for
13 the Air Train to Kennedy Airport, which is very
14 expensive, there is actually no connection in
15 Queens to either of the two airports with rapid
16 transit -- with a fixed real rapid transit.

17 So this third rail -- third track,
18 in conjunction with the second track on the
19 Ronkonkoma branch, could make room for additional
20 passengers going out to Ronkonkoma and using the
21 airport.

22 Thank you.

23 (Applause.)

24 THE HEARING OFFICER: Thank you.

25 Our next group of speakers are:

1

2

Tami Stark;

3

Gloria Rosenau;

4

John Shepard;

5

Jim Morgo; and,

6

April Brown;

7

Tami Stark.

8

MS. STARK: Thank you for the

9

opportunity to speak today.

10

My name is Tami Stark. I am a

11

Wall Street lawyer who has three kids and I have an

12

hour long commute on the Long Island Railroad.

13

I believe the time is now to build

14

the third track. I was shocked when I learned that

15

when the two tracks of the Long Island Railroad

16

main line were built in the 1800s, there were about

17

100,000 people living on Long Island. Now there

18

are nearly three million. Roughly 300,000 of whom

19

commute to -- on the Long Island Railroad.

20

If you have ever seen the standing

21

room only crowds on peak trains, you would know

22

that we are badly in need of improvements to the

23

tracks. Organizations that care deeply about Long

24

Island have analyzed this issue and shown the

25

enormous benefits to the entire region and the

1

2 great thing is that now commuters, the Long Island
3 economy and local residents can benefit from a
4 third track.

5

Commuters will see reduced delays.
6 The Railroad has reported that more trains were
7 late in 2015 than any other year since 2000.

8

Commuters will also see better
9 inter-island and reverse commuting service. With
10 only the two tracks today, the morning rush hour to
11 the City reduces opportunities for trains to head
12 out east on Long Island, thus making the reverse
13 commute extremely difficult.

14

The Long Island Index projects the
15 economy will see 1,100 jobs during construction,
16 14,000 permanent jobs in the next 10 to 20 years.
17 And, of course, increased mobility to and from New
18 York City.

19

The project also promotes transit-
20 oriented economic development, which is essential
21 to attract young people to live and work on Long
22 Island.

23

It creates a more efficient way to
24 connect our people and products with New York City.

25

Long -- local residents will also

1

2 have the opportunity to see seven improved
3 street-level grade crossing; increased safety,
4 reduced car traffic and reduced bell clanging.

5

I recognize that even with the
6 Governor's announcement that there will be zero
7 residential property acquisitions needed, local
8 residents will bear the burden of the construction.
9 My hope is that local residents will see beyond a
10 few months of local detours and recognize how this
11 project benefits the entire region.

12

Long Island simply cannot stay
13 competitive without an improved rail system.

14

Thank you.

15

(Applause.)

16

THE HEARING OFFICER: Thank you.

17

Gloria Rosenau.

18

MR. ROSENAU: Hello.

19

As a member, and very much
20 involved with the Westbury PTA and PTA Council, I
21 am concerned about our children walking to school
22 when the bridges are being constructed.

23

I'm also very concerned about
24 security when the construction is being done along
25 the track because we all know children are

1

2 inquisitive and how will you stop children from
3 trying to get through the construction?

4

Also, on the south side of Urban
5 -- on Urban, on the south side where you --
6 according to the pictures, you anticipate taking a
7 couple of businesses and it showed a green space
8 there. A suggestion would be, it would be nice to
9 have a park, soccer field, et cetera.

10

Thank you.

11

(Applause.)

12

THE HEARING OFFICER: Thank you.

13

John Shepard.

14

MR. SHEPARD: Good afternoon.

15

My name's John Shepard. I'm here
16 with the Nassau Suffolk Building Trades
17 Construction and, particularly District Council of
18 Painters.

19

I'd like to let you know that I'm
20 also a fifth, probably sixth generation, Long
21 Islander. I believe my great great grandparents
22 were one of those 37,000 and I'm here to tell you
23 we've outgrown this place. We need it.

24

We need the jobs. We need the
25 improvements to our infrastructure. That's what

1

2 everybody talks about, infrastructure,

3 infrastructure, infrastructure.

4

I would suggest that you do two or

5 three of these. I've commuted to Manhattan for 20

6 some odd years and as the attorney said before,

7 it's a problem. So if you want to do it in

8 Huntington and on the North Shore, we could use the

9 work and we could use the -- the improvements to

10 the systems and so to try and keep the next five

11 generations of my family here.

12

Thank you.

13

(Applause.)

14

THE HEARING OFFICER: Jim Morgo.

15

MR. MORGO: Good afternoon.

16

I'm Jim Morgo and this discussion

17 of the third track gives me Yogi's, deja vu all

18 over again.

19

Back in 1984 I was a newly-elected

20 young member of the Suffolk County Legislature.

21 And the first issue I had to wrestle with was a

22 very controversial one back then, the

23 electrification of the main line from Hicksville to

24 Ronkonkoma.

25

Members of my own party vehemently

1

2 opposed it because they said it would destroy
3 Suffolk County's environment, it would destroy the
4 quality of life in Suffolk County, particularly in
5 Ronkonkoma, and I represented part of Ronkonkoma.

6

 I had several discussions and
7 finally met with Lee Koppelman, who was the Chief
8 of Planning, Commissioner of Planning in Suffolk
9 County back then and voted for the electrification.

10

 Thirty years later,
11 electrification not only shaved 30 minutes off
12 commutes to New York City but also increased
13 property values along the main line, led to the
14 revitalization in several hamlets along the line.
15 It spurred economic development in Suffolk County.
16 Neighborhoods became safer. Commuters were much
17 happier and pollution decreased.

18

 I don't see why we wouldn't see
19 the same results for the third track. The third
20 track is expected to create jobs and will promote a
21 technology based economy. Coupled with increased
22 mobility to and from New York City and within Long
23 Island, we will have the means to keep and attract
24 young talent again.

25

 Finally, something I care deeply

1

2 about, I was the first president and chief
3 executive officer of the Long Island Housing
4 Partnership, they'll be new opportunities for
5 affordable homes that we desperately need.

6

 After thinking about the first
7 point I spoke about, electrification back in '84,
8 electrification from Ronkonkoma to Port Jefferson
9 cannot take place without the third track.

10

 So I am enthusiastically in
11 support and thank you for having these hearings.

12

 (Applause.)

13

 THE HEARING OFFICER: Thank you.

14

 April Brown.

15

 MS. BROWN: Good morning.

16

 My name is April Brown and I am
17 pleased that you're actually having this type of
18 meeting. It's important to include everyone. And
19 I'm here as a resident, a New Cassel resident,
20 long-standing New Cassel resident. And when this
21 was first -- I remember when this first came out
22 and now it's moving forward and progressing very
23 well.

24

 I'm concerned about the crossings,
25 primarily Urban Avenue, because the hamlet of New

1

2 Cassel has many conduits south of Old Country Road
3 but Urban Avenue directly impacts my way of life
4 and the residents of New Cassel.

5 I just want you to take heed in
6 what everyone's bringing up in terms of pollutants,
7 follow through, information gathering, information
8 sharing. Communication is paramount in everything
9 and everybody has their own agenda in certain
10 instances, but it's just important that we know
11 that we can't disenfranchise people because a
12 railroad crossing may change after X amount of
13 years of being in use for a conduit to their
14 lifestyle.

15 And I think we should keep these
16 going. I think it's very important.

17 Thank you.

18 (Applause.)

19 THE HEARING OFFICER: Our next
20 group of speakers are:

21 Neal Lewis;

22 Raymond Pagano;

23 Bill Corbett;

24 Annie Corbett;

25 Neal Lewis.

1

2

MR. LEWIS: Good afternoon.

3

4

5

My name is Neal Lewis. I'm the
Executive Director of the Sustainability Institute
at Molloy College.

6

Thank you for these hearings.

7

8

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10

11

And I've been to many events
involving this issue and it's good to see that
after so many years of talking that we're finally
at a stage where the process is progressing
forward.

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21

From my role as a Director of a
Sustainability Program at Molloy College, this
project, to me, is very clearly consistent with the
triple bottom line of sustainability, something
that promotes environmental protection because
every person that trades off on using their car by
getting into the train dramatically reduces their
greenhouse gas contributions to our air, not to
mention the other pollutions to our air that
affects the -- the quality of the air we breathe.

22

23

24

25

So we know the environmental
benefits are real. We've heard from -- today we
heard from a major institution that does research
on Long Island. It's a huge employer. Yesterday we

1

2 heard from one of the largest business
3 organizations. So there's an obvious benefit for
4 the business community.

5

And there's also a cultural
6 benefit to make train service a more viable option
7 for Long Islanders, not just from the point of view
8 of commuting into the City in the morning but for
9 other uses like being able to what we call a
10 reverse commute.

11

So to me the benefits are obvious.
12 I do want to speak to the process that we're going
13 through.

14

SEQRA is something that I'm very
15 fascinated by. I've taught a class at Molloy on
16 the subject of SEQRA. Most people approach it from
17 the assumption that it's kind of like a scale where
18 you balance benefits versus the negatives and say,
19 well, the benefits are more so we go forward.

20

But that's not really how it's
21 done. Here, the benefits are obviously profound
22 and really significant but that doesn't mean that
23 we disregard the concerns that communities raise.

24

So in regards to the process, I
25 see it is very important that we do hear what the

1
2 community is concerned about and look very
3 carefully at each of these rail crossings. And I
4 want to raise the point that I think that if you
5 really look at the mitigation efforts, we could, in
6 fact, come out with a better quality of life for
7 many of the people that live near the trains in the
8 areas that are affected.

9 So for example, we could address
10 the noise issue from the perspective of trying to
11 really eliminate a lot of the noises that are
12 currently something that's part of normal life
13 living near the train.

14 Similar is the issue of
15 vibrations. I think that the train does pass quite
16 close to many homes. And I think that it would be
17 interesting to see a thorough analysis in the EIS
18 about ways to -- using retaining walls or changes
19 with the track bed, whether you can make it so that
20 the vibration issue could also be lessened.

21 So my hope is that this is going
22 to be a really effective planning process and I
23 think you're off to a great start and I'm happy to
24 be a part of the effort.

25 (Applause.)

1

2

THE HEARING OFFICER: Thank you.

3

Raymond Pagano.

4

MR. PAGANO: Good afternoon.

5

My name is Raymond Pagano and

6

among my many hats that I wear, I'm currently

7

president of the Nassau County Civic Associations.

8

And while the Council is in

9

support of the third track, for a better Long

10

Island, a greater Long Island, especially in Nassau

11

County, we understand the need for enhancement for

12

our infrastructure and transportation mode. This

13

will secure Long Island's attraction for the youth

14

to invest and stay on Long Island and to have a

15

thriving economy.

16

Representing the Council and its

17

memberships, it is understandable to hear from the

18

general public the concerns and questions of the

19

third track project, especially the homeowners and

20

businesses nearby the footprint of the third track.

21

The Council is encouraged to learn

22

that the enhancements will include the seven

23

crossings, grade crossings to be eliminated, the

24

increased train schedule, the accommodations to the

25

Long Island Railroad commuters, as well as the

1

2 creation of thousands of jobs during construction
3 and attracting thereafter.

4

And although the track itself is
5 within the Long Island Railroad footprint, I
6 believe moving forward we need to maintain public
7 engagement and hearings. This will continue the
8 trust between the Long Island Railroad, the
9 Governor and the State, as well as the general
10 public.

11

In conclusion, the Council would
12 like to arrange for future dates in the various
13 areas that are affected of the third track project
14 and we would like to invite the Long Island
15 Railroad, its future consultants, designers, as
16 well as the Governor and the State office. And so
17 we hope that when you do get the invites, you
18 accept and we look forward to seeing you at the
19 future engagements.

20

Thank you.

21

(Applause.)

22

THE HEARING OFFICER: Thank you.

23

Bill Corbett.

24

MR. BILL CORBETT: All right.

25

My name is Bill Corbett. I

1

2 represent CARE, which is Citizens Against Real
3 Expansion.

4

5 We have 135 organizations and
6 prominent public officials who have come out
7 against this unneeded project, including County
8 Executive Mangano, the Town of Hempstead Supervisor
9 Santino, who has just recently come out after
studying it, against it.

10

11 We do feel we don't have enough,
12 or any information regarding the third track.
13 We're not against the railroad crossing elimination
14 but the third track information is woefully
lacking.

15

16 In the group that I represent,
17 includes six civic associations that were never
18 consulted by this group of civic associations. But
19 we are a civic association here within Nassau
20 County who are quite opposed to it from Melrose,
Floral Park and New Hyde Park area.

21

22 I wonder if we'd consider -- today
23 was supposed to raise questions. Have you
24 considered the disruption of the commuters and
25 business along the main track and as an alternative
to the third track, switching -- putting some

1

2 modern switching on there so that you can go around
3 any trains that might be stalled?

4

5 Please examine the impact of the
6 third track will be having on additional freight
7 trains running through the suburban neighborhoods,
8 as far as noise, vibration and air pollution from
9 the dirty diesel trains that will have on the
10 people in this area.

11

12 We think it'll have some negative
13 impacts on Suffolk County. They're having problems
14 with sewage, water and other things. I don't know
15 that they're going to relish having large
16 industries coming out and locating out there.

17

18 Recent reports in the press talked
19 about the lakes out there in Suffolk getting loaded
20 up with nitrogen and this is from the increased
21 population.

22

23 A lot of people moved out to
24 Nassau and Suffolk Counties from Queens, Brooklyn
25 and the Bronx to have a suburban way of life and a
pleasant quiet surrounding. Have you done research
as to what the impact would be on the average
person and what they think about the third track,
rather than just listening to the wealth big

1

2 business executives who belong to the LIA Club and
3 many have vested financial information in this
4 project?

5

Also, in determining the needs of
6 commuters, have you studied the growing trend among
7 office workers to work from home most of the time,
8 which totally negates the need for additional
9 railway capacity.

10

I don't think the people here
11 realize that in the plan there will be no
12 additional trains going. There will be express
13 trains running through here into the City. There
14 may be some additional trains coming out but as far
15 as going in, it's not going to provide, from what
16 we understand, any additional service to the
17 stations right now impacted by this proposal.

18

So we also think that if you have
19 more people coming out, there's no transportation
20 once they get to the stations. What are they going
21 to do, take taxicabs? We don't have public
22 competition. We don't also think that the local
23 people who are competing for jobs now will
24 appreciate the fact you want to bring more people
25 out to contribute to the -- for the same

1

2 competition for those same jobs.

3

4 And it would also -- of course,
5 freight is a big concern. We hope that they'll take
6 that into consideration. The contract is up with
7 your freight company in 2017 so if we wait to see
8 what is in that as far as how many freight trains
9 are allowed to come through here every single day.

9

Thank you.

10

(Applause.)

11

THE HEARING OFFICER: Thank you.

12

Ann Corbett.

13

MS. ANN CORBETT: Ann Corbett.

14

I'm the former mayor of Floral

15

Park.

16

17 From listening to comments at two
18 prior hearings, I believe it's generally agreed
19 that eliminating the seven at-grade crossings is an
20 acceptable part of this proposal.

20

21 Perhaps before this entire third
22 track expansion goes forward, other at-grade
23 crossings on Long Island should be evaluated by the
24 MTA Long Island Railroad for elimination. This
25 would really make our roadways safer. People will
not be held up during busy drive times going to and

1

2 from work and the economy will be supported by
3 giving jobs to construction workers at these sites.

4

5 The people who live in communities
6 where the seven at-grade crossings are located
7 should each decide what is best for their
8 community. The construction will have a tremendous
9 impact on the quality of life and businesses for
10 probably years. It took the Long Island Railroad
11 seven years to eliminate just one at-grade crossing
12 on Roslyn Road in Mineola.

12

13 Long Island's high water table
14 gave engineers a lot of headaches. Have water table
15 and water drainage issues been studied fully? Have
16 engineers looked back at past project design
17 failures along the main line to learn from them?

17

18 Imagine how commuters will be
19 impacted once the Long Island Railroad starts
20 moving heavy duty equipment for construction work
21 on and off the tracks at various points along the
22 9.8 mile stretch. Will buses be needed to
23 transport railroad commuters east or west at
24 different main line stations when construction is
25 taking place?

25

I assume that during construction,

1

2 extensive delays, cancellations and changes will
3 become the new normal.

4

5 In the past commuters, in order to
6 skip over ongoing track repair work, have had to
7 take buses from one station to another station
8 where they will board another train to continue on
9 to their destination. This will likely happen when
10 construction work is being done at each of the
11 seven at-grade crossings and when other in between
12 work is being done along the main line. This will
13 be a huge inconvenience for commuters for an
14 extended period of time.

15

16 Is there a plan to use buses for
17 this or other purposes during the years of
18 construction?

19

20 How will buses be accommodated in
21 various communities?

22

23 Are there any plans for parking
24 buses at main line stations for this purpose?

25

26 Will commuters be expected to pay
27 full fare when they are inconvenienced by this?

28

29 Acquisition of commercial
30 properties to make way for the third track will
31 take years. It cannot be assumed that a commercial

1

2 business owner will just pick up and move so a
3 third track can be constructed. This seems a bit
4 unrealistic since there is always the possibility
5 of litigation and numerous factors when dealing
6 with eminent domain and property acquisition.

7 I know because my family's farm
8 was taken through eminent domain. Maybe the U.S.
9 Post Office will relish the move to another
10 location in New Hyde Park, which has been spoken
11 about.

12 What are the commercial properties
13 that are just outside the project corridor? These
14 property owners will be subject to the disruption
15 of their businesses by the construction process. I
16 believe the document says about 20 commercial
17 establishments would probably have to be taken.

18 Thank you.

19 THE HEARING OFFICER: Thank you.

20 (Applause.)

21 THE HEARING OFFICER: Our next
22 group of speakers are:

23 Jennifer Low;

24 Mateo Flores;

25 Dean Bennett; and,

1

2

Matt Whalen.

3

Jennifer.

4

MS. LOW: Good afternoon.

5

6

My name is Jennifer Carpenter Low,
representing Long Island University.

7

8

9

10

Long Island University is one of
Long Island's largest employers with a total
economic impact that has been measured at more than
\$1 billion.

11

12

13

14

15

16

17

18

The University supports the third
track proposal and we believe Long Island simply
cannot stay competitive without an improved rail
system. Long Island is part of a tri-state region
that is constantly reinventing itself and it
continues to be an attractive place to find jobs
and live, especially for a younger, highly educated
immigrant population.

19

20

21

22

23

24

25

In order to keep our youth from
leaving Long Island, we need to invest in and
sustain industries that are able to provide young
people meaningful, well-compensated employment that
can support the cost of living on Long Island.
More specifically, part of keeping our young people
on Long Island is appealing to entrepreneurs with

1

2 incentives to create new businesses, fostering a
3 competitive, exciting and more vibrant Long Island
4 business environment.

5

6 The global economy continues to
7 expand and the rate of business is increasingly
8 with technology. For example, Long Island has all
9 the makings of becoming a significant biotech
10 cluster. Availability of talent supplied by world
11 class research initiatives, universities and
12 institutions in and around New York City, Long
13 Island's own high quality school systems and
14 institutions of higher education like Long Island
15 University, which is emphasizing integration of
16 management education with understanding of
17 technology development, entrepreneurship and
18 venture capital.

18

19 Easy access to New York City and
20 other parts of the region by public transportation
21 and, overall, an attractive place in which to live
22 and work.

22

23 We also need to find ways to make
24 it attractive for Wall Street to move operations to
25 Long Island rather than New Jersey. Part of these
26 efforts involves incentives to locate, relocate on

1

2 Long Island but investment in infrastructure,
3 particularly transportation infrastructure, is key.

4

Long Island simply cannot stay
5 competitive without an improved rail system. The
6 global economy continues to expand and the rate of
7 business is increasing with technology. It is
8 imperative that we modernize the Long Island
9 Railroad.

10

We need to have a more efficient
11 way to connect our people and products with New
12 York City. In a few years, the \$10.8 billion East
13 Side Access Project can have a huge impact on Long
14 Island business if our Railroad is modernized.

15

Our regional economy and local
16 property owners will benefit from a third track.
17 Commuters will be happier. Pollution and traffic
18 will be lessened and neighborhoods will be safer.
19 The overall effect will put Long Island in a
20 stronger position to sustain the industries that
21 will keep our talent in our communities and
22 maintain a healthy, vibrant community.

23

Thank you for this opportunity.

24

(Applause.)

25

THE HEARING OFFICER: Thank you.

1

2

Mateo Flores.

3

4

MR. FLORES: Buenos tardes a
todos.

5

(Speaking Spanish.)

6

I wanted to say a couple of words
in Spanish first because I don't see anything in
Spanish where people could be informed of this
wonderful meetings and I think it's important for
all of us to be informed.

11

Having said that, I want to
congratulate, I think it's a wonderful program but
I'm concerned about the quality of life. I don't
know if you're aware that Urban Avenue, every time
it rains is flooded. So they have to stop the
traffic just to get the water out. So imagine
people that want to cross your track.

18

Then I'm looking at this and I see
that the track will be built on the right side,
which will be the north part; right? We have
houses less 100 feet away and the noises is quite
-- is quite a problem for those that live on this
particular area.

24

So the question is, what are you
going to do about this?

25

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25

And then we have a one of our Pre-K schools, which is right next to the track and our kids go to school quite early. And the peak hour here, really you have trains going back and forth every -- every 20 minutes or every half-hour. So this is a concern.

How do you plan to eliminate the noise for the residents of this community? Or are you going to build an overpass?

I mean, we need to know what exactly you're planning to do because it's a concern for the quality of life for our community.

Thank you.

(Applause.)

THE HEARING OFFICER: Thank you.

Rob Salvatico.

MR. SALVATICO: Good afternoon.

My name is Rob Salvatico.

I'm a 35-year, 35 plus-year resident of New Hyde Park and Garden City and I've worked, owned and operated businesses here on Long Island for over 20 years.

Like many of you, my life is Long Island. My wife and I are so proud right now to be

1

2 able to raise two kids, six and eight, and we have
3 no plans of ever leaving.

4

5 Also, like many of you, I'm not
6 excited about the prospect of disruption in my home
7 communities. I do, however, realize the need to
8 secure and improve the second most vital piece of
9 transportation infrastructure on Long Island, which
10 as of 2011, serves approximately 30 percent of
11 employed Nassau County residents who are
12 responsible for approximately 30 percent of all
13 income earned by Nassau residents.

13

14 So my question to all of you, and
15 to Long Island in general is, why not secure and
16 improve their primary means of transit?

16

17 Why not reduce traffic on already
18 crowded -- overcrowded roadways?

18

19 Why not support the downtown and
20 other communities that will better serve our
21 workforce, retain and house the youth that we have
22 spent so much to educate and bolster our Long
23 Island economy through the revitalization of small
24 and local economies?

24

25 Failure to do this will only
26 result in greater traffic on our roadways and

1

2 streets, the continuing exodus of our working
3 youth, who we have spent so much to educate and are
4 so vital to the future of our regional economy, the
5 continual rise of taxes and, God forbid, in the
6 event of a structure or LIRR failure, could put a
7 severe strain on our computing workforce and the
8 roadways they will be forced to travel.

9

Thank you so much.

10

(Applause.)

11

THE HEARING OFFICER: Thank you.

12

Dean Bennett.

13

MR. BENNETT: Good afternoon.

14

15 My name is Dean Bennett. I'm the
16 CEO -- President and CEO of J.K. Bennett and
Associates. I'm a diversity consultant.

17

18 I'd just like to first off,
19 congratulate Governor Cuomo and his staff for being
20 so bold to actually talk about this project and put
it on the table.

21

22 I was visiting a client in January
23 when he made this -- this statement at the LIA, I
24 believe it was, and we were just joking about how
25 this seems sort of impossible because we were
joking about the -- the bridge that's supposed to

1

2 go over 135 to Connecticut and it was stopped and
3 it never happened. But that would have really
4 increased the commerce of the area.

5

So I congratulate him for doing
6 that.

7

I'm a Baldwin resident. I'm
8 married and I have three kids. I was born in
9 Huntington, New York so I'm familiar with the rail
10 lines in Huntington and also in the Babylon
11 branch.

12

I want to just point out a couple
13 of comments here. That it would bring economic
14 development to Long Island. Create jobs, union
15 jobs, good-paying jobs. It would build and
16 stimulate commerce, both into the City and
17 inter-Island, I guess you could say; north and
18 south, east and west.

19

For folks that aren't even going
20 into the City, it would improve the ridership.

21

It would increase opportunities
22 for minority and women owned businesses. This
23 DBE's, Disadvantaged Business Enterprises and
24 service disabled owned businesses, all of which the
25 Governor has a specific program for and I applaud

1

2 him for increasing those percentages and having
3 those communities participate.

4

It's also a business investment.

5

I think that it's an investment in our taxpayer
6 dollars. We must change. We cannot stay the same
7 or else there will be no growth.

8

Public transportation.

9

We have to coordinate and remember
10 to coordinate bus transportation and also look at
11 emergency management opportunities.

12

Public improvements.

13

We have to look at those
14 surrounding improvements that we can make while
15 construction is going on to make sure that it's a
16 better situation going forward.

17

And the last thing -- two things I
18 want to say before my time goes out, is I wonder
19 what the people said about them when they built the
20 Brooklyn Bridge, what type of disruption it had
21 brought to that? But we're still using the
22 Brooklyn Bridge.

23

Change. How can we live without
24 it?

25

Thank you.

1

2

(Applause.)

3

THE HEARING OFFICER: Thank you.

4

Matt Whalen.

5

MR. WHALEN: Hi. Good afternoon.

6

My name is Matt Whalen. I'm the

7

Senior Vice President for Avalon Bay Communities.

8

We own over 3,000 apartment homes here on Long

9

Island and another 8,000 or so in metro New York.

10

So many of those units are located

11

around transit. So we have many residents who rely

12

on the transit lines.

13

We are in support of the third

14

track. We think it's the right move for Long

15

Island and I'm here to talk about two points that

16

may have not been raised, very simple points.

17

One is smart growth. We develop

18

all over the country and we're seeing investment in

19

infrastructure in other areas that leads to smart

20

growth around transit.

21

The second very simple point is,

22

the well documented brain drain for Long Island.

23

Fifty percent of our residents are under the age of

24

35. So we believe we represent a solution to the

25

brain drain for Long Island and the brain drain,

1

2 the younger generation, the well-known millennials,
3 they don't want cars. They want transit. They
4 want more smart growth and we've seen that in our
5 resident surveys.

6

And investment for our
7 infrastructure for Long Island is very important
8 for us to be able to do more smart growth and,
9 also, keep our young people here on Long Island.

10

The two biggest complaints -- I
11 live here on Long Island in Garden City in a
12 community adjacent to the rail line and the two
13 biggest complaints that I hear on Long Island,
14 broadly, are taxes and traffic. And if we want a
15 solution to the tax burden, we need to continue to
16 grow. And if we want a solution to traffic, we
17 need to invest in mass transit. And this is an
18 investment in mass transit that can help that
19 solution.

20

My wife would kick me if I didn't
21 at least say that all the grade crossing solutions
22 will also eliminate the horns in the middle of the
23 night when we're trying to sleep.

24

So we are in support of the third
25 track and we applaud the Governor for his efforts

1

2 in this initiative.

3

Thank you.

4

(Applause.)

5

THE HEARING OFFICER: Thank you.

6

Christopher Capece.

7

MR. CAPECE: Hello.

8

My name is Christopher Capece. I

9

am the Senior Development Director with Avalon Bay

10

Communities. I am also a Long Island resident that

11

was born and bred in Floral Park, which is a

12

community that will, obviously, be affected by this

13

-- by this train line.

14

And I support the third rail

15

project. It's a critical and necessary

16

infrastructure improvement to the economic health

17

of Long Island.

18

And, you know, beyond the obvious

19

economic benefit with 14,000 jobs being created in

20

the next ten years, we need a more efficient way to

21

connect our people to New York City.

22

We have a fantastic economic

23

engine that is within a stone's throw of Long

24

Island and we need to be able to more efficiently

25

get there.

1

2

3

4

5

I'll quickly also just piggy back on something that Matt just mentioned. You know, we are looking at the successes of transit-oriented development more and more here on Long Island.

6

7

8

9

10

11

12

13

14

15

At Rockville Centre, we built 349 units within walking distance to the train station and closer to 60 percent of those residents are under the age of 35. So when Matt talks about the brain drain, we're making an impact there. And I think the success of that has been so well received within the community after a very long and protracted entitlement process that took nine years, we are in construction on phase two, which that entitlement process took a year.

16

17

18

19

20

So being able to look, touch and feel and see the success of something that has -- had such a great benefit to the community has really gone a long way. So I just wanted to share that quick with -- with the group here.

21

22

23

24

25

And I thank you for your time.

(Applause.)

THE HEARING OFFICER: Thank you.

Pete Gaffney.

MR. GAFFNEY: Yeah, hi.

1

2

I'm just speaking again.

3

4

Name's Pete Gaffney from Westbury,
New York.

5

6

7

I just want to point out, there's
been a lot of information, misinformation I would
say, coming from both sides.

8

9

10

11

12

13

14

15

One of the things that -- that
keeps occurring is that everybody keeps on saying
it's going to be 14,000 jobs created. From where I
can see, where it came from is the economic fiscal
impacts of the Long Island Railroad, main line
third rail and that was prepared by the Long Island
Index back in 2013 is when they released it.

16

17

18

19

Their document says, after the
project is completed, after ten years -- in ten
years they'll be 14,000 jobs created. Then they're
listed by category on what percentages of jobs are
going to be done.

20

21

22

23

24

25

But down in the very fine print
down at the bottom, it says, this includes
full-time and part-time jobs. So -- and people are
just spouting out certain numbers and things like
that. I just wanted to point out that, you know,
this is what they're saying, full-time and

1

2 part-time jobs ten years after plus some of the
3 other information.

4

5 So my point is, after they do
6 something like this, I would like to see more of
7 the truth because as an individual trying to
8 research this and get fact finding, this has been
9 very, very helpful and these meetings have been
10 great. But by surfing the Internet and trying to
11 find out some information, you know, I've seen
12 three years that the project to be done. Then
13 three to four. I've seen four and I've seen as
14 much as five.

15

16 So what is it? That's what I want
17 to know. I would like to just be able to get the
18 actual facts.

19

20 Thank you.

21

22 (Applause.)

23

24 THE HEARING OFFICER: Thank you.

25

26 At this time, there are no more
27 speakers that are signed up. So we will take a
28 short break but we will reconvene if we do have
29 additional speakers that would like to make a
30 comment for the record.

31

32 Thank you.

1

2

3

(At 12:33 p.m., the hearing was
temporarily recessed.)

4

5

(At 12:59 p.m., the hearing was
resumed.)

6

THE HEARING OFFICER: Excuse me.

7

8

Hello. At this time, we are going
to reconvene the scoping meeting.

9

10

11

12

We have a couple of more speakers.
We'll take this opportunity to replay the video
about the project and the process while everyone
gets seated.

13

Thank you.

14

(Video presentation.)

15

16

17

THE HEARING OFFICER: At this
time, we'd like to invite Gemma De Leon to give a
statement.

18

MS. DE LEON: Good afternoon.

19

20

21

And thank you for holding these
meetings and giving the public an opportunity to
express their concerns.

22

23

24

My name is Gemma DeLeon. I have
been a Long Island resident for the past 20 years.
I have two children, teenagers age 17 and 15.

25

And for me the issue is really

1

2 both personal and it also, affects working people.

3

4 I am the president of a 10,000
5 member union of service workers and as a working
6 mother the issue does affect my family as well.

7

8 I know that we've all heard and
9 every major index on Long Island has pointed out to
10 the fact that young people are leaving Long Island
11 in droves and there's two primary reasons is -- one
12 is it's expensive to live here but two, there
13 aren't as many jobs here.

14

15 When I talk to some of the
16 companies that we do business with, one of their
17 major primary concerns is their inability to
18 attract people to their businesses.

19

20 We represent a lot of universities
21 like Stony Brook University workers, workers at
22 Adelphi, Hofstra University, the two SUNYs on Long
23 Island, Farmingdale and Westbury. And it's very
24 hard for them to find working people in this area
25 because a lot of working people live in the cities
26 and they come out here and it's a very difficult
27 and expensive commute for them.

28

29 So the Railroad, by making it
30 easier and faster during the rush hour times, would

1

2 really help a lot of our members get to work on a
3 timely way.

4

5 So we also represent people in the
6 hospitality and service industries and I know that
7 hotel workers find it very difficult to commute
8 here. So these are the jobs that are the backbone
9 of Long Island and if we're not able to create and
10 sustain those jobs, it will affect every single
11 person living here on Long Island.

12

13 We all complain about our high
14 taxes and so the more people that we can get to
15 live here and share in the burden of taxes and the
16 more businesses that we can attract to also help
17 share the burden of our high taxes, I think in the
18 next 10, 20 years, this project will go a long way
19 towards helping attract people to live here, people
20 to commute here and for businesses to be able to
21 stay here on Long Island.

22

23 Thank you.

24

25 And that's all I have to say.

26

(Applause.)

27

THE HEARING OFFICER: Thank you.

28

I think we have one more person.

29

We're just holding for speakers.

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2

(Off the record.)

3

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5

THE HEARING OFFICER: At this time we are waiting. A couple of speakers that are registered to speak.

6

(Off the record.)

7

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10

THE HEARING OFFICER: At this time, I would like to invite the Councilwoman from the Town of North Hempstead, Viviana Russell, to make a statement.

11

MS. RUSSELL: Hello, again.

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I'm Viviana Russell, Councilwoman for the Town of North Hempstead and I was here earlier but I did receive two comments from constituents regarding the underpass on Urban Avenue with regards to the height of the underpass. Just to make sure that it's accessible for emergency vehicles but, also, at a height that would deter commercial vehicles from traveling up and down Urban Avenue where they are restricted to do so.

22

23

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25

And then also, with regards to the third rail, if there can be more information with regards to the third rail, with regard to any plans, any designs and how is that going to be

1

2 undertaken with regards to the property that are
3 along the Railroad. There hasn't been much
4 information given with regards to that.

5

6 So those are the only two comments
that I had.

7

Thank you.

8

THE HEARING OFFICER: Thank you.

9

10 We'll continue to await additional
speakers.

11

(Brief recess.)

12

13 THE HEARING OFFICER: We have no
14 additional speakers at this time so we will take a
15 break and we will reconvene if additional speakers
sign up.

16

Thank you.

17

18 (At 1:20 p.m., the hearing was
19 temporarily recessed.)

20

21 (At 1:54 p.m., the hearing was
resumed.)

22

23 THE HEARING OFFICER: At this
time we're reconvening the scoping meeting.

24

25 We would like to invite Yuki Endo
up to the mic to give his statement.

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MR. ENDO: An onion -- you cannot, (unintelligible) fighting for better bus service in Nassau and Suffolk County. And the -- in the subway and New York City buses and Westchester County (unintelligible).

And I support because it -- and I support the third because (unintelligible).

And I should have a switch at the -- a switch also at the and takes station over bus or the under bus for the. And at the New Hyde Park and Westbury. And I would also like to say, other New Hyde Park Station and there is not overpass or the underpass in how to go to the (unintelligible) of the station platform across the top to get to the waiting room even though Westbury Station is confusing (unintelligible.)

(The following is a copy of the written statement submitted by Yuki Endo referencing his above testimony.)

"MR. ENDO: My name is Yuki Endo. Resident of Jackson Heights, Queens and member of Long Island Bus Riders United, fighting for better bus service.

I take MTA, LIRR and I support 3

1

2 track because main line are overcrowded. I suggest
3 3 track to have switch at Westbury.

4

5 All main line stations should
6 have overpass/underpass for pedestrian.

6

7 I'd like to see more train to
8 Greenport, as well New Hyde Park Station.

8

9 You have to go to the end of the
10 platform to cross LIRR tracks to get to waiting
11 room. Westbury is confusing too."

11

12 THE HEARING OFFICER: Thank you.

12

13 Since there are no more speakers,
14 we would like to conclude today's scoping meeting.

14

15 We would like to thank the Yes We
16 Can Community Center and the Town of Oyster Bay for
17 your accommodations.

17

18 Our next scoping meeting will be
19 held later today at Antuns in Hicksville from 6:00
20 to 9:00 p.m.

20

21 Thank you all for your comments.

21

22 (At 2:00 p.m., the proceedings
23 were concluded.)

23

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STATE OF NEW YORK)
SS.
COUNTY OF NEW YORK)

I, MARC RUSSO, a Shorthand
(Stenotype) Reporter and Notary Public within and
for the State of New York, do hereby certify that
the foregoing pages 1 through 78, taken at the time
and place aforesaid, is a true and correct
transcription of my shorthand notes.

IN WITNESS WHEREOF, I have
hereunto set my name this 8th day of June, 2016.



MARC RUSSO

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2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/LONG ISLAND RAILROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE: LIRR EXPANSION PROJECT

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8 -----X

9 Antun's By Minar

10 244 West Old Country Road

11 Hicksville, New York

12

13 May 25th, 2016

14 6:07 p.m.

15

16 B E F O R E :

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18 SUSAN MC GOWAN, LIRR

19 THE HEARING OFFICER

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A P P E A R A N C E S :

For The Long Island Railroad:

Susan Mc Gowan, The Hearing Officer

Elisa Pica

Poonam Punj

For NYS DOT:

Phillip Eng

Other Project Participants

The Public

The Press

The Media

Marc Russo, Stenographer

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2

P R O C E E D I N G S

3

MS. PICA: Good evening,

4

everyone.

5

Can you hear me?

6

Good evening and thank you for

7

attending today's public scoping meeting on the

8

Long Island Railroad Expansion Project.

9

My name is Elisa Pica. I am the

10

Executive Vice President of the Long Island

11

Railroad.

12

I'll be going through the program

13

today along with some other logistical notes in

14

just a few moments.

15

But first, I would like to ask

16

you to join me and stand in saying the Pledge of

17

Allegiance.

18

(Pledge of Allegiance.)

19

MS. PICA: Thank you very much.

20

And thank you for taking the time

21

from your busy schedules to be here today.

22

Your input and feedback to this

23

project is crucial and it is greatly appreciated.

24

Today is one of our public

25

meetings as part of a robust community outreach

1

2 project for the Long Island Railroad Expansion
3 Project. This project began earlier this year and
4 this outreach effort will continue along with the
5 project throughout its duration.

6 In a moment we are going to show
7 you a video presentation about the proposed project
8 and the process that we are undertaking. After
9 that, we will take comments for those who have
10 registered to speak.

11 If anybody would like to speak
12 and has not yet registered, you can do so at the
13 front desk and we encourage everyone to do that.
14 We're eager to hear what you have to say about this
15 project.

16 The purpose of our meeting today
17 is to discuss the scope of the Long Island Railroad
18 Expansion Project and, in particular, the scoping
19 document that was released on this project on May
20 5th.

21 There are copies of the report
22 available for your review in the front room and
23 they are also available on our website,
24 www.amodernli.com. And we encourage you to visit
25 the website, not only for the scoping document but

1

2 for project updates and other important project
3 information.

4

5 This is the public's first
6 opportunity to comment on this project but it is by
7 no means the last. There will be more public
8 meetings as the project plan is more completely
9 developed.

9

10 Right now we are developing the
11 scope of things to study. What impacts will this
12 project have on the region? And that process is
13 called scoping. After these scoping meetings, we
14 will release a final scoping document outlining the
15 final list of things that will be reviewed as part
16 of the Draft Environmental Impact Statement.
17 That's the next step in the process.

17

18 More details about the project
19 will be released later in the summer once the Draft
20 Environmental Impact Statement is complete and then
21 there will be more public meetings so that you can
22 comment on the proposed plan.

22

23 Your comments are important to us
24 and to the process. Your comments will be entered
25 into the public record and become part of the
project record and they will all be reviewed

1

2 accordingly.

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Unprecedented outreach has been the cornerstone of the Long Island Railroad Expansion Project effort. While we are here today in a formal scoping meeting, there have also been many other outreach efforts that have been ongoing. Our project team has had more than 100 meetings with local officials, businesses and other interested parties. And members of our team are here today to listen to your comments.

We have also opened a project office at the Mineola train station. It is on the south platform and we have staff there every day, except for Sunday, and we are eager to listen to your comments. And you can come in and see us there and talk about the project or make an appointment to come and talk to us about something specific. And we have developed a project website where people can provide comments 24 hours a day at their convenience.

Finally, we have visited all residential properties that share a property line with the Long Island Railroad. This is a very different project from past proposals.

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Now I'd like to turn your
attention to a short video that we have prepared
about the process and the project.

(Video presentation.)

(Applause.)

MS. PICA: Now I'd like to
introduce you to our representatives from Long
Island Railroad and State DOT, as well as our
Hearing Officer.

To my far right, I have Mr. Phil
Eng. He is New York State Department of
Transportation Deputy Commissioner and Chief
Engineer.

Seated next to Phil is Ms. Poonam
Punj. She is the Long Island Railroad's Senior
Project Manager for the Long Island Railroad
Expansion Project.

And immediately to my right is
Susan McGowan. She's the Long Island Railroad
General Manager for Public Affairs and she will
serve as our Hearing Officer to take your comments
this evening.

At this point, I'd like to turn
the meeting over to Susan.

1

2

THE HEARING OFFICER: Thanks,

3

Elisa.

4

5

This scoping meeting is an opportunity to hear from you regarding the topics you think should be studied as part of the project's environmental review process.

6

7

8

9

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11

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13

In order to give public comment, if you haven't already done so, we ask that you sign up at the front desk. We're also asking that you limit your comments to three minutes and that's so that we can hear from as many people as possible.

14

15

16

17

18

Again, this meeting is not the only opportunity you will have to comment on the project. You can also continue to provide comments on our website at www.amodernli.com or at the project office at Mineola station or by mail.

19

20

21

22

Additional public meetings will be held in a few months when more details about the project are released with what's called a Draft Environmental Impact Statement.

23

24

25

We also have representatives here from Long Island Railroad and the New York State Department of Transportation who are available to

1

2 consult with you on the project and answer your
3 questions and they're in the next room.

4

5 If you prefer to give comments
6 privately, you can sign up at the front desk to
7 give comments to the private stenographer, who will
8 also make sure that those comments are entered into
9 the public record.

9

10 Now, because this is a formal
11 scoping meeting and we're entering your comments
12 into the public record, we will not be responding
13 to your questions or comments here from the dais.
14 However, we do have staff, as I mentioned before,
15 in the next room who can help you with your
16 questions and concerns.

16

17 If you have any special needs or
18 concerns, please find a staff member and we'll do
19 our best to address those concerns.

19

20 One final note, if you haven't
21 already done so, please silence your cell phones.

21

22 Now I'm going to call the names
23 of the registered speakers in groups of five so
24 that they can prepare themselves. And speakers on
25 deck can also come up to the front row of seating
on either side so that they're closer to the

1

2 microphone.

3

4 When you get to the podium,
5 please give your name and your affiliation before
6 you begin your remarks. So now we'll begin.

7

The first five speakers are:

8

Dick Okane;

9

Richard Amper;

10

Marc Herbst;

11

Lionel Chitty; and,

12

Judy Greiman.

13

Mr. Okane.

14

MR. OKANE: Good evening.

15

Thanks very much for the

16

opportunity to speak on this project.

17

My name is Richard Okane and I'm

18

with the Nassau Suffolk Building Trades. We

19

represent 59,000 working men and women that live on

20

Long Island and many, many thousands of them live

21

in the ten-mile radius where this project is going

22

to take place.

23

Many -- many of my members use

24

the -- utilize the Railroad on a daily basis.

25

There's a statistic out there that across America,

26

61 percent of Americans cannot afford a \$500 car

1

2 repair. So on that note, they wind up taking the
3 train and utilizing the train.

4

And they also, you know, we got a
5 lot of people that -- members that live out of the
6 Long Island area that come here, you know, to, you
7 know, recreate and everything else. So they want
8 to be able to have that opportunity with the train.

9

The -- change, you know, change
10 is often difficult but necessary and we feel that
11 this project will do, you know, a world of good.

12

We have -- we have more trains
13 late on 2015 than since the year 200 and that's not
14 good. On time performance fell, on-time performance
15 fell for the third straight year. I could tell you
16 that my contractors when they're -- when my members
17 are late for work because of a situation with a
18 train, it's not good. And if it happens on a
19 regular basis, they get into a bind and he debates
20 with the boss and they think he's not interested in
21 the job and so sometimes they get dismissed and it
22 creates a problem. So that's one major
23 consideration we look at.

24

We want to -- you know, the
25 contractor can't afford to be waiting on people and

1

2 the rest of the men for a full contingent of people
3 that are required to do the job. So that's --
4 that's a thing that is of major concern for us.

5 This project will have, you know,
6 great -- greater access to New York City where, you
7 know, instead of you can have a cheap fare to get
8 into the City and not have to worry about parking
9 your car and spending \$85 for four hours of parking
10 to take your family on an outing. So we're looking
11 forward for that journey being easier for people to
12 do.

13 And there's 14,000 new jobs that
14 are going to be created from this project over a
15 ten-year period. We have a major problem on Long
16 Island right now where people are leaving the
17 Island in droves, the years of 19 to 30. And
18 they're going to other states because they can't
19 find employment here.

20 So it's something that is a
21 concern to the families that I know of. And like I
22 say, we're 59,000 strong and we have a lot of
23 families and it affects a lot of people.

24 And if these people keep leaving,
25 you know, Long Island to go to other states because

1

2 they can't get employment here, who's going to be
3 putting out our fires and, you know, teaching our
4 young ones sports and things like that? So it's,
5 you know, there's a whole array of things that will
6 benefit from this project.

7

 The train -- one of the last
8 things that I want to mention is that I wouldn't
9 want to get caught in -- in having a failure of the
10 gates being down and then an emergency heading to
11 the hospital. People don't realize how important it
12 is to -- to get the ambulances through. With these
13 trains elevated, that'll eliminate a lot of those
14 problems and that has to be really one of the
15 biggest things that would be, would be to have to
16 consider that. Getting hung up in traffic is not,
17 you know, it's not always anybody's fault but it
18 happens and some people have, you know, some people
19 pass away because they couldn't get to the hospital
20 in time because the gates were down and this was
21 wrong and traffic all over the place.

22

 So we need to be considering that
23 too as a -- as a major proponent of this project.

24

 So thank you for allowing me to
25 speak. I appreciate it.

1

2

3

And I hope that this project
passes. We need it.

4

Thank you very much.

5

(Applause.)

6

7

THE HEARING OFFICER: Our next
speaker is Richard Amper.

8

MR. AMPER: My name is Richard
Amper. I'm Executive Director of the Long Island
Pine Barrens Society. We're an environmental
advocate and education organization.

12

13

14

We have reviewed the scoping
document and we'll be making additional comments to
-- in response to the DEIS.

15

16

17

18

The Long Island Pine Barrens
Society is extremely supportive of clean water and
proper land use. We're here to support the proposal
to develop the third track.

19

20

21

22

First and foremost, the proposal
represents smart growth with environmental,
economic and social benefits to the Long Island
community.

23

24

25

Trains take cars off the road.
They reduce air pollution. They make it easier for
people to get around. Elimination of grade

1

2 crossings will similarly reduce air pollution and
3 make automobile transportation easier, less time
4 consuming and less polluting.

5

6 Second, the land that would be
7 used for the third track is appropriate to this
8 transportation use and will avoid inappropriate
9 development on lands important for the recharge of
10 pure, fresh drinking water and the land essential
11 to preserving the Island's most important natural
12 resources so it makes sense to do this development
13 there.

13

14 Third, the new track will help to
15 encourage development in the key corridor which, in
16 addition to enhancing transportation
17 infrastructure, will encourage development where it
18 will best meet younger and older populations, those
19 shown to be on the greatest need for affordable
20 housing and efficient transportation.

20

21 Investment in the third track now
22 will pay big dividends going forward if the project
23 benefits both the Island's environment and the
24 economy.

24

25 Thanks for the opportunity to be
heard.

1

2

THE HEARING OFFICER: Thank you.

3

(Applause.)

4

THE HEARING OFFICER: Our next

5

speaker is Mark Herbst.

6

MR. HERBST: My name is Marc

7

Herbst. I'm the Executive Director of the Long

8

Island Contractors Association.

9

My association represents over

10

150 of Long Island's premier heavy construction and

11

general contractors, subcontractors, suppliers and

12

industry supporters, who directly employ 4,700

13

workers on actual job sites.

14

We believe the proposed Long

15

Island Railroad third track expansion, beginning

16

with the plans to eliminate seven grade crossings,

17

is a project that will benefit all of Long Island

18

and one that is critical to ensure both our short

19

term and long term economic growth.

20

Yes, it will provide million of

21

Long Island Railroad riders a faster and more

22

reliable ride and eliminate dangerous train

23

crossings but the \$1 billion project will also

24

provide a much needed boost to our region's

25

economy. Thousands of local jobs will be created

1

2 for many industries, including Long Island's heavy
3 construction business.

4

5 Since most of Long Island LICA
6 members are local, multi-generational, family-owned
7 businesses that employ Long Islanders and the
8 projects that are won by LICA members aid in the
9 self supporting of the local economic base with
10 well paying jobs. And it's been shown that for
11 every heavy construction job that's created, the
12 ripple effect is to create three additional jobs in
13 the region in other fields, such as architecture,
14 engineering, finance and insurance, all well paying
15 positions.

16

17 That is why as part of our
18 support for this project, LICA advocates for the
19 State to issue several separate bid offerings for
20 groupings of grade crossing projects rather than
21 one single bid for which all -- due to the extreme
22 bond surety requirements, which would effectively
23 exclude most of the local firms and limit the
24 bidding to national or international organizations
25 who do not exclusively support our local economy
here on Long Island.

26

We know that Long Island's

1

2 economy, and our collective property values, rise
3 and fall in the health of the Long Island Railroad.
4 If we continue to limit or inhibit the Railroad's
5 ability to move people to and from New York City,
6 then we will inflict serious wounds on the future
7 of our Island.

8 And so for the region whose
9 public works have long been ignored or underfunded,
10 the opportunity to eliminate these dangerous
11 crossings and make the Railroad far more efficient,
12 safe and reliable is nothing short of historic.

13 The third track project is a
14 lynchpin that connects Long Island East Side Access
15 to the Double Track program already underway in
16 Suffolk County.

17 We believe the Long Island
18 Railroad third track project will ensure our
19 region's viability as a desirable location in which
20 to work, live and commute; safeguard our property
21 values and bring continued economic prosperity,
22 including the estimated 14,000 jobs that's already
23 been mentioned, Forty million in sales tax revenue
24 and \$3 billion in personal income. That's why the
25 Long Island Contractors Association and its member

1

2 firms vigorously support the Long Island Railroad
3 expansion.

4

Thank you.

5

(Applause.)

6

THE HEARING OFFICER: Our next
7 speaker is Lionel Chitty.

8

MR. CHITTY: Good afternoon.

9

My name is Lionel Chitty. I'm
10 president of the Hicksville Chamber of Commerce
11 and, also, the chair of the Downtown Hicksville
12 Revitalization Committee.

13

I'm going to start off with the
14 Revitalization Committee and welcome you to
15 Hicksville. The Revitalization Committee has been
16 working on a downtown revitalization plan for the
17 past four plus years. We've brought different
18 parts of the community together, civic members,
19 residents, everybody -- all the stakeholders so we
20 could have a conversation.

21

We realized that the train
22 station here is our largest asset. It's come to my
23 attention that not only is Hicksville the largest
24 train station in Nassau County but our ridership
25 has exceeded that of Ronkonkoma, therefore making

1

2 us the highest ridership throughout the entire
3 realm of Long Island.

4

5 We currently look at some of the
6 issues. We look at people coming to Hicksville for
7 one reason and one reason alone and that's to hop
8 on the train. They don't spend their money here.
9 They don't solicit the local businesses.

10

11 What we want is a vibrant train
12 station.

13

14 Thank you for the remodeling
15 process that's going to be going on. We look
16 forward to that.

17

18 That committee also took a look
19 at some of the parking issues that are a big
20 problem here and, also, traffic.

21

22 Parking here at the Hicksville
23 train station has a lot of surface lots that are
24 spread out along the entire underpass and people
25 have problems crossing the street. Just last week
there was an accident where somebody got hit just
by the train station.

26

27 My hat now as the Chamber of
28 Commerce.

29

30 We are fully in support of the

1

2 third track going in but we want to make sure that
3 those parking issues and those traffic issues are
4 taken care of. We understand and we know that the
5 businesses need to thrive. We need to stimulate
6 the local economy. We need this in a big way.

7

We've been talking about

8

revitalizing downtown Hicksville since 1969.

9

Numerous projects have been put together but
10 nothing's come to fruition. We feel that this is a
11 perfect opportunity. But, again, we are in support
12 but we do want to make sure that the traffic is
13 taken a look at, a serious look at and corrected in
14 some shape, form or fashion and, also, the parking.
15 It's a huge problem right now. We know that the
16 station is maxed out. Everybody comes here.

17

So, again, we're in support but
18 we ask that those two be looked at.

19

Thank you.

20

(Applause.)

21

THE HEARING OFFICER: Our next
22 speaker is Judy Greiman;

23

She will be followed by Anthony
24 Macagnone;

25

And please correct me when you

1

2 come to the podium if I've mispronounced your name.

3

Elaine Phillips;

4

John Cameron; and,

5

Owen White.

6

MS. GREIMAN: Good evening.

7

And you got my name right, which

8

is rare.

9

I'm Judy Greiman and I'm the

10 Chief Deputy to the President and Vice President

11 for Government and Community Relations at Stony

12 Brook University.

13

I'm here to speak on behalf of

14 the University in favor of the third track.

15

We believe that Long Island needs

16 this project and know that it will help our

17 students and employees. The trains that currently

18 stop on campus are often overcrowded because they

19 run so infrequently. The station is used by

20 westbound commuters to New York City and by

21 eastbound students and some of our 14,000 faculty

22 and staff coming to campus.

23

The third track will help us with

24 our student recruiting efforts. Long Island has a

25 world class research university right in its

1

2 backyard and the third track would mean increased
3 opportunities for students looking for a top tier
4 school at an affordable price.

5

6 It will also help us to recruit
7 staff and faculty. As the largest single site
8 employer in Suffolk County, residents of Nassau and
9 the five boroughs might consider a career at Stony
10 Brook University, the University Hospital, the Vets
11 Home or one of our Centers of Excellence, if the
12 commute were easier.

12

13 Potential employees would have
14 access to great jobs. Stony Brook would have access
15 to great talent, and pollution and traffic would be
16 reduced by the reverse commute via train.

16

17 The proposal would also help to
18 alleviate some of our housing and parking issues
19 raised by our neighbors and our students and early
20 career employees.

20

21 Our student housing survey data
22 shows the commuter students, including our graduate
23 and professional students, are willing to live up
24 to 45 minutes away from campus when traveling by
25 train. The improvements supported by the third
track could potentially open up other communities

1

2 for students and young professionals to live if the
3 ride is easy and within the appropriate distance or
4 time. This would be a boost to some of the
5 communities on the line.

6

It will also be an improvement
7 for the Long Island economy. The project will
8 certainly create jobs, will help Long Island to
9 capture the new businesses that are drawn to the
10 intellectual capital at Stony Brook, Brookhaven
11 National Lab and Cold Spring Harbor.

12

Long Island needs to leverage its
13 mass transit infrastructure to attract new and best
14 and create additional jobs, strengthen real estate
15 values and grow its economy.

16

I understand that the
17 construction will impose a short-term burden on
18 some communities but know that this is balanced
19 both by the overall long-term benefits of the track
20 and by the elimination of the seven grade
21 crossings.

22

I urge you not to make decisions
23 based on short-term problems but instead to
24 consider the significant benefits to the economy,
25 environment, job creation and way of life that this

1

2 project will bring to the Island.

3

Thank you for your time.

4

(Applause.)

5

MR. MACAGNONE: Good evening.

6

I'm Anthony Macagnone. I'm a

7

Councilman in the Town of Oyster Bay. I'm also a

8

representative of the Northeast Regional Council of

9

Carpenters.

10

I've been a Councilman since

11

2000. We have not seen much growth in Hicksville

12

compared to other areas of Long Island. And I feel

13

that this project would stimulate the economy. It

14

would show there's some hope for Long Islanders and

15

the young people.

16

As a carpenter rep, I represent

17

over 2,000 members that live and work here on Long

18

Island. Not only would the immediate of building

19

the crossings and adding the track help, but the

20

future growth that it would bring. We're stagnate

21

here on Long Island. We need this growth.

22

All right.

23

Once again, as a Councilman and

24

I'm speaking for myself, not the Town Board, I

25

think that when we stop growing, we stagnate and

1

2 we're just going to lose a great opportunity to
3 keep young people here on Long Island.

4

As a father, I have two daughters
5 who both moved off Long Island because they had
6 better opportunities elsewhere with easier commutes
7 and cheaper home prices and the ability to actually
8 raise their families in an area where they could
9 get to work real quick and it's not hours. And as
10 a commuter, I think it's 24 minutes, an hour Willis
11 Avenue stopped during rush hours. That's absurd.

12

So I urge you to build this,
13 expand the -- put the third track in and let's get
14 moving and see what the future brings.

15

Thank you very much.

16

(Applause.)

17

THE HEARING OFFICER: Elaine

18

Phillips.

19

MS. PHILLIPS: Good evening.

20

My name is Elaine Phillips and
21 I'm the Mayor of the Village of Flower Hill and a
22 member of the Nassau County Village Officials
23 Association's Executive Board.

24

I'm here today to oppose a plan
25 that does not exist and yet is sadly being vetted

1

2 by this committee and residents are being asked to
3 give comments. That alone, ladies and gentlemen of
4 the committee, should make us pause.

5

And think about this for a
6 moment, because if there is a plan, where is it?

7

As a village mayor, I understand
8 the amount of details that go into planning a
9 project of this scope and size and as of right now,
10 the details are not there.

11

These elected officials and the
12 residents that are going to be affected deserve to
13 have the exact track alignment, the length and time
14 line of construction, which must include the
15 details of the staging and sequencing of the
16 project.

17

What will be the impact to the
18 Long Island Railroad service during the
19 construction?

20

How and where will traffic be
21 re-routed during construction?

22

Our residents deserve absolute
23 transparency on the issue of freight. The draft
24 scoping document states that any increase in
25 freight service would be during the off-peak hours,

1

2 the exact times our children are in the nearby
3 schools.

4

Does this mean more exposure to
5 air and noise pollution for them?

6

How will the construction impact
7 the local schools, the bus routes, the walkers, the
8 EMS, air quality, noise and around the schools?

9

As one very thoughtful resident
10 stated yesterday, who's going to pick up the
11 differences in taxes when the affected homeowners
12 challenge their assessments due to the
13 construction? And they're going to win these
14 challenges. Who's going to make up the difference?
15 Is it the State or is it the residents that are
16 going to be affected?

17

These residents deserve to
18 clearly understand the cost versus the benefits of
19 this project to them.

20

My village waited for a
21 year-and-a-half for a basic traffic study from the
22 State. My residents were patient and gave the
23 respect to them to get the job done right.

24

Ladies and gentlemen of the
25 committee, this is the point today. These residents

1

2 that are going to be impacted, not the residents
3 all over Long Island, the residents that are going
4 to be impacted are just asking for a little
5 respect.

6 The problem here is that right
7 now the people don't know about the right-of-way
8 because there isn't a plan. They don't know what
9 the impact of construction is going to be and where
10 and when it'll happen because there is no plan.
11 And if there is a plan, then let the residents see
12 it.

13 When we get on the Long Island
14 Railroad, we know where we're going. But right
15 now, ladies and gentlemen, you're asking these
16 communities to get onto the Railroad when they
17 don't know their destination. It's about respect.

18 Thank you.

19 (Applause.)

20 THE HEARING OFFICER: Our next
21 speaker is John Cameron.

22 MR. CAMERON: Good evening.

23 My name is John Cameron. I'm the
24 Chairman of the Long Island Regional Planning
25 Council.

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The Council is a bi-county organization comprised of elected officials, business executives and other Long Island stakeholders serving as the region's chief planner and a leading advocate for major issues affecting the Island's economic, social and environmental well being.

The Long Island Railroad's third track project, designated by the Council as its first project of regional significance back in 2008, is absolutely one of those critical projects.

The transformative, billion dollar plus project -- third track project, will provide much needed expansion in rail line capacity on a system that was originally constructed over 170 years ago when the population of Long Island was about the present population of the Village of Hempstead, a fraction of the almost 3 million people that Long Island has today.

This expansion will not only have the net beneficial effect of reducing traffic and its associated air pollution on the east-west highway arteries but will also permit reverse commuting during peak hours, something that is

1

2 virtually impossible under present ridership levels
3 and existing rail configuration.

4

5 The ability to reverse commute
6 will enable persons living in the City to work on
7 the Island thus growing our workforce and the
8 Island's economy.

9

10 It will also enable intra-island
11 transit commuting for the Island's workers.

12

13 Importantly, the additional constructed capacity
14 will allow the multi-billion dollar East Side
15 Access Project to realize its full transportation
16 and economic development potential, as well as
17 present Long Island communities with the expanded
18 opportunity to develop mixed-use projects proximate
19 to rail stations, thereby adding much needed
20 downtown housing for our millennials and empty
21 nesters.

22

23 The Council recognizes that a
24 project of this size and scope will undoubtedly
25 impact surrounding areas during construction. But
the benefits provided by the project, including
elimination of dangerous grade crossings and much
needed system expansion, warrant the unavoidable
short-term disruption to local communities.

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LI 2035, the Planning Council's 25-year sustainability plan, identifies the two greatest impediments to the Island's long-term viability as an unsustainable tax burden on Long Islanders and a lack of diversity in our housing stock. Construction of this critical project will enable us to address these vital issues. Failure to do so will be at Long Island's peril.

It is for the above-stated reasons that the Long Island Regional Planning Council strongly supports the construction of the Long Island Railroad's third track project and encourages the MTA and the Long Island Railroad to work collaboratively with the affected communities towards a smooth and timely construction of the project.

Thank you.

(Applause.)

THE HEARING OFFICER: Our next speaker will be Owen White.

And he will be followed by:

Colin Hammer;

Dave Kappell;

Herb Keen; and,

1

2

Regina Zara.

3

Mr. White.

4

MR. WHITE: Hello.

5

6 Chaminade High School right in Mineola, about like
7 a ten-minute walk from the Mineola train station.

8

9 I'm an advocate for the third --
10 third track because at -- because I get to school
11 by train and the only times for me to get to school
12 is one, which is really early, 6:39 and the other
13 that is late, 7:39, which gets me to school late.
14 And there's no times in between at the Greenlawn
15 train station.

16

17 Like, the biggest thing for me
18 is, obviously, school but then another effect of
19 the third track is that it will give me more train
20 times and easier access to hanging out with my
21 friends all over the Island. They all live in --
22 most of them live in Garden City, Rockville Centre,
23 out in Nassau County where I live and Suffolk. And
24 the easiest way for me to get there is the train.

25

26 And another thing, if I want to
27 go to a game in the City, like a Mets game or an
28 Islanders game, there's really no good times for me

1

2 to go. And the third track will help -- will just
3 help with all the congestion and the delays and
4 make life just easier for students and residents
5 alike.

6

Thank you.

7

THE HEARING OFFICER: Our next
8 speaker is Colin Hamer.

9

MR. HAMER: Hi. My name is also
10 Colin Hamer and I'm also from Chaminade High
11 School.

12

I'm a supporter of the expansion
13 project. I, too, rely on the train to get to and
14 from school and I'm one of many Chaminade students
15 who, because of the congestion, has been
16 inconvenienced with not enough train times and too
17 much congestion on the trains and train delays,
18 which have inconvenienced both me, my parents, my
19 relatives -- everybody, you know.

20

So this expansion project I think
21 can really help with benefiting students and, you
22 know, everybody on Long Island.

23

I also am affected socially since
24 I go to Chaminade High School, I rely on the train
25 to meet friends, go into the City for sporting

1

2 events, concerts and, you know, the times are not
3 always convenient for me. So with this expansion
4 project, it will deliver more times and will also,
5 help the ways that, once again, that can be very
6 inconvenient for both me and my parents and, et
7 cetera.

8

9 that's it.

10

Thank you.

11

(Applause.)

12

THE HEARING OFFICER: Thank you.

13

The next speaker is Dave Kappell.

14

MR. KAPPELL: Good evening.

15

16 My name is Dave Kappell and I am
17 executive director of the Right Track for Long
18 Island Coalition.

19

20 The coalition consists of 140
21 members, representing over 500,000 folks from
22 across Long Island. We came together to support
23 Governor Cuomo's Long Island Railroad Expansion
24 Project because we feel it is the key to unlocking
25 the full potential of Long Island in the 21st
century.

26

I come to the issue from my

1

2 former capacity as Mayor of the Village of
3 Greenport where I first learned the early history
4 of the Railroad. Most people are unaware that the
5 main line was originally laid in 1844 as the first
6 rail link between New York and Boston, before the
7 Brooklyn Bridge and the bridges over the
8 Connecticut rivers.

9 Folks would take the train from
10 Brooklyn to Greenport, transfer to a steamship to
11 Connecticut and then back on the train to Boston.

12 The second track on the main line
13 was laid in 1890 when the population of Long Island
14 was less than 100,000 and people rode to the train
15 station in horse and buggy.

16 One-hundred-and-twenty-five years
17 later, with a population of 3 million people, five
18 branches of the Railroad now converge on these same
19 two tracks through the project corridor. This
20 creates a bottleneck that chokes the entire system
21 and prohibits its modernization and expansion to
22 meet contemporary needs.

23 It defies common sense to suggest
24 that Long Island can thrive in the 21st century on
25 19th century infrastructure. This condition is

1

2 holding Long Island hostage and must be addressed
3 if we're sincere in our hopes to build a better
4 future for the next generation.

5 The coalition understands and
6 sincerely respects the temporary inconvenience that
7 the project will produce for communities along the
8 corridor. But we also recognize Governor Cuomo's
9 complete commitment to the local communities by
10 investing in removal of seven dangerous, loud,
11 traffic inducing and unsightly grade crossings and
12 to building a new track entirely within the
13 existing right-of-way without displacing anyone.

14 This is a seminal moment for Long
15 Islanders to come together to solve a mutual
16 problem that will not go away on its own and will
17 only get worse if left unanswered.

18 We are committed to working with
19 Governor Cuomo and the local communities to see to
20 it that the expansion project works for the benefit
21 of us all.

22 Thank you.

23 (Applause.)

24 THE HEARING OFFICER: Next
25 speaker, Hubert Keen.

1

2

MR. KEEN: Good evening.

3

4

I'm Hubert Keen. I'm the
president of Farmingdale State College.

5

6

7

Thank you for this opportunity to
speak to you about the Long Island Railroad
Expansion Project.

8

9

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14

My campus is at the border of the
two counties. The Farmingdale station serves my
campus. Our population of students last year grew
at a higher rate than any campus in the State
University of New York and that's similar to past
rates of growth. We anticipate further growth.
We'll reach about 9,000 students this fall.

15

16

17

18

19

An increasing number of faculty
and staff have also been added. Likewise, more
students than ever come to Farmingdale by train
from the boroughs of New York City, as well as from
eastern Long Island.

20

21

22

23

Beginning this fall, we're adding
a van service for the first time that facilitates
transfer for about the mile between Farmingdale and
the campus.

24

25

I'd like to point out also the
comments about Stony Brook, which is located

1

2 further to the east and they have a relatively,
3 also, very large number of students, faculty and
4 staff.

5

Let me thank you first for the
6 second track because it facilitates the transfer
7 from the east. Also, the movement of the trains on
8 a better schedule.

9

And Farmingdale to Ronkonkoma is
10 now underway, I think, with the planning and,
11 perhaps, construction soon.

12

We're -- so the other bottleneck
13 that is the connection between Hicksville and
14 Floral Park must be solved before commuter rail
15 traffic on Long Island can be improved. The current
16 ridership and the service provided for the existing
17 service is not sufficient to support a growing Long
18 Island.

19

Growth on Long Island of business
20 and industry demands high technology and more
21 sophisticated business enterprises and many of the
22 individuals who work in these industries in turn
23 demand a different lifestyle than the economy of
24 the past. Many want to live in the City for one
25 thing, as do many of our -- as do our faculty and

1

2 staff at present.

3

4 But those that don't choose to
5 live in the City are frequently now traveling to
6 the City to carry out business, as well as to --
7 for social purposes.

8

9 The other major segment of the
10 population that demands a different lifestyle is
11 the young adults. And we see those because we work
12 with them constantly as they study and earn degrees
13 and go out in the workforce.

14

15 Increasingly they live in the
16 City or in transit-oriented communities that are
17 built around railroads. Farmingdale has had a
18 dramatic expansion of housing and business
19 clustered around the Railroad station.

20

21 Solving the bottlenecks on Long
22 Island is essential before the growth of Long
23 Island in the future.

24

25 And so thank you very much for
allowing me to speak.

26

So thank you.

27

(Applause.)

28

29 THE HEARING OFFICER: Our next
30 speaker is Regina Zara;

1

2

Followed by Patrick Halpin;

3

Joel Berse;

4

Dennis Feeney;

5

Stephen Foley; and,

6

Paul Molinari.

7

MR. ZARA: Good evening.

8

My name is Regina Zara. I am the

9

assistant to the Commissioner of the Suffolk County

10

Department of Economic Development and Planning.

11

And I'm here this evening on behalf of Suffolk

12

County Executive Steve Bellone, to offer the County

13

support for the Long Island Railroad's third track

14

Expansion Project.

15

The third track is a pivotal

16

project that impacts the entire region from

17

Manhattan to Montauk. Transportation

18

infrastructures are no longer an option.

19

Transportation investments are no longer an option.

20

They are needed to support existing and future

21

generations.

22

Our region needs enhanced

23

transportation infrastructure. A lack of

24

transportation options has led to some of the

25

nation's most congested roadways and auto centric

1

2 development patterns that are no longer attractive
3 to our younger population. For this reason, making
4 supportive transit investments is a key component
5 of Suffolk County Executive Steve Bellone's
6 regional transportation and development plan,
7 Connect Long Island.

8

Connect Long Island calls for the
9 build out of a network of vibrant downtowns
10 centered around the Long Island Railroad train
11 stations, filled with innovation jobs, connected by
12 great public transportation, including north-south
13 connections to the three branches of the LIRR.

14

Effectively, we need to connect
15 people by frequent, reliable transportation to all
16 of the places that they want to be without having
17 to get into a car and a third track investment is a
18 key element toward reaching that goal.

19

The third track investment
20 leverages other major investments being made across
21 our region, including the MTA's East Side Access
22 and double track projects.

23

The third track also leverages
24 federal investments in Suffolk County's Connect
25 Long Island initiative, which focuses on creating

1

2 new north-south bus rapid transit connections
3 between transit oriented downtowns, job centers and
4 the three branches of the LIRR.

5

Other benefits include reduced
6 congestion, fewer delays and faster, more reliable
7 and less crowded commutes.

8

I think it's important to note
9 that the LIRR already has all the property
10 necessary to construct the third track. Currently
11 in Suffolk County, the LIRR is under construction
12 with a double track project and has done an
13 excellent job with local community outreach and
14 coordination, not only during planning, but, also,
15 during construction.

16

The LIRR has proven that they are
17 sensitive and responsive to the community concerns.
18 Now is the time that we must act on these
19 transportation needs that were identified decades
20 ago. All great regions have a great regional
21 transportation network. Long Island is a great
22 region. Let's continue to support and make the
23 investments we need in transportation
24 infrastructure to improve the quality of life here
25 on Long Island.

1

2

Thank you.

3

(Applause.)

4

THE HEARING OFFICER: Thank you.

5

Patrick Halpin.

6

MR. HALPIN: Thank you very much.

7

My name is Patrick Halpin. I'm

8

the former Suffolk County Executive. I've also

9

lived my whole life here on Long Island and I just

10

want to share a couple of thoughts and observations

11

and experiences.

12

The first is, is that the last

13

time the Long Island Railroad took on an

14

undertaking like this where so many grade crossings

15

were eliminated was when the Babylon branch was

16

raised from Babylon in through Nassau County.

17

And I lived right near the

18

tracks. It was dirty. It was dusty. It was a God

19

send. And I'll tell you why. Because in the Town

20

of Babylon alone there were 14 at-grade crossings

21

that were eliminated. I recall as a child seeing

22

people killed. I recalled as a child playing on

23

those tracks trying to get under the gates prior to

24

that train whizzing by. And I recall the difference

25

that occurred.

1
2 Now that project dwarfed this
3 project. This is something on a much smaller
4 scale. But back in the day, we didn't have an
5 environmental review process like we have today.
6 The purpose of this meeting, I was listening
7 carefully to the representative from the Nassau
8 Village Officials Association, is to identify the
9 very issues that were raised in those questions.
10 So I'm glad the Mayor was here to raise them. And
11 you will have to address them in this process.

12 As a kid, Robert Moses lived in
13 our neighborhood. Not in my neighborhood but not
14 too far away in Babylon because that's where he
15 summered. And I'll never forget seeing him and he
16 mentioned something. This was when he was in his
17 80s. He said, I could have never built Jones
18 Beach. I could have never built Southern State
19 Parkway. I could have never built Northern State
20 if I had to go through the kind of environmental
21 reviews that existed at that time. This was in the
22 late 70s. This environmental review process today
23 is much more rigorous than it was even then.

24 The last thing I want to mention
25 is that I also experienced as a County Legislator

1

2 the last big expansion of the Railroad out to
3 Ronkonkoma. And the Railroad did some really smart
4 things because they studied it carefully.

5

They took a bunch of these small
6 stations and consolidated them into larger station.
7 And they built it -- electrified it all the way out
8 to Ronkonkoma. It changed everything. It changed
9 everything because people benefit from when you
10 have rapid, robust rail service that is reliable
11 and that's what happened.

12

The mistake that was made was
13 that they didn't build enough parking. You're going
14 to examine those kinds of issues.

15

And there is an issue that you
16 need to examine as it relates to this one. I
17 noticed that this will facilitate traffic to
18 Hicksville and also, to the Ronkonkoma branch.
19 There is a grade crossing, you should add it to
20 this list, at Robbins Lane in Syosset there's going
21 to be a billion dollar, mixed-use community built
22 there in the next five years. That's a grade
23 crossing where there are 105 trains that fly
24 through there at speeds of up to 85 miles an hour.

25

That's the only grade crossing

1
2 between Hicksville and Syosset. That should be part
3 of this project because -- so we don't see the
4 unintended consequences -- and I'll wrap it up
5 right now -- like we saw with Ronkonkoma and some
6 of the things that happened after that project was
7 done and we didn't take into consideration what the
8 impacts would be as things improved and more people
9 use the Railroad as a result of this investment and
10 all the others.

11 So thank you very much.

12 (Applause.)

13 THE HEARING OFFICER: Joel
14 Berse.

15 MR. BERSE: It's tough following
16 an illiterization of rapid, rail, robust -- that
17 was interesting to hear.

18 (Laughter.)

19 MR. BERSE: I think we needed a
20 chuckle.

21 You're losing your sign.

22 My name is Joel Berse. I am the
23 president of the Northwest Civic Association of
24 Hicksville.

25 Our civic is the oldest

1

2 organization of this type in Hicksville, having
3 been incorporated in 1951. Our registered
4 boundaries end at the train tracks on our southern
5 border between the center divider of Route 107 and
6 the Town of Oyster Bay, Town of North Hempstead
7 line.

8

I have served on our board for
9 approximately 16 years, the last ten as president
10 and I'm also, the immediate past president of the
11 Hicksville Community Council.

12

I reside one-and-a-half blocks
13 north of the train station.

14

Our organization objected to the
15 original third track plan that took residential
16 properties from homeowners in other communities.
17 Now we are told that residential properties are no
18 longer at risk.

19

Over the past six years, we have
20 been presented two plans to revitalize the entire
21 station. Both plans differed as they were under
22 the leadership of different Long Island Railroad
23 presidents. We have seen other stations, examples,
24 Massapequa revitalized, but nothing here yet.

25

You speak of a third track.

1

2 Well, in Hicksville isn't it really a fifth track
3 since three travel through the station and another
4 leads into the rail yard west along West John
5 Street?

6

The purpose is to improve and
7 increase service but what about the overall
8 picture? The track is not the only needed
9 improvement.

10

If passenger service is
11 increased, what is being done to address the
12 parking situation here in Hicksville?

13

If parking is added, what changes
14 are being made in traffic patterns around the
15 station?

16

When my wife purchased our home,
17 it was at the same time that the New York and
18 Atlantic began freight movement. So someone can't
19 say that we bought a house by the train station and
20 should expect what goes through. Freight service
21 is much noisier than passenger. Also, certain
22 loads in freight cars are not covered properly and
23 debris flies off during movement.

24

Does the added track also
25 increase freight traffic?

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What can be done, especially at night, to quiet the movement and secure the loads?

Is the station going to be modernized too?

Well, I heard that there was a story in *Newsday* today that I didn't get the opportunity to read yet.

What are you doing for Hicksville at the terminus of this project?

How are locals going to be affected during the project?

When the parking garage was rebuilt, it was devastating to the area, especially to the north side of the station that absorbed the brunt of the parking and traffic.

Is an internodal being considered to remove the buses from Newbridge Road?

Recently there was a serious pedestrian accident with visibility diminished by buses. During the winter when snow is pushed along the curbs, buses cannot pull all the way over and hang out into the driving lanes on Newbridge Road.

We are in favor of improvements but they must be planned and executed properly.

1

2

3

Think of this as if you live here
when you're planning.

4

5

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9

Also, people who do not live
right near the station should consider their
opinions and suggestions carefully as to how they
affect those that live right there and endure
whatever consequences come all the time, not just
when you're heading to the train.

10

11

12

13

I would be happy to serve on any
committee to help execute a productive plan. I
already serve on the Nassau County Bus
Transportation Committee overseeing NICE.

14

15

16

I also have 35 years of
experience with transportation, particularly at the
Hicksville Station.

17

18

Thank you very much for this
opportunity.

19

(Applause.)

20

21

THE HEARING OFFICER: Dennis
Feeney is our next speaker.

22

23

MR. FEENEY: Dennis Feeney.

Good evening.

24

25

I'd like to thank the MTA once
again for holding this public scoping meeting,

1

2 allowing the residents to voice their concerns as
3 they pertain to the Long Island Railroad Expansion
4 Project.

5

As I mentioned, my name is Dennis
6 Feeney, a lifelong resident of Nassau County, one
7 that often travels by rail and on the roads that
8 traverse through this area.

9

I was given the opportunity to
10 speak last night at Hofstra and mentioned many of
11 the deficiencies to the bridges and dangerous grade
12 crossings. Also mentioned was the overcrowding of
13 our trains and delays on the main line.

14

The MTA and DOT have put forth a
15 very detailed plan to remedy these problems, as is
16 evidenced by the presentations at these meetings.

17

The addition of a third rail will
18 reduce overcrowding by adding capacity. It will
19 speed up our commutes, help re-route trains around
20 delays, and give all of us Long Islanders the
21 updated Railroad that we so vitally deserve.

22

Improvements at the grade
23 crossings will help ease congestion on our roads
24 and allow traffic to flow better through these
25 areas. And it will remove some very dangerous

1

2 situations for our residents of these areas.

3

4 In addition to being a Nassau
5 County resident, I'm also a construction worker and
6 a proud member of Laborer's Local 1298. In nearly
7 30 years, I have worked on many MTA and DOT
8 projects, both as a foreman and shop steward. Both
9 of these positions require you to be involved in
10 the safety and planning of your particular project.

11

12 The reason I mention this is
13 because I heard some very negative remarks about
14 the MTA and a disregard for safety at last night's
15 meeting. This is simply not true. The MTA is
16 probably the most safety and public conscious
17 agency I have ever done work with, not just for the
18 worker but for the motorists that travels to the
19 site, to pedestrians that may have to walk through
20 the site or the homeowner that may border the
21 project with his or her property.

22

23 To hear comments, as I did last
24 night, saying that the MTA operated unsafely or
25 without regard to the public, was disturbing to me.
I wanted to make mention of it and to let everyone
know that the MTA does not operate this way.

26

As a construction worker, it is

1
2 very obvious why I would show support for this
3 project. It means many more well paying jobs for
4 my fellow union members. It means more local jobs
5 for people who live in the area and as this project
6 is in full swing, there will be a need for these
7 workers to eat, buy gas, have work done on their
8 equipment, rent equipment, buy materials such as
9 lumber, paint, hardware. All of the businesses in
10 this area that offer these services would benefit
11 from this project being done.

12 It is true that some people may
13 very well be affected or inconvenienced during
14 construction. These will only be temporary, a
15 detour around the block to arrive at your
16 destination, an extra minute or two to arrive home
17 are all minor and will pale in comparison when we
18 see the benefits that this project will bring to
19 the area when completed.

20 I'd once again like to thank
21 Governor Cuomo for proposing this project and the
22 MTA and DOT for presenting these materials.

23 The time for the third track is
24 now.

25 Thank you.

1

2

(Applause.)

3

THE HEARING OFFICER: Stephen

4

Foley is our next speaker.

5

MR. FOLEY: Hi. My name is

6

Stephen Foley and I'm a resident of Bethpage and

7

I'm here just to -- it's kind of a personal thing.

8

I've been a resident of Bethpage since 1989. I've

9

been a commuter on the Railroad for, you know, I

10

started over 30 years ago so I am all for anything

11

that will make the Railroad more efficient and, you

12

know, I think that some of the improvements that

13

you mentioned are great.

14

We've heard some of the other

15

speakers talk about the second track going in

16

between Farmingdale and Ronkonkoma. This is about

17

the expansion from Floral Park to Hicksville.

18

What is being overlooked is this

19

station called Bethpage, where I've commuted from

20

for years.

21

The reason why this is a little

22

personal to me is because Bethpage is the deadliest

23

train station in the tri-state area. I've

24

personally witnessed on three separate occasions

25

people being hit by trains at that Stewart Avenue

1

2 crossing.

3

4 I have a folder full of article
5 after article after article right here (indicating)
6 of people who were hit; a gentleman in a wheelchair
7 crossing the tracks in the 1990s got stuck in the
8 rut of the track and was killed.

9

10 There was a family in a Honda
11 that because the layout of the train station,
12 there's a light there. People get stuck at the
13 light. The gates come down. They get stuck. They
14 were in a snowstorm. They got stuck in the track.
15 They couldn't move. The train hit them. They all
16 lived but they were -- they were pretty seriously
17 injured.

18

19 There was a -- I was there when a
20 man got hit and he was air lifted by medi vac to a
21 hospital. Had his spleen removed. He fortunately
22 lived.

23

24 I was there when Joan Catapano
25 was killed in October of 1999.

26

27 There was another gentleman, Ken
28 Keegan killed in December 2000.

29

30 And an unidentified man was
31 killed in May 2001 at that crossing.

1

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Virginia Arbaza was killed in

February 2006.

Elaine Rizzo was killed February

2007.

A cyclist, Joe Kurtz, was killed

in May 2008.

I've written articles. I've

spoken to Fred Parolla (phonetic) when he was the

Controller of Nassau County. He forwarded articles

to Ken Boyer. I've been requesting a pedestrian

underpass/overpass. There is none at this station.

The reason it's so dangerous is

that people are, you know, the gates come down and

there's no way to get across the tracks so you miss

your train and sometimes it's an hour between

trains. So I'm not making excuses for people but

I've seen it time and time again for 20 years,

people have been crossing.

If you go to Bethpage today, you

will see somebody cross in front of the tracks.

It's the deadliest train station and I just urge

that an underpass or an overpass be considered for

Bethpage, especially in light of these construction

endeavors that are going on.

1

2

Thank you.

3

(Applause.)

4

THE HEARING OFFICER: Thank you.

5

Our next speaker is Paul

6

Molinari;

7

Followed by Michael Harrison;

8

Rebecca D'Eloia;

9

Bill Corbett; and,

10

Rich Murdocco.

11

Mr. Molinari.

12

MR. MOLINARI: Good evening.

13

My name's Paul Molinari. I'm a

14

resident of Hicksville. I'm retired but I did

15

commute on the Railroad for 32 years from Babylon

16

to Hicksville. So I experienced many, many delays

17

in over those 30 plus years. So I do support a

18

third rail being -- track being put in between

19

Hicksville and Floral Park.

20

However, as a resident of

21

Hicksville, my concern is with the parking issues

22

that exist in Hicksville. We -- I'm also a member

23

of the Hicksville Downtown Revitalization

24

Committee. And we put together a plan that looks

25

at revitalizing the downtown and, actually,

1

2 eliminating some of the private parking areas to
3 put in townhouses, condos, some commercial
4 development. That has been submitted to the Town
5 of Oyster Bay. And the Town of Oyster Bay is
6 currently reviewing it and, I believe, is going to
7 be acting on it soon.

8

I would also like to -- some of
9 the remarks that Joel made, our Northwest Civic
10 Association president. The buses there parking on
11 Newbridge. They have been a problem for years.
12 And it's only getting worse with the -- as you can
13 see there was a resident, a person was hit by the
14 train station. It's a very dangerous area.

15

State DOT has made some
16 improvements to the Newbridge -- Newbridge Duffy
17 Avenue intersection where many of the commuters
18 cross. But other areas in the downtown area, like
19 Broadway -- because there's a lot of commuter
20 parking east of the train station and people have
21 to cross Route 107, cross Jerusalem Avenue, cross
22 Newbridge to get to the train.

23

As part of the scoping, I think
24 the MTA has to look at that and, you know, to make
25 safety improvements in the downtown area -- the DOT

1

2 has to make safety improvements in the downtown
3 area and should look at at the overall parking area
4 -- parking in the Hicksville area and the impact on
5 Hicksville with the additional commuters coming
6 into Hicksville.

7

Thank you for the opportunity to

8

speaking.

9

(Applause.)

10

THE HEARING OFFICER: Michael

11

Harrison.

12

And speakers, when I call your
13 names, don't feel shy about coming and sitting in
14 the first row, reserved seating. It will help move
15 things along.

16

Mr. Harrison.

17

MR. HARRISON: Good evening.

18

My name is Michael Harrison and I
19 currently operate a marketing and government
20 relations consultancy, called Excelsior Strategic
21 Solutions.

22

As a region, we strive for
23 economic growth and the most promising sources of
24 economic strength for Long Island going forward are
25 a resurging manufacturing sector and a blossoming

1

2 tech and biotech sectors. They represent our best
3 opportunity for sustainable economic vibrancy
4 because unlike our many vital service-driven
5 businesses, manufacturing, tech and biotech attract
6 customers and dollars from off of Long Island. And
7 if using our regional economy in a way that can
8 help sustain the suburban quality of life that we
9 have come to value so dearly.

10

Manufacturing, tech and biotech
11 are highly dependent on a robust, skilled
12 workforce. We work hard to keep our skilled
13 workers here on Long Island and we have found some
14 success with that. But we cannot ignore the
15 profound generational trend of younger people
16 choosing to live in more urban setting. Because of
17 this, we must make extraordinary efforts to attract
18 workers living in Manhattan, Queens and Brooklyn to
19 fill our critical manufacturing, tech and biotech
20 jobs here on Long Island.

21

Viable clusters of manufacturing
22 and tech businesses, mostly small to mid-size
23 companies, operate convenient to existing Long
24 Island Railroad stations. Manufacturing hubs in
25 Westbury, Hauppauge, Farmingdale, Deer Park,

1

2 Central Islip, Ronkonkoma and Bohemia. And biotech
3 centers at Cold Spring Harbor, Stony Brook and
4 Brookhaven Lab, have easy access to convenient
5 stations.

6

However, it is currently
7 impossible to generate a reverse commute sufficient
8 to deliver enough workers from the boroughs to
9 companies in these areas due to the limitations
10 resulting from the lack of a third track. And I
11 applaud you for seeking to rectify that.

12

In my time in and out of
13 government, I've been frustrated that good projects
14 would die because State agencies and many
15 developers were reluctant to conduct front end
16 public outreach. Well, with this project that has
17 changed.

18

Governor Cuomo and the project
19 team have made clear that key State agencies will
20 take community input, will evaluate that input
21 before all project details are decided so that good
22 ideas can be incorporated into the project. And,
23 of course, that the temporary inconvenience and
24 disruption that inevitably accompanies progress,
25 would be minimized where necessary and eliminated

1

2 when possible.

3

4 I hope Long Islanders of good
5 will who care about the future of our region, will
6 use this opportunity to help shape this project
7 that is so inextricably tied to our economic
8 vitality.

8

9 Thank you for taking the
10 revolutionary, if common sense step, of inviting
11 community input at the beginning of this initiative
12 rather than putting forth a fait accompli in which
13 the community is marginalized. This vital project
14 and we, as Long Islanders, will be better for it.

14

15 Thank you very much.

15

16 (Applause.)

16

17 THE HEARING OFFICER: Rebecca
18 D'Eloia is our next speaker.

18

19 MS. D'ELOIA: Good evening.

19

20 My name is Rebecca D'Eloia. I'm
21 senior vice president for development with Forest
22 City Ratner Companies. We are the firm responsible
23 for the redevelopment of the Nassau Veterans
24 Memorial Coliseum. I'm also a Long Island resident
25 and a Long Island Railroad commuter.

25

I'm speaking tonight on behalf of

1

2 Bruce Ratner, our founder and executive chairman.

3 Bruce asked me to share our support for the third

4 track project, which we feel is vital to the

5 healthy sustainable growth of Long Island.

6 Forest City is well known for

7 major developments centered around transit hubs.

8 We believe in it and we know the intrinsic value of

9 a robust transit infrastructure.

10 Our largest and most

11 transformative developments over the years are

12 proof positive that investing in transit is a key

13 tenet to the economic growth of an area.

14 At our project in Brooklyn, the

15 Barclays Center, over 80 percent of our visitors

16 take mass transit or walk. Through our marketing

17 efforts and communications, we've encouraged the

18 use of mass transit from day one and we've been

19 successful in making it the norm for how people

20 visit our facility.

21 We wish to express our support

22 for the Long Island Railroad's third track

23 initiative, as we believe it's a key step in

24 improving the transit infrastructure on Long Island

25 where our firm is currently investing approximately

1

2 \$260 million in private investment.

3

4 The proposal improves the
5 frequency of change, which is important to taking
6 cars off of the road. A more active transit hub
7 promotes revitalization of areas around existing
8 stations and areas well served by transit are
9 attractive to many, including the younger set.
10 Helping to attract and retain young people on the
11 Island is an important initiative.

11

12 It will permit reverse commuting
13 to power an innovation economy. The speakers before
14 me, particularly the university leadership, have
15 made a compelling case for this.

15

16 It will improve intra-island
17 commuting; increase mobility for all Long Islanders
18 and support a wide socioeconomic range of
19 workforce.

19

20 The scoping document appears to
21 be appropriate and complete, although there have
22 been some good suggestions made here tonight. But
23 we hope that the committee will take on all of
24 these necessary analyses and we support an
25 expedient and thorough review.

25

We truly hope that this process

1

2 can begin in earnest so as to bring to fruition
3 these much needed improvements.

4

Thank you for your time.

5

(Applause.)

6

THE HEARING OFFICER: Bill

7

Corbett.

8

MR. CORBETT: My name is Bill

9

Corbett. I've spoken at some of the other

10

hearings. I'll be giving in about a seven-page

11

memo of comments and questions we have.

12

I think most of us who are

13

directly affected by this, and I'm a small business

14

owner, I'm right across the street from the Floral

15

Park station. I've been there for 30 years.

16

Before that I commuted for 25 years and I employ

17

six people full time and I have four part-time

18

people.

19

And this -- they're in the

20

construction phase. This is going to have a very

21

devastating effect on my business. It will more

22

than likely put our family business out of

23

business.

24

We're not against the grade

25

crossing eliminations and we think that the money

1

2 being spent for the third track should be spent to
3 eliminate other grade crossings before you embark
4 on the third track.

5 We've been told that the trains
6 on the third track will not stop at any of the
7 stops from Belrose to Mineola, so they'll be no
8 additional service to commuters in these areas as a
9 result of the third track. So we'd like you to,
10 please, confirm that in your report.

11 We understand that when the East
12 Side Access is completed, some trains that go to
13 Penn Station will instead be diverted to the new
14 East Side station. We understand that the slots
15 there at Penn Station would then be used by Metro
16 North and if this is true, let us know how this is
17 going to affect this service to our people.

18 A few years ago the Long Island
19 Railroad was planning to remove radioactive waste
20 from Suffolk to points west using the main line
21 tracks. The Queensborough president learned of
22 this, sounded the alarm, forced the cancellation of
23 these shipments and then the contaminated materials
24 were taken off Long Island by barge.

25 What plans do you have to make

1

2 sure that if radioactive materials or any other
3 hazardous waste is scheduled to move along the main
4 line, that you will alert local police and fire
5 departments of this possible threat in the event
6 there should be derailment or an accident?

7

What requirements will you have
8 that such shipments be covered to make sure these
9 substances are not getting in the air and harm our
10 residences?

11

Many shipments and freight cars
12 remain uncovered today.

13

Will they be required to wet them
14 down or -- so that they will not become air borne
15 and will there be -- will there be a way that
16 you're going to dispose of these shipments and
17 where?

18

With incinerators closing in
19 Suffolk and landfills being filled, we heard that
20 more and more garbage and trash will be coming
21 along the main line to be transported off Long
22 Island.

23

Have you taken this into
24 consideration when assessing the environmental
25 impact of such shipments on the local communities?

1

2

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Are residents of reserved
shipments of garbage going through Floral Park with
uncovered loads?

In summary, as a small business
owner, I can tell you the third track will be
disastrous to my business. We don't believe the
Governor is aware of the adverse impact this will
have on small business and property values.

We're not -- I belong to the LIAA
but they certainly don't speak for me and I think a
lot of the small businesses are not represented
because we have not had adequate time to explore
this.

In the coalition I work for, I
represent, we're all volunteers. It's called CARE,
Citizens Against Rail Expansion, we have 130
organizations that are with us and it's growing
every day, including the County Executive,
including the Town of Hempstead Supervisor, Senator
Kemp Hannon and, also, Senator Martins.

So we ask you to, please, take
all this into consideration and try to offer some
solutions that won't put people like myself out of
business.

1

2

Thank you.

3

(Applause.)

4

THE HEARING OFFICER: Rich

5

Murdocco.

6

MR. MURDOCCO: My name is Rich

7

Murdocco and I'm the founder and publisher of the

8

Foggiest Idea. And I'm a land use columnist who

9

writes professionally on regional real estate

10

development and issues.

11

I'm here tonight to share my

12

thoughts on the Long Island Railroad's third track

13

project.

14

All Long Islanders deserve

15

clarity regarding the logistical nuances of this

16

project. As such, any Environmental Impact

17

Statement produced should take an honest,

18

data-driven effort to study the impacts the

19

additional rail would have on impacted areas.

20

We cannot let the prospect of

21

improvement steamroll the needs of our fellow Long

22

Islanders who live within this well-traveled rail

23

corridor.

24

I do not say this often, but the

25

MTA and the Long Island RR have conducted excellent

1

2 public outreach efforts regarding the project and
3 I'm optimistic that the Environmental Impact
4 Statement will follow suit accordingly.

5

6 It is easy to label all those who
7 oppose an important project like the third track as
8 simply nimby obstructionists. What we as
9 policymakers and elected officials and even
10 planners must realize as that Long Islanders have a
11 distaste for government. If recent news events are
12 any indication, for good reason.

13

14 Those who oppose the project are
15 doing so out of fear. For their property values,
16 quality of life and communities, it is up to us,
17 the project supporters, to produce a data-driven
18 document that not only answers their questions but
19 alleviates their concerns.

20

21 The simple truth is, that in its
22 current iteration, now is the time to support the
23 third track proposal.

24

25 Thanks to the marked reduction of
26 residential property takings that would be needed,
27 as well as the proposed elimination of grade
28 crossings, our region would benefit from this
29 expansion of rail infrastructure.

1

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25

Regardless of sentiment about the third track project, East Side Access and all of its related impacts on the network is coming. We must remember that this is the principal force behind the projected ridership increase of 27.5 percent within the next 30 years.

Paired with the double tracking between Ronkonkoma and Farmingdale, adding this third track between Floral Park and Hicksville would have a huge impact in absorbing that ridership demand, another compelling reason why I lend my support to these efforts.

The opportunity to build a project of this magnitude does not come to this region often, which is why we must move forward. Now is the time to support the third track and it's up to us to allow this much needed project to stand on its own against the scrutiny of the public.

Thank you.

(Applause.)

THE HEARING OFFICER: Our next speaker will be Greg Battaglia;

Followed by Danielle Hunt;

Barbara Crispo;

1

2

Karen Heckler; and

3

Irene Guarasci.

4

5

If I've called your name, please
make your way to the seats in the front of the room
so that you can get to the microphone faster.

6

7

Next, Greg Battaglia.

8

9

Would you stand behind the
microphone, please, so we can hear you?

10

11

No, no, the other side. You're
facing us.

12

I'm sorry.

13

14

15

16

MR. BATTAGLIA: Well, I'd like
to say, I -- I'm certainly all for what is it,
revitalizing our -- our R&D and high tech, what is
it, manufacturing base.

17

18

19

20

21

I must say I am very, I am very
upset that the Town of Oyster Bay was -- had
rejected my proposal for a -- what I was going to
call a -- a the Cero Tech Center. They went in
another direction.

22

23

24

25

I'm even sorrier that County
Executive Mangano rejected a similar proposal. He
was on -- he seemed to be on the track for awhile
so to speak but he's quite now off of it. It's a

1
2 great loss I think that, you know, that still --
3 after all these decades our -- our R&D and our high
4 tech manufacturing base is practically nonexistent.

5 But if anyone is interested
6 though in my -- in -- in, you know, what could have
7 been in those -- in those vicinities, I -- I would
8 ask you to send me an e-mail at
9 gregorybataglia@hotmail.com.

10 And now I must turn myself to
11 something that's rather personal and that will
12 affect me, or it won't affect me as the case may
13 be. Oh, my glasses.

14 I'm deeply -- I am deeply
15 troubled to learn of how environmental noise
16 already surrounding Culvert Avenue may soon go from
17 bad to worse if the LIRR succeeds at imposing
18 almost as many changes to the roads and -- and
19 Railroad facilities, particularly by adding that
20 third track, which they have been pursuing since
21 2007.

22 And what is this about
23 transporting radioactive waste? That's a new one
24 on me.

25 My father had recently informed

1
2 me that -- that before the -- excuse me. He
3 recently informed me that before the family house
4 in Syosset is sold next year, that I be allowed to
5 live there, to live at 1 Culvert Avenue and
6 possibly gain title to the home that he owns there
7 at 1 Culvert Avenue. I would pay all taxes and
8 utilities and along with my brother, a licensed
9 contractor, would maintain the house in its already
10 very good to excellent condition.

11 But the reality is that I was
12 blessed with sensitive hearing and I cannot
13 tolerate frequent patterns of -- of indoor noise,
14 much exceeding approximately 43 decibels, resulting
15 from outdoor noise, impacting a typical house with
16 closed windows and doors.

17 I had visited the 1 Culvert
18 Avenue house briefly once many years ago and did
19 not recall any such noise problems then. But if
20 air, road and traffic has substantially increased
21 since then, and if the Railroad adds much to its
22 infrastructure in that vicinity, I would likely be
23 unable to live there.

24 And the loss of that otherwise
25 excellent housing opportunity would represent a

1

2 great and permanent financial hardship to me.

3

4 I have read the relevant section
5 of this concern in the LIRR Expansion Project
6 scoping document, pages 23 through 25. But it only
7 contains language as proposed project noise studies
8 and nothing about proven effective noise abatement
9 solutions, which will almost certainly be needed if
10 this project gets approved.

11

12 Therefore, short of continuing to
13 oppose this project, the single most important
14 thing that the residents and taxpayers and the
15 Village Board of New Hyde Park must do, is for the
16 health and well being of its -- of its residents,
17 is to hire one or more licensed acoustical
18 engineering consultants, those specializing in the
19 noise analysis of residential environments.

20

21 The result of what must be
22 official, impartial and comprehensive noise studies
23 should be -- should be able to determine within ten
24 decibels in any direction along Culvert Avenue, how
25 effective any and all abatement solutions will be
26 against whatever changes the Village of New Hyde
27 Park and the State, the Railroad is allowed to do.

28

29 The documented findings and

1

2 recommendations of this -- of this contracted firm
3 or firms, must be made available for public
4 inspection within a suitable period of time before
5 any demolition or construction work is done by or
6 on behalf of the Railroad or when this project is
7 approved.

8

THE HEARING OFFICE: Please
9 summarize your remarks.

10

MR. BATTAGLIA: Um -- last but
11 not -- therefore, the Village website should be
12 telling -- I'll skip that.

13

Last but not least, there should
14 be more scoping meetings and other venues for the
15 residents and taxpayers of the Village to voice
16 their concerns and have their questions answered on
17 -- on the expansion project. And most of those
18 meetings should be held in the community impacted
19 by them, namely the Village of New Hyde Park, not
20 in Hicksville, Westbury, Hempstead Village or
21 elsewhere.

22

Thank you very much.

23

(Applause.)

24

THE HEARING OFFICER: Thank you.

25

Next Danielle Hunt.

1

2

MS. HUNT: Good evening.

3

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25

I'm one of those rare millennials who left Long Island for ten years and, actually, came back. And I was very disheartened to find a region that has fallen behind after living and traveling in other parts of the country and other parts of the world.

Job growth is stagnant. We're losing young people. Our connection to New York City, once a great benefit of living on the Island has become, at best, a hassle that most people don't want to deal with. Our transit structure is stuck in the 20th century.

The great news is that there's a project that can propel Long Island into the 21st century where it belongs. It's only 9.8 miles long and it starts in Floral Park and it ends right here in Hicksville.

According to research commissioned by the Long Island Index, the Long Island Railroad Expansion Project will create 14,000 new jobs in the next ten years, which we desperately need. It will also expand our population. And almost 40 percent of our new

1

2 residents would be 25 to 44 years old, which would
3 make a difference in a region where the 55 plus
4 population is growing by more than six times the
5 overall rate of population growth.

6

7 Pinning the future of Long Island
8 on the third track project might seem foolish but,
9 in fact, it's the pinnacle of a trio of LIRR
10 projects that will secure the region's future.

11 Both the East Side Access and double track projects
12 are already in motion and will allow us to maximize
13 the benefits of the third track; less disruptions,
14 more frequent service and less traffic because
15 there will be less cars on the road and we are
16 eliminating grade crossings in our most densely
17 populated communities.

17

18 More jobs, more young families
19 and increased mobility to and from New York City
20 and within Long Island, that's a recipe for a
21 thriving 21st century region, one where I can see
22 myself having a future.

22

23 Long Island needs this project
24 and the current proposal has been thoughtfully
25 constructed to result in positive outcomes for all.
26 And I applaud the Long Island Railroad and New York

1

2 State for bringing it before us.

3

Thank you.

4

(Applause.)

5

THE HEARING OFFICER: Our next

6

speaker is Barbara Crispo.

7

(No response.)

8

THE HEARING OFFICER: Barbara

9

Crispo?

10

(No response.)

11

THE HEARING OFFICER: All right.

12

We can call her name later if

13

she's not here.

14

Karen Heckler is then the next

15

speaker.

16

MS. HECKLER: Hi. My name is

17

Karen Heckler and I'm a resident of Hicksville.

18

And my main concern here is, I

19

don't want to be against the track because I'm sure

20

we need it but the parking situation in Hicksville

21

right now is horrendous. We have a parking lot next

22

to the Railroad, a four-level parking lot that's

23

filled by 7:00 a.m.

24

Then we have throughout downtown

25

about 20 mixed public and private parking lots,

1

2 which are ugly, which are taking up vital parts in
3 the downtown. Right now a lot of people in the
4 downtown are working for revitalization. People
5 have been working very hard and we don't need a
6 town that's a parking lot with trash thrown around.

7

 And, also, we want Hicksville to
8 be considered, because we don't want to be just a
9 hub where people come to park their car to get on
10 the Railroad. Something has to be done to benefit
11 Hicksville.

12

 And what my most important
13 feeling is that there needs to be a study on the
14 parking and there needs to be some kind of a
15 consolidated project so that parking won't be just
16 spread out all over Hicksville in -- empty parking
17 lots here and parking lots there, with trash thrown
18 around with nothing to beautify Hicksville or to
19 attract people to it or to be good for the
20 commercial area of Hicksville.

21

 So I'm hoping that the committee
22 will put a lot of study into the parking situation
23 because if there's going to be another track,
24 there's going to be more people coming to
25 Hicksville. And as I said, we don't want to be a

1

2 parking lot. We want to be a community and,
3 therefore, I'm hoping some kind of consolidated
4 plan for Hicksville can be thought out.

5

Thank you.

6

(Applause.)

7

THE HEARING OFFICER: Thank you.

8

Our next speaker is Irene

9

Guarasci -- Guarasci. Sorry about that;

10

Followed by Phil Heckler;

11

Nicole Grodner; and,

12

Leslie Levy.

13

MS. GUARASCI: My name is Irene

14

Guarasci. I am a 40-plus resident of Hicksville and

15

a member of the Hicksville Garden Civic Association

16

and I am also a member of the Downtown Hicksville

17

Revitalization Committee.

18

And I'm here to say that I am in

19

support of the third track. I can see the need for

20

it and, also, the benefits that would result from a

21

third track.

22

This will be definitely less than

23

three minutes.

24

This project we know is going to

25

attract a lot more commuters to the downtown

1

2 Hicksville, which is probably good because we'd be
3 taking them off the Long Island Expressway but we
4 need to then address, again, as many people have
5 mentioned who have come to the mic, we do need to
6 address the issue of parking. It's been an ongoing
7 issue and now it's going to be an even bigger
8 problem.

9

So I'm just asking that you
10 really give some thought into, you know, how we can
11 solve this problem or improve, you know, the
12 situation.

13

We do need, you know, some
14 comprehensive and a comprehensive parking study,
15 something that will really look into the parking
16 that we have and how we can improve it.

17

Thank you.

18

THE HEARING OFFICER: Thank you.

19

(Applause.)

20

THE HEARING OFFICER: Phil

21

Heckler is our next speaker.

22

MR. PHIL HECKLER: Hi. I'm Phil

23

Heckler. I'm a member of the Hicksville Garden

24

Civic Association and the Revitalization Committee.

25

I'm also a member of the School Board but I'm

1

2 speaking for myself, not for the School Board.

3

4 I also support the concept of the
5 third track but as previous speakers have said, it
6 needs to address the issues that will impact
7 Hicksville because we do expect significant
8 increase in commuters.

8

9 I won't go into any more detail
10 about the need for studying the parking and the
11 pedestrian safety, as many of the pedestrians have
12 to cross two State roads and a County road, 106,
13 107 and Jerusalem Avenue.

13

14 And the one thing I'll add to
15 what everyone else has said, is the -- the parking
16 lots, the grade level parking lots, I hadn't
17 thought of them as grade level before, but the
18 grade level parking lots are the biggest growth
19 industry in downtown Hicksville and they reduce our
20 commercial tax base. They don't take in very much
21 tax compared to the previous structures that were
22 there. As previously indicated, we've got about 20
23 of these private lots alongside -- combined with
24 the public lots that are also there.

24

25 So as we lose our commercial
base, which is roughly 45 percent of our school tax

1

2 base, the residents must pick up the remainder of
3 the tax. So we should study -- add to the scoping
4 document parking, pedestrian safety and the impact
5 on the tax base.

6

Thank you.

7

THE HEARING OFFICER: Thank you.

8

(Applause.)

9

THE HEARING OFFICER: Next -- our
10 next speaker is Nicole Grodner.

11

MS. GRODNER: Hi. Good evening.

12

My name is Nicole Grodner. I am
13 a Council representative for the Northeast Regional
14 Council of Carpenters.

15

I would just like to say that the
16 carpenters support the project 100 percent. We
17 believe it will be a positive addition to the
18 community. It will be great for the economy, create
19 many jobs and it will be a much safer means for our
20 residents.

21

So you do have all the support
22 from the Long Island Carpenters.

23

Thank you.

24

THE HEARING OFFICER: Thank you.

25

(Applause.)

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THE HEARING OFFICER: Our next
few speakers will be:

Leslie Levy will be the next;
Followed by Paulette Satur;
Elaine Licari; and,
Manuel Velez.

MS. LEVY: Hi. My name is Leslie
Levy.

And I'm from Syosset. You don't
have to tell me about grade crossings. We have
two. We have one that chokes the traffic every
time a train passes through. We have one that we
have proposed many uses for and I'm hoping that
maybe in this age of creativity, some use will be
-- will be made of Robbins Lane. I don't want to
bore this group with Syosset issues.

I'd like to say that parking is
the issue and I've read the scoping document and
it's very broad. But when you cast your net and you
define your project area, you have to consider that
it may not fall within those 9.8 miles. One of the
factors is that in Syosset we have no public
transportation. So people either walk or drive
cars to the station. When we don't have enough

1

2 service or if people can't get over the tracks in
3 time to park to get the train, we often consider
4 Hicksville.

5

6 So we are very interested in the
7 Hicksville parking situation, which is really awful
8 and has gone from free parking that was awful to
9 paid parking that is awful.

10

11 So I would like to say from
12 Residents for a More Beautiful Syosset, many
13 Syosset commuters use the Hicksville train due to
14 the frequency of its trains during the day and into
15 the night. Hicksville is already operating beyond
16 its capacity for parking. With the additional
17 train service planned for Hicksville, with the
18 addition of the third track, residents ask that
19 additional parking facilities for Hicksville be
20 included in the DEIS.

21

22 This additional parking will,
23 also, take some of the pressure off the parking
24 nightmare that currently exists at the Syosset
25 train station.

26

27 Let me just say that in Syosset,
28 all available parking goes to commuting and our
29 traffic is also backed up due to the train.

1

2 Syosset was born for the train and it's also
3 choking our downtown. So I feel for Hicksville
4 very much.

5

Thank you.

6

(Applause.)

7

THE HEARING OFFICER: Paulette

8

Satur.

9

MS. SATUR: Hello. I am Paulette

10

Satur, Satur Farms, yes, a farmer from the North

11

Fork of Long Island.

12

I'm also a member of the

13

Governor's Economic Development Council for Long

14

Island.

15

My interest in supporting the

16

right track comes from both the perspective of our

17

farming operation and from my interest in the

18

economic future of the region.

19

At Satur Farms, we grow leafy

20

green salads and vegetables on 250 acres that we

21

market to the New York tristate region and in

22

Florida to customers such as Whole Foods, Fresh

23

Direct, Key Foods, the Fresh Market and many

24

restaurants from white tablecloth restaurants like

25

11 Madison Park to what we call our salad bar

1

2 restaurants, Laponquity (phonetic) and Fresh and
3 Co., Chopped, Dig in and the Hip Sweet Green.

4

5 Since Long Island is essentially
6 a cul-de-sac with production farming operations
7 situated mainly on the east end, the only way for
8 us to get our products to our customers up island
9 and into New Jersey and Connecticut is to truck
10 them, using refrigerated box trucks.

11

12 Our trucks leave our farm at 2:00
13 a.m. and try to return home by 2:00 p.m. It's a
14 real push to get past the traffic on the LIE to get
15 our drivers back in less than 11 to 12 hours.
16 That's a hard shift.

17

18 If more commuters and Long Island
19 riders would take the train, it would be a relief
20 on the LIE. Eliminating the bottleneck on this
21 nine-mile route would be a step in the right
22 direction.

23

24 As producers of highly perishable
25 leafy green salads, we have a heightened sense of
urgency and know that any bottleneck in production
sets us back and contributes to unnecessary long
work days. A production line will only go as fast
as the slowest worker on the line and bottlenecks

1

2 are best to be dealt with asap.

3

4 We're 80 miles from Manhattan, a
5 trip that should take one-and-a-half to two hours
6 is daily, seven days a week, taking our drivers
7 two-and-a-half to three hours. Slow is not good.

8

9 Critical trucks and commuters
10 truly deserve the fastest time to work in both
11 directions.

12

13 Additionally, the elimination of
14 seven road grade crossings should come as an
15 immense relief to both commuters and residents on
16 this track. Grade crossings steal time from the
17 road drivers with long waits of up to 24 minutes
18 every hour and are a considerable site of
19 accidents.

20

21 Just a couple of months ago, our
22 farmer's neighbor's son was killed in a grade road
23 crossing on Elijah's Lane in Mattituck. His father
24 was one of the larger potato and sweet corn growers
25 on the east end. Our neighbor has already given up
large tracts of his land this spring as a result of
the loss of his son and this accident.

26

27 The Long Island Wine Council's
28 been working to reduce tourism traffic on the east

1

2 end weekends by combining bus and LIRR train

3 packages for winery and farm market visits.

4

My husband is European, German.

5

And he's shocked that our mass transit system is so

6

far below modern standards.

7

I support not only the Right

8

Track but I'm an advocate for the East Side Access,

9

as well as an express train to Calverton. The LIRR

10

and LIE are arteries of Long Island. Keeping the

11

traffic flowing will benefit all businesses in the

12

region.

13

Thank you.

14

(Applause.)

15

THE HEARING OFFICER: Thank you.

16

Elaine Licari.

17

MS. LICARI: My name is Elaine

18

Licari. I am a Floral Park resident, a member of

19

the civic association and I lived in New York for

20

many years and saw Queens get very congested, very

21

noisy and I wanted peace and quiet. So I moved to

22

Floral Park.

23

I am very much involved with the

24

Town. I am not against improvement. My whole life

25

has been devoted to improvement.

1
2 When I was in the management team
3 of St. Francis Hospital, I constantly improved the
4 areas that I was over. And I was also trained in a
5 procedure called Critical Incident Stress
6 Management, which is a group headed by a
7 psychologist to de-brief the first responders who
8 found these crossings and there was a different way
9 to approach these people. You don't ask a first
10 responder, how did you feel? That's a four letter
11 F word. Okay. So I'm fully aware of these
12 crossings and I think something should be done by
13 it.

14 To use that same word critical,
15 I'm a critical thinker. And there are certain
16 things that I want to bring to everybody's
17 attention. This is not a -- I'm not talking about
18 any personal things or noise or whatnot.

19 You state in the folder with the
20 third track, the Long Island Railroad will be able
21 to run more trains on the mainland during the
22 morning and evening peak periods and provide an
23 alternate path for trains in the event of a
24 breakdown, fallen tree, weather event or other
25 issue.

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All of this will result in more frequent and reliable service, including expanded options for off-peak travel. I disagree.

Snow or falling trees will likely affect all the tracks, not just one or two, all the tracks.

In addition, the below grade crossings, which are already in use in areas such as Nassau Boulevard near Maryland, okay, become severely flooded with rains. I've seen it with my own eyes. There was a truck, the water was up to the window.

This poses an exceptionally dangerous situation to towns such as New Hyde Park, who has all the rescue squads on the north side.

How will they be able to get to the south side?

These are questions. These are things that need to be thought about. Think critically.

The Long Island Railroad reports have stated that one of the main issues is that the defunct signaling system. This is an important issue that needs to be addressed. Fix what we

1

2 already have.

3

4 The Long Island Railroad sheet
5 also stated that it has committed -- that freight
6 trains that are currently running at less than
7 capacity will continue to be prohibited from
8 traveling along the main line during peak hours.
9 The project will have no impact whatsoever on
freight trains. A big question.

10

11 Within the body of this statement
12 there are nuances that concern me. It states that
13 freight trains are currently at less than capacity,
14 which to me suggests a hidden agenda that they will
15 increase in capacity. They will continue to be
16 prohibited from traveling during peak hours, which
17 lead me to fill in the blanks that they will be
18 running off-peak hours that is during the evenings
and nights when people want to be sleeping.

19

20 I am not against labor. My --
21 one of my daughters is a hard hatter. My son is
22 construction. And my other daughter is a
23 psychologist who questions why they work in such a
24 field. It's tough. I want them to work. I want
25 the Railroad to improve but I think we have to be
critical thinkers.

1

2

Thank you.

3

(Applause.)

4

THE HEARING OFFICER: Our next

5

speaker is Manuel Velez;

6

Followed by David Kilmnick;

7

Larry Rubenstein;

8

Daniel Karpen; and,

9

Phil Guarnieri.

10

MR. VELEZ: Good evening.

11

I'm Manuel Velez. I'm a resident

12

of Garden City and I'm very concerned about the

13

project for several reasons.

14

We heard a lot of reasons tonight

15

about, you know, improving delays, getting cars off

16

the Long Island Expressway, putting people to work.

17

All those things can be done without increasing the

18

third tract. All those things can be done by

19

adding, you know, you can add trains to the Long

20

Island Railroad train cars. There's so many

21

mornings when I get on the train there's eight cars

22

or ten cars when it could be 12. There's the

23

double decker trains that come with very few cars

24

on it. There could be added trains. All this

25

increasing the capacity for using the line in both

1

2 directions.

3

4 For those students who can't get
5 to school on time, we can change the time of the
6 train a bit and with a better scheduling and
7 management of that I'm sure they could figure it
8 out.

8

9 And, also, longer trains to
10 provide more capacity for ridership.

10

11 The grade crossings, I think, is
12 something that's very important but I don't think
13 it needs to be attached to the main line -- to
14 increasing the third track.

14

15 And I think that we've put them
16 together, we say in the -- you say in the document
17 for economic reasons but I have to question the
18 economic thought process because if I was going to
19 spend a billion dollars and somebody wanted to know
20 what the return on the investment is for that
21 billion dollars, and I think other than
22 accommodating Long Island and helping everybody
23 feel better about riding the train, it really is in
24 the increased freight revenue that's going to come
25 to the train.

25

Now nobody's talking about

1
2 freight because it says there's no impact on
3 freight. However, as the woman said earlier, it's
4 in the off-peak hours that they will add freight
5 because there is something in the law that says
6 when you add track, freight trains have a right of
7 access to those tracks as available. So right now
8 the limited use of that track is why they're
9 running it under capacity. They will be able to
10 run more trains and they'll be able to do a lot
11 more loud -- and it's really disruptive service
12 because it's not something like they're doing
13 consumer goods because there's no warehouses along
14 the line. This is all about freight of
15 construction material, debris, contaminants and
16 hazardous.

17 So these are things that we need
18 to be concerned about, not just as folks that live
19 right next to the track but if you live anywhere
20 within a 10 or 15 mile radius of the track for the
21 whole 9.8 miles, you have to be concerned about
22 that.

23 People don't realize that because
24 it says no, they'll be no freight in there. When I
25 speak to people in my town about it, they said, oh,

1

2 they say there's no impact on freight. That's not
3 going to be true.

4

Now you might not have the
5 purpose of freight but as a residual effect it will
6 draw freight. So it's like that movie said, if we
7 build it, freight will come. And that's certainly
8 an issue.

9

And so I think all the other
10 issues that we talk about bypass and scheduling and
11 available trains and parking, all of that should
12 have been addressed years ago and can still be
13 addressed without attaching it to a \$1 billion add
14 a third track project.

15

Thank you very much.

16

THE HEARING OFFICER: Thank you.

17

(Applause.)

18

THE HEARING OFFICER: Next David

19

Kilmnick.

20

MR. KILMNICK: Hi. Good evening.

21

My name is David Kilmnick. I'm
22 chief executive officer of the LGBT Network. I'm
23 also the founder of the LGBT Network. I've been
24 running the organization for 25 years.

25

So when I first heard about this

1
2 project, I thought it was -- I thought it was a
3 good idea because, you know, we need better and
4 more accessible transportation. But I certainly
5 didn't think about coming down here to say a few
6 words until I really looked into what the project
7 is going to do and how it will really help our
8 organization and thousands of families -- excuse
9 me. I didn't have water -- thousands of young
10 family and children on Long Island.

11 So running the organization for
12 25 years, we -- we, amongst many other things, we
13 run four community centers across the Island that
14 provide life saving services for over 10,000 young
15 people and their families. But there are so many
16 more young people that cannot get to us because
17 they don't have cars and it's nearly impossible to
18 travel across Long Island.

19 So by having this -- and we're
20 here to support the project, obviously, but by
21 having this project, you know, the teenagers, LGBT
22 teenagers, they're one-third of all completed teen
23 suicides are committed by LGBT youth. And we
24 certainly know living here on Long Island that you
25 are completely isolated in the community that

1

2 you're in and it's very hard to get from point A to
3 point B.

4

 By having this third -- third
5 track, it is going to provide access to our
6 community center, which will provide the life
7 saving services for these young people and their
8 families. So we hope that you move forward with
9 it.

10

 Thank you.

11

 (Applause.)

12

 THE HEARING OFFICER: Larry

13

Rubenstein.

14

 MR. RUBENSTEIN: Good evening.

15

 My name is Larry Rubenstein and
16 I'm the vice chairman of the Long Island Railroad
17 Commuter Council, which is the legislatively
18 mandated voice of the riders on Long Island.

19

 I'm here today to offer our
20 support for the improvement of the main line. The
21 Long Island Railroad and its riders have a special
22 relationship. In this relationship, the riders have
23 been doing their part. The good news is, is that
24 the ridership on the Railroad is up to a total of
25 87.6 million in 2015, the Railroad's highest since

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2 1949.

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It's important to note that this occurrence even occurred when the gasoline prices were lower. The bad news is is that as ridership as increased, on-time performance has decreased and 40 percent of the riders are traveling on outdated and overburdened sections of track that we all know as the main line.

The volume of train traffic on the section prevents any serious consideration of two-way service and it reduces rush hour travel to a crawl and that's only if nothing goes wrong. A stalled train, a malfunctioning crossing gate, track defect, can bring the Long Island Railroad to its knees, not only affecting those riding the main line but backing up traffic and delaying trains on behind them and throughout the whole system.

The East River tunnels that most Railroad riders that must travel through are, likewise, overburdened at this time.

The East Side Access Project that is now underway and the construction, will add to the new capacity for the Railroad with trains going under the East River. The problem with this is is

1

2 that they're going to have to deal with the same
3 choke points on the main line, making goals such as
4 increased reverse commuting only a dream.

5

6 You may ask, what's so bad about
7 the current Railroad service? Well, if you ask
8 that, you're clearly not a regular commuter on the
9 Railroad. The time, inconvenience and stress
10 resulting from severely constrained main line are
11 clearly not working for riders, their families or
12 their employers.

12

13 As a regular commuter on the
14 Railroad since 1982, I say there has to be a better
15 way to run the Railroad. For many years community
16 leaders and the Long Island Railroad have studied
17 and proposed expanding the main line to three
18 tracks. Early proposal had impacts on neighboring
19 properties and we must take these impacts into
20 consideration. The Railroad must listen to the
21 local communities and they must be involved in the
22 development of the project so that the final
23 proposal will take into account all local
24 sensitivities.

24

25 The project must achieve the
original objective of increasing capacity and

1

2 operational flexibility. In this way, the Railroad
3 can operate as a modern day railroad.

4

The main line improvement project
5 is critical to Long Island's economic health,
6 quality of life and as our ability as a community
7 for everybody to live and to work in.

8

We have a unique opportunity now
9 to move forward and leverage the increasing
10 capacity that will be generated by the new East
11 River tunnels to create real benefits for Long
12 Island for those who call it home. We must take
13 advantage of this opportunity now. The commuters
14 of the Long Island Railroad, who we represent, need
15 this project.

16

Thank you.

17

(Applause.)

18

THE HEARING OFFICER: Daniel

19

Karpen.

20

MR. KARPEN: My name is Daniel

21

Karpen. I reside at 3 Harbor Hill Drive,

22

Huntington, New York.

23

(Singing) Picture yourself at an

24

MTA hearing, patiently waiting to be heard? The

25

Hearing Officer calls you, you answer quite slowly,

1

2 the train with the locomotive eyes.

3

4 MTA to build a new rail track in
my backyard.

5

6 Look for the train with the sun
in its eyes and it's gone.

7

8 Choo-choos on the rails with
whistles.

9

10 Choo-choos on the rails with
whistles.

11

12 Choo-choos on the rails with
whistles.

13

(Too-oooot! whistle sound.)

14

15 MR. KARPEN: (Singing.) Follow
it down to a field by the Railroad where blackbirds
16 call out their sounds.

17

18 The birds smile as you drift past
the flowers that grow so incredibly high.

19

20 Commuters trains appear on the
tracks waiting to take you away.

21

22 Climb in the coach with your head
in the clouds and you're gone.

23

24 Choo-choos on the rails with
whistles.

25

Choo-choos on the rails with

1
2 whistles.
3 Choo-choos on the rails with
4 whistles.
5 (Too-oot! Whistle sound.)
6 MR. KARPEN: (Singing) Picture
7 yourself on a train in the station
8 with bearded conductors with
9 ticket punchers.
10 Suddenly the train is there at
11 the platform.
12 The train with the locomotive
13 eyes.
14 Choo-choos on the rails with
15 whistles.
16 Choo-choos on the rails with
17 whistles.
18 Choo-choos on the rails with
19 whistles.
20 (Too-oot! Whistle sound.)
21 Okay. Now for some serious
22 comments.
23 (Laughter.)
24 (Applause.)
25 MR. KARPEN: At the Cold Spring

1

2 Harbor Railroad station they have small car parking
3 next to the tracks. If you got a big SUV, you park
4 down the hill and you have to hike up the hill.

5

At the Hicksville Railroad
6 station, if the Town of Oyster Bay would buy a
7 couple of hundred gallons of black paint to paint
8 all the white lines black and re-spray the parking
9 lots close to the tracks so they could put in small
10 cars and then buy 100 small car parking lot signs,
11 we could probably add 400 or 500 additional parking
12 places to the Hicksville Railroad station at
13 virtually no cost to anyone. And because this is
14 re-striping the lines, which is considered a Type
15 II action under SEQRA, no EIS is necessary. So if
16 they want to re-stripe the lines, that's fine.

17

I'm a professional engineer. I
18 do engineering consulting work and it might be a
19 way of getting some more parking place next week if
20 the politicians could move that fast.

21

(Whistle sound.)

22

Thank you.

23

THE HEARING OFFICER: Thank you.

24

Phil Guarnieri.

25

MR. GUARNIERI: Okay. Well, that

1

2 was a novel presentation.

3

4 First I'd like to thank my fellow
5 residents of Floral Park for making everything I
6 planned to say this evening totally unnecessary, I
7 think, but I'll go ahead anyway.

8

9 Phil Guarnieri. I was the Mayor
10 of Floral Park when this proposal first publicly
11 materialized or during the 2005 scoping hearing.

12

13 Then, as now, the paucity of
14 information was deeply troubling. We are still
15 waiting 11 years hence for some of our questions
16 from that hearing to be answered.

17

18 A decade ago a grassroots
19 campaign of virtually unprecedented dimensions
20 arose to state clearly and unambiguously that our
21 communities would not be suckered or dragooned into
22 supporting just any project.

23

24 We would not be casual observers
25 or indifferent witnesses about the impacts that the
26 construction of the third track would have on our
27 communities, our businesses or our quality of life.
28 Nor would we simply accept at face value the
29 justifications given by the MTA for building it;

30

31 That the powers that be did not

1

2 anticipate that we would demand accountability and
3 transparency, was a galactic miscalculation and
4 they paid a heavy price for that presumption.

5

Now a decade or more later, the
6 vaguest outline of another plan is rolled out that
7 ostensibly amends the old plan by cutting the
8 length of the track in question from 11.3 miles to
9 9.8 miles. We're assured that this time no
10 residential property is anticipated to be taken and
11 that the third track will be utilized as a passing
12 lane to limit work on the existing LIRR
13 right-of-way.

14

More or less that was, basically,
15 what was -- what we were made to understand during
16 the project's first baptism. The public, however,
17 is still fishing in dark waters. The lack of
18 specific detail is a narrative that has been
19 percolating for more than a decade and is the
20 reason the MTA, LIRR continues to display at these
21 hearings all the grace and agility of an elephant
22 cornered by a mouse. In my community, it's the
23 mouse that roars.

24

It's unfortunate that the
25 unfurling of this new proposal is characterized by

1

2 the same insobriety that affords the residents of
3 our community absolutely no confidence that things
4 have been rationally discerned instead of
5 recklessly surmised to satisfy a costly and
6 intrusive bureaucratic objective under the guise of
7 serving the public interest and energizing the
8 economy.

9

The MTA catalogues. The same
10 ritualistic platitudes about avoiding disruption of
11 service, the third track serving as a catalyst for
12 an economic renaissance in Eastern Long Island and
13 an artful explanation which pirouettes upon the
14 implausible supposition of affording a larger
15 capacity for reverse commute as a way of
16 legitimizing this olympian size project.

17

The people who reside in the main
18 line communities are not insensible to the blessing
19 of upgrading infrastructure where it was necessary
20 and would serve a useful purpose. There is no
21 gainsaying that modern transportation created the
22 modern world nor are we inhospitable to welcoming
23 suburban expansion on the Island and keeping supply
24 of residential land ample, affordable and
25 accessible to metropolitan jobs markets.

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But there is a quintessential difference between whether something can be built or whether it should be built. Riding on the LIRR might be at a record high but the fact remains that trains cars in a reverse commute are half empty.

Moreover, stating that the third track will limit work and repairs on the current right-of-way also seems suspect in terms of need and practicality. Ninety-five percent of the trains run on time and service is not interrupted.

Of the five percent of the trains that do experience breakdown and delays, only a small minority of that percentage occurs between Hicksville and Floral Park, where a third track is contemplated to be built.

There is some merit in the heterogeneous compounds and proposals that was unveiled in the \$27 billion, five-year capital budget, like the grade crossings. But there is little or any advantage in building the third track. There are easier and more affordable ways to accomplish their objectives but unhappily these scoping hearings do not lend itself as an ideal setting where we can sit down and reason together.

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The MTA's current proposal, like the last, is more about being ambitious and thoughtful and more about empowerment and purposefulness. Building a third track at the cost of \$1 billion plus to expand the reverse commute and enlarge the economy is like burning down a house to boil an egg. There are easier and more cost effective ways to accomplish these objectives.

THE HEARING OFFICER: Please summarize your remarks.

MR. GUARNIERI: I will.

Thank you.

The MTA is a government subsidized agency and the projects they undertake, often grand in scope, are funded by taxpayer money, which more often than not serve not to expand the economy but to retard.

In truth, the MTA, LIRR has always done an outstanding job of manipulating numbers to justify their self serving projects.

Finally, the MTA must consider the disproportionate burden building the third track places on main line communities. A forest takes a long time to grow. So does a community. We

1

2 will not cavalierly surrender what we struggled so

3 long to build and that which embodies --

4 THE HEARING OFFICER: Please

5 summarize.

6 MR. GUARNIERI: -- our highest

7 values and ideals.

8 The last sentence.

9 The most critical question to ask

10 George Orwell once said is, "Who owns the future?"

11 I like to think the founders had it right that it's

12 the we, the people. I ask then that this project

13 not be all accelerator and no brakes. In fact,

14 better yet, I hope you give it the burial it so

15 richly deserves.

16 Thank you very much.

17 (Applause.)

18 THE HEARING OFFICER: Our next

19 speakers will be:

20 Mr. Bhaumik;

21 Ray Pagano;

22 Kristin Biggin;

23 James Bianco; and,

24 Yuki Endo.

25 Please make your way to the

1

2 reserved seats at the front.

3

Thank you.

4

Mr. Bhaumik.

5

MR. BHAUMIK: Good evening.

6

My name is Shipritin (phonetic)

7

Bhaumik. And I'm a member of the Right Track for

8

Long Island.

9

I also happen to be a resident of

10

Syosset and a commuter. I take the train daily in

11

from either Syosset or Hicksville. And I can

12

certainly speak in support of the third track over

13

here in terms of what it would do for my life over

14

here and make it more reliable, train service more

15

reliable. Make it sort of -- take less time.

16

Reduce a lot of stress.

17

But I'm not here to talk about

18

sort of my personal sort of convenience from the

19

third track. I'm here to talk about the benefits

20

of the Long Island -- of the third track to

21

communities in Long Island and the region as a

22

whole.

23

Like most of you know, Long

24

Island experienced a tremendous spurt of growth in

25

the 20th century. And that was driven by a great

1

2 quality of life, great schools and transportation.

3

4 The opening of the Long Island
5 Railroad. The opening of Penn Station in 1910.

6

7 Electrification of the main line, all of that led
8 to tremendous growth in Long Island. But if you
9 look over the last three or four decades, that
10 growth has slowed.

11

12 And an impact of the rate of
13 slowing growth is we feel in terms of us losing our
14 young population. We are losing young people. We
15 are facing a brain drain, as some of the previous
16 speakers have said. Our young population between
17 25 and 34 right now are just over ten percent of
18 the entire population of Long Island. And young
19 people are leaving Long Island for two reasons.

20

21 1. It's very expensive to live
22 on the Island; and,

23

24 2. It's very hard to find good,
25 high paying jobs.

26

27 Case in point, three decades
28 back, defense industry used to be a primary driver
29 of good high paying jobs. In 1986, not from
30 Grumman, just one company employed more than 22,000
31 people. Now the same company employs just 500.

1

2

3 So we don't have good jobs. We
4 have a high cost of living and the third track will
5 really make the economic benefit case for this.

6

7 I had the distinct privilege of
8 authoring the report on the economic benefits, the
9 numbers that some of the folks before me have
10 spoken about. And just to put that in context,
11 during just the construction phase, the \$1 billion
12 project will support about more than 2,000
13 construction related jobs. And these are jobs, not
14 just jobs for construction workers but also sort of
15 direct benefits to those communities in which the
16 project will be undertaken and those businesses
17 where construction workers will potentially stop in
18 for breakfast or lunch or a drink after work.

19

20 Ten years after the project is
21 completed, this project will generate 14,000 new
22 jobs. More than \$6 million in new sales for Long
23 Island businesses, more than \$3 billion in personal
24 income. And over \$140 million in taxes.

25

26 We know on Long Island, one thing
27 is for sure. No matter the economic situation is,
28 whether we are in a housing up turn or down turn,
29 our property taxes are going up. So unless we

1

2 increase the size of our economy, unless we make
3 this a better place to live, unless we have more
4 jobs, unless we grow our tax base, we will not sort
5 of -- we will stagnate.

6

 Thank you very much, again, for
7 the opportunity to speak.

8

 THE HEARING OFFICER: Thank you.

9

 (Applause.)

10

 THE HEARING OFFICER: Our next
11 speaker is Ray Pagano.

12

 MR. PAGANO: Good evening.

13

 My name is Raymond Pagano,
14 recently elected president of the Nassau County
15 Council of Civic Associations.

16

 And the Council is in support of
17 making Long Island stronger, a greater economy that
18 will need to enhance the infrastructure and
19 transportation mode.

20

 In doing so, we will attract
21 jobs. We will enhance the commute for our Long
22 Island residents. We will also make Long Island
23 competitive and contribute to a thriving economy
24 with the importance, as stated just earlier, of
25 keeping the youth and professionals here in Long

1

2 Island.

3

4 Representing the Council and its
5 memberships, civic associations and community
6 groups, we understand the issues, concerns and
7 fears of the residents, especially the homeowners
8 and business owners along the third track corridor.

8

9 While the Council is encouraged
10 by the enhancements within the third track project,
11 such as the seven grade crossings to be eliminated,
12 the additional upgrades to the stations, the
13 increased train schedule for the Long Island
14 commuters, as well as the many jobs, hundreds, if
15 not thousands, that will come along as a result of
16 the construction and thereafter.

16

17 We understand that the answers to
18 these questions, issues and concerns will not be
19 tonight. This will take further public engagement
20 and hearings and participation.

20

21 And so with that said, we
22 encourage the MTA, Long Island Railroad to do the
23 right thing here. Just as the MTA, Long Island
24 Railroad is asking the public to trust and have
25 good faith, we ask the MTA and Long Island Railroad
in good faith to continue these public engagements,

1

2 listen to the concerns of the residents of the
3 communities, take that information and use that.

4

We did that under Governor Cuomo
5 for the New York Rising Community Reconstruction
6 Program and that was a success and we believe the
7 same thing can be true here.

8

With that said, as the Council
9 President, I extend an invitation to the Governor,
10 the Governor's office, the MTA and the Long Island
11 Railroad to participate in the future meetings that
12 we are going to schedule with the communities
13 within that third track corridor so that we can
14 bring this forward to the residents, to the
15 homeowners and to the various businesses -- and we
16 look forward to your participation.

17

Thank you.

18

(Applause.)

19

THE HEARING OFFICER: Kristin
20 Biggin.

21

MS. BIGGIN: Good evening.

22

I'm Kristin Biggin. I'm a member
23 of the Carle Place Civic Association, although I am
24 not here to speak on behalf of the Carle Place
25 Civic Association.

1
2 I've heard tonight about how
3 students have been inconvenienced for their social
4 gatherings. I've heard how commuters are going to
5 be inconvenienced but what we need to focus on, as
6 the gentleman just spoke about, are the people who
7 live directly along this proposed track who already
8 deal with the Long Island Railroad being directly
9 across from them, particularly my mother-in-law,
10 who's in the audience.

11 We understand when they came to
12 the Carle Place Civic Association meeting last
13 night, that they were going to erect a wall. It's
14 even in the frequently asked questions brochure.

15 How big is the wall?

16 What is the wall going to be made
17 out of?

18 Instead, now with looking at
19 shrubbery, my children when they go to grandma's
20 house, will be looking at a wall.

21 Who's going to clean up the
22 graffiti?

23 You just built the Ellison Avenue
24 Bridge. They just tagged it all last weekend
25 thanks to the -- thanks to the Westbury Mayor, it

1

2 was cleaned up within two days. However, I have
3 pictures of the Carle Place train station as it is
4 now. It is dilapidated. It is rusted and people
5 have told me that they're scared to walk across it.

6 I used to walk across it over 30
7 years ago when I went to high school. It still
8 looks like it hasn't been updated very much. I'd
9 like an engineer to come look at it before anything
10 happens.

11 We haven't heard much plans as to
12 what you're going to do with the particular
13 stations. I can't, as a taxpayer, go ahead and
14 support a project, while I know it will bring jobs,
15 I'm all for union, I'm part of a union. However,
16 you're spending a lot of my tax dollars on a
17 project that we know no particulars about.

18 I don't trust Governor Cuomo due
19 to his other implementations, Common Core is a
20 disaster, not much planning in that. And I'm kind
21 of seeing the same thing here repeated.

22 So we need more. We need a lot
23 more. We need you to come to our civic association
24 meetings, which you have done. But, again, there
25 was no real meat.

1

2

All right.

3

4

5

You need a plan. So we ask you
to continue the conversation with your public but I
don't want my children looking at a wall.

6

Thank you.

7

(Applause.)

8

9

MS. BIGGIN: If you would like
the pictures, I have them.

10

11

THE HEARING OFFICER: You can
leave it with our stenographer.

12

13

The next speaker is James Bianco.
(No response.)

14

15

THE HEARING OFFICER: Mr. Bianco?
(No response.)

16

17

18

THE HEARING OFFICER: All right.
We'll call Mr. Bianco again in a
few minutes.

19

20

21

22

Our next speaker is Yuki Endo;
Followed by Andrew Ward;
Sally Corbett Turco; and,
Jason "R".

23

24

25

MR. ENDO: Yuki Endo, resident of
(unintelligible) and member of the Long Island Bus
Service Union, fighting for better bus service in

1

2 Nassau and Suffolk County. (Unintelligible) buses
3 (Unintelligible.)

4

As we walk between Floral Park
5 and Hicksville because the (unintelligible). All
6 local union stations should have no
7 (unintelligible) because there are stations
8 (unintelligible) Mineola.

9

At the New Hyde Park Station
10 there should be an overpass or an underpass for the
11 (unintelligible). But there should be no clear
12 (unintelligible) is needed.

13

Train that does not make any stop
14 (unintelligible). Huntington local stop east.

15

Also there should be no
16 (unintelligible) express the (unintelligible).
17 There should be service between Carle Place and
18 Westbury. I also suggest there should be
19 innovation (unintelligible) because there are some
20 blind and disabled commuters. (Unintelligible) and
21 the platform.

22

I also suggest should be extended
23 to Greenport so that Greenport has no service.
24 (Unintelligible) should be (Unintelligible).

25

Hicksville station

1

2 (unintelligible) M25, M26 bus stop has been

3 (unintelligible) takes bus is train station on the
4 south side.

5

The m46 and bus a bus

6 (unintelligible). At the (unintelligible) need to

7 be. (Unintelligible) project when -- if the has to

8 be suspended between Mineola and Hicksville and

9 come between the construction. A shuttle bus

10 should not be (unintelligible) both directions.

11 A shuttle bus (unintelligible)

12 it's between Hicksville and any other shuttle bus

13 Ellison Avenue bridge construction. And the local

14 shuttle bus should operate between Hicksville,

15 Westbury, Carle Place in both directions.

16

I thank you for your cooperation.

17

THE HEARING OFFICER: Thank you.

18

(Applause.)

19

(The following is a copy of the20 ***written statement submitted by Yuki Endo***21 ***referencing his above testimony.)***

22

"MR. ENDO: My name is Yuki Endo,

23 resident of Jackson Heights, Queens and member of

24 Long Island Bus riders Union, fighting for better

25 bus service in Nassau County and Suffolk County.

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25

I depend on the MTA NYC subway, buses, Long Island Railroad, Metro-North, NICE Bus, Suffolk County Buses and Westchester County Bee-Line Buses.

I support the new third track between Floral Park and Hicksville because Main Line gets less service than Babylon Branch. All local Main Line station stops should have more benches because there are no benches at all Main Line station except Hicksville and Westbury.

At New Hyde Park station, there should be either overpass or underpass for pedestrian crossing.

At Westbury, more clear pedestrian underpass is needed.

All Montauk train that does not make any stop should operate via Babylon Branch or via new track.

Ronkonkoma train should use new track and with some trains stopping at Westbury.

All Huntington train should make local stops east of Mineola.

Also, there should be Ronkonkoma Flyers that runs express to Hicksville with no

1

2 Jamaica stop during peak rush hour.

3

4 There should be switches between
Carle Place and Westbury.

5

6 I also suggest there should be
renovation of Hicksville, Westbury, Mineola should
7 be top priority because there are some blind and
8 disabled commuters who might use this stations and
9 not safe for them with unsafe cracks.

10

11 I also suggest Ronkonkoma double
track project should be extended to Greenport, so
12 Greenport train has more service because it just
13 only few summer trips.

14

15 At all MTA LIRR station served by
NICE Bus, bus signage that reads "MSBA Buses" to
16 replace with "NICE Bus."

17

18 At Hicksville Station, sign for
n20, n22, n24, n48/49, n50, n73/74 and n80/81
19 buses" should replaced to n20H, n22, n24, n48/49,
20 n80/81 and n73 bus."

21

22 At Babylon Station, n19 bus stop
sign should be eliminated from station sign.

23

24 At Great Neck Station, n25 and
n26 moved to Station Plaza North while n20H
25 Hicksville and n20G Flushing-Main St. bus leaves

1

2 train station at Station Plaza South.

3

4 At Bellmore Station, n46 and n50
bus sign need to be eliminated.

5

6 At Wantagh Station, n74 bus stop
sign need to be eliminated.

7

8 During the 3 tracks project when
9 if LIRR have to be suspended between Mineola and
10 Hicksville, LIRR shuttle buses should not skip
Westbury in both direction.

11

12 For LIRR shuttle bus suggestion
13 during 3-track project if LIRR closed Main Line
14 between Hicksville and Mineola, express shuttle bus
15 should stop operate between Hicksville and Mineola.
16 Local shuttle buses should operate between Wantagh
17 and Mineola with stops at Bethpage, Hicksville,
18 Westbury, Carle Place in both directions.
Sincerely yours truly, Yuki Endo."

19

20 THE HEARING OFFICER: Mr. Andrew
Ward?

21

(No response.)

22

23 THE HEARING OFFICER: If he's
not here, we'll try him again later.

24

Sally Corbett Turco.

25

MS. TURCO: Hello. My name is

1

2 Sally Corbett Turco and I have over 20 years in
3 non-profits, top 20 universities, top 20 museums,
4 arts councils and economic development.

5

6 I was born and raised in Floral
7 Park and I am gravely concerned about this project.
8 The proposed project respectfully seems to me a
9 colossal example of not having priorities straight.

10

11 I feel that safety concerns and
12 security concerns of all of the MTA systems should
13 be top priority and we shouldn't be exploring a
14 third track project at all until every grade
15 crossing is dealt with first and foremost. And I
16 say this because my cousin sat in car No. 2 in
17 Valhalla when the crash happened at the grade
18 crossing and she helped rescue people out of the
19 first car.

20

21 So before exploring other things,
22 the only thing should be safety and the only thing
23 should be fixing the issue with grade crossings.

24

25 I do want to add that, you know,
26 Alaska had their bridge to nowhere. Okay. I think
27 for all the millennials people are talking about
28 here today and the young people that people want to
29 attract to Long Island, respectfully, I really mean

1
2 -- I don't mean to put down the communities here
3 because I love them and I want to see them maintain
4 their quality of life, but to millennials, this
5 track would be a track to nowhere. The reason is,
6 the night life they seek, the other young people,
7 the lower cost of living, the ability to get
8 apartments with people like in Williamsburg. It's
9 going to take more than a third track to make
10 Hicksville the next hot spot like Williamsburg is
11 to millennials.

12 So I think further study on
13 whether this really is going to attract young
14 workers and keep them here is definitely needed.

15 I'd also like to add that there's
16 unemployment on Long Island. Have you done any
17 studies as to the impact of job seekers about Long
18 Island having more competition for the jobs from
19 people who might commute out east from the five
20 boroughs of New York City?

21 Personally, I'm concerned about
22 you're putting our family businesses out of
23 business. They sit right along the track.

24 I'm also concerned about the high
25 cost of commuting. Have you studied or analyzed

1

2 the fact that low income workers cannot afford to
3 reverse commute due to the high fares charged by
4 the LIRR?

5

6 Have you thought about why young
7 workers do not live here already? It can't be
8 solved by a third track.

9

10 Have you studied or considered
11 the problem that a reverse commuter would have
12 disembarking at a station that has no north-south
13 connecting public transportation?

14

15 I think increased freight is also
16 a major concern for those living near the tracks.
17 Right now there's already rumble and noise and
18 vibration.

19

20 I think those who have moved to
21 Suffolk County seeking a rural environment, their
22 thoughts about this should be sought, bringing
23 additional people and factories into their
24 neighborhoods.

25

26 In determining the needs of
27 commuters, have you studied the growing trend among
28 office workers to work from home?

29

30 Long Island is serviced almost
31 exclusively by volunteer fire fighters and

1

2 companies. Have you evaluated the impact on all of
3 those in Suffolk and Nassau County?

4

What do you propose to do to help
5 with this situation?

6

Since the closures of underpasses
7 during construction will prevent the movement of
8 fire, rescue and emergency medical equipment, what
9 studies have you done to take that negative
10 situation into consideration?

11

Lastly, I'm concerned about
12 increased crime. In some areas transportation hubs
13 have led to increased crime such as out at
14 Huntington Station. What studies have you done or
15 will you do to see what additional law enforcement
16 assets need to be provided?

17

What is the plan to provide more
18 LIRR police at station?

19

How many more people will you be
20 adding to the very sparse coverage that's now
21 afforded?

22

As it is now, they're only called
23 to the scene after there is an incident but are
24 never around to be visible as a preventative
25 measure.

1

2

Are you looking into this need?

3

4

5

6

7

I am concerned about the notion that 14,000 jobs are being discussed here tonight that they're somehow going to be created. I don't believe those jobs are permanent. They seem to be temporary construction jobs.

8

Thank you.

9

(Applause.)

10

11

THE HEARING OFFICER: Next we have Jason "R";

12

13

Followed by Tanya Lukasik; and, Rob Sceles.

14

MR. "R": Good evening.

15

16

17

18

19

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21

22

Peak rush hour service in the mornings and evenings are at capacity and have been since the late 1980s. These trains are standing room only. There's no margin for error whatsoever or room for improvement on the Long Island Railroad due to the lack of track capacity. One small disruption causes dozens of cancelled and combined trains and this is a regular occurrence.

23

24

25

This is not the case with Metro North, which in most places has three or even four tracks and does not suffer from daily delays,

1

2 disruptions and cancellations.

3

4 Commuters from the north do not
5 experience this whatsoever. It's only on Long
6 Island. This is a terrible quality of life.

7

8 Countless hours each week wasted on delayed or
9 cancelled trains. And this is a huge reason young
10 families are leaving Long Island.

11

12 The Long Island Railroad is
13 reliably unreliable. This undisputed fact is one
14 of the single biggest reasons friends of mine have
15 settled in Westchester and the northern suburbs
16 instead of Long Island.

17

18 Without this project, more young
19 families, mine included, will be leaving Long
20 Island for northern suburbs and reliable train
21 service.

22

23 Thank you.

24

25 (Applause.)

26

27 THE HEARING OFFICER: Tanya
28 Lukasik.

29

30 MS. LUKASIK: Hi, again. I'm
31 continuing from yesterday.

32

33 I just wanted to give a little
34 bit more information before I was cut off.

1

2

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25

My name is Tanya Lukasik. I'm a Nassau County resident. I'm a founder of an organization of over 2,000 members all throughout Nassau County, a lot of them living within -- or on the main line corridor.

I wanted to reiterate the statement I had yesterday that upon the review of the scoping document, I find that there's little emphasis or detail provided on the specifics of the actual third track to include items, included but not limited to:

GIS mapping imagery of the main line track corridor;

The legal and spacial definition of the right-of-way;

Existing conditions of the right-of-way along the main line;

Infrastructure within the right-of-way; and,

Build options, schematics and alternatives.

It is extremely difficult to make an informed comment or assessment without this data. I ask that you release this data, you post

1

2 it on line and that you extend the scoping comment
3 period so that individuals can review this content
4 and provide accurate response because this is the
5 first stage of an important environmental review.

6

Some of the other questions I
7 wanted to just list was in relation to SEQRA:

8

Was an Environmental Assessment
9 form completed? If so, could you, please post that
10 on line.

11

If there was a Positive
12 Declaration issued, which I believe there was in
13 the DEC site, please document that and then, also,
14 upload it either to the MTA website or with the
15 DEC. Legally that's supposed to be published by
16 law but I was unable to find that.

17

Some of the other questions I
18 just wanted to go over, just reiterating from last
19 night.

20

Categorical exemption. The
21 Suffolk double track project used this exemption.

22

Considering the Governor amended
23 the original plan with claims to utilize no eminent
24 domain going forward for residential property along
25 the main line, will the MTA then be working within

1

2 that right-of-way and will they invoke PAL Section
3 1266-11 of the New York Public Authorities Law,
4 which would exempt this agency from conducting the
5 environmental review?

6

When you did this work in
7 Suffolk, you went through the motions but ended up
8 not completing the Environmental Review. That's
9 important content that the public needs to know now
10 when they're making these kind of comments.

11

And, again, also as I mentioned
12 last night, is this going through SEQRA or should
13 this be going through NEPA, which is the last time
14 when you did this a couple of years ago it went
15 through federal review.

16

Grade crossing safety data.
17 That's something that's important. We should have
18 access to that now. We should have that for the
19 entire main line corridor, as well as all of Nassau
20 County and Suffolk. There are different grade
21 crossings in Bethpage and Syosset where trucks have
22 actually hit into the Long Island Railroad. That's
23 important information that should be considered
24 through this project.

25

And the freight train piece, I

1

2 know a lot of residents have spoken to this but the
3 paragraph that's listed right now isn't sufficient.
4 It doesn't provide enough information. It's not
5 reflecting reality.

6 One of the reports that I had
7 mentioned last night from the New York State DOT,
8 NIMTAC, specifically states reducing barriers of
9 east of Hudson rail service, with the discussion of
10 the Long Island Railroad main line, vertical
11 clearance and bridge heights. For instance, the
12 Ellison Bridge, with the goal of 23 foot double
13 stack clearance, meaning double stack freight
14 trains.

15 There's also clear reference to
16 the internodal site at Pilgrim, which is not
17 referenced in the scoping document, neither with
18 Calverton or Brookhaven rail terminal. And there's
19 bolded, the objective to reduce operational
20 conflicts between passenger and freight service on
21 region's railroads. That's a measure that
22 undeniably will be achieved by the addition of the
23 third rail.

24 So I ask that you consider this
25 information. All the complementary reports between

1

2 the DOT, the Port Authority, all that data is
3 there. It's extensive. There's a lot of
4 individuals, I know I spoke with you last night,
5 have that data into this scoping document now so
6 that residents can provide full and thorough
7 comment about freight activity because it's true.

8

Thank you.

9

(Applause.)

10

THE HEARING OFFICER: Rob

11

Sceles.

12

MR. SCELES: Hello. How you

13

doing?

14

All right.

15

I didn't prepare something like

16

everybody else did but I threw a couple of notes

17

down.

18

I've been a life long resident of

19

Long Island. I love the Long Island Railroad.

20

I think there's been a lot of

21

great comments, a lot of good ideas here tonight

22

and a lot of opinions but I'm glad you guys are

23

doing an outreach because you're giving us the

24

opportunity to talk.

25

I think it's a great benefit to

1

2 eastern Long Island but I think the areas that it's
3 in, specifically from, I would say Queens Village
4 to Hicksville, it's going to affect.

5

Now, of course, we know about the
6 noise, the vibrations, the freight trains. We
7 heard all about that. What I haven't heard though,
8 which is my greatest concern, is the operational
9 needs of the Hempstead line and the Oyster Bay
10 line.

11

Right now the Hempstead line
12 takes about a five minute wait until it crosses the
13 two tracks right around Belmont Park. The same
14 with Oyster Bay. It takes it awhile to cross over
15 and when it's going west -- east.

16

If you add a third track, you're
17 going to have to lose some of that service and it's
18 going to impact some of that peak service. I don't
19 see how you could run the same amount of trains on
20 those two lines if you add a third track, without
21 adding additional capacity.

22

Now the original scope was 11.5
23 miles. Now it's 9.8. I have a feeling that there
24 was money saved in that area by not redoing the
25 stations and not doing a flyover and not doing

1

2 whatever. But I have heard rumors that it's going
3 to be a shuttle on the Hempstead line with a single
4 track Hempstead line if they put a third track in.
5 that's my biggest concern.

6 And I think the same concern ends
7 up in Oyster Bay because you add a third track
8 there, you're going to be shuttling twice as many
9 trains out east or west during the peak hours and
10 it's going to affect a lot more people.

11 In that case, you're going to
12 benefit only the east -- eastern Long Islanders and
13 you're going to affect the Nassau western Long
14 Islanders and it's a great project but you have to
15 not reduce service and capacity for the other
16 residents at the benefit of the others.

17 So that's all I have to say.

18 Thank you.

19 THE HEARING OFFICER: Thank you.

20 (Applause.)

21 THE HEARING OFFICER: Our next
22 speaker is Mr. Steven Quigley.

23 While he's making his way to the
24 microphone, we did call several other names of
25 folks who didn't respond. So if they are here, I'd

1

2 like if they could raise their hand and they could
3 have an opportunity to speak. That was:

4

Barbara Crispo;

5

Andrew Ward; and,

6

James Bianco.

7

8 So if you are here, please make
9 your way to the reserved seats in the front.

9

You'll be the next on deck speaker.

10

In the interim, Mr. Quigley.

11

12 MR. QUIGLEY: My name is Steve
13 Quigley. I'm a commuter. I take the -- I'm an
14 intra-island commuter. I start in Babylon and end
15 up in Mineola every day. My train that I take is
16 what we -- the younger gentleman would have called,
17 the Chaminade train. There's probably about 100
18 students from Chaminade that take the train every
19 day on my train.

19

20 At the same time, there's a train
21 coming in from Port Jeff where there's probably 200
22 students that get off and walk over to Chaminade
23 totaling an incredible amount of students that use
24 the Long Island Railroad. They don't drive --
25 excuse me. Less cars. They're not on the road.
26 Their parents aren't dropping them off in front of

1

2 the school. But in the meantime, those two trains
3 arrive in Mineola at exactly the same time.

4

5 If it wasn't for our train going
6 west on the eastbound tracks, we would not be able
7 to be scheduled in. So what we're looking for,
8 what I feel is extremely important, is the third
9 track so that there can be more intra-island
10 commuting.

11

12 Of what I understand, from an
13 hour-and-a-half, there's no reverse commute on the
14 main line out of Floral Park to Hicksville. All
15 the trains are scheduled westbound on both tracks.
16 As a result, you need more tracks, more
17 infrastructure and probably going to need more cars
18 as well -- more train cars.

19

20 I just remember years and years
21 ago, we're talking about elimination of railroad
22 crossings, years and years ago in 1982 there was a
23 bad accident at Herricks Road and that caused the
24 death of nine people.

25

26 In 1998 or 1999, the crossing was
27 eliminated. Years ago I used to pick up my father
28 at the Mineola train station because I grew up in
29 New Hyde Park and we would sit at that crossing,

1

2 sometimes as much as five minutes.

3

4 All of this the third track, with
5 the elimination of the grade crossings, in my
6 opinion, will increase and speed up commuting. As
7 a result traffic will be alleviated in those areas.

7

8 So overall, I think it's a
9 win-win situation. Yes, there's an incredible cost.
10 Yes, there is going to be muss. There's going to
11 be some fuss. There will be people inconvenienced
12 but the overall future benefits will be worth it by
13 far and away.

13

14 Thank you.

14

15 THE HEARING OFFICER: Thank you.

15

16 (Applause.)

16

17 THE HEARING OFFICER: We have no
18 more new registered speakers. But I will call
19 again three people we called. They may have been
20 out of the room temporarily.

20

21 Barbara Crispo. If you're here,
22 raise your hand.

22

23 (No response.)

23

24 THE HEARING OFFICER: Andrew
25 Ward.

25

(No response.)

1

2

THE HEARING OFFICER: James

3

Bianco.

4

(No response.)

5

THE HEARING OFFICER: All right.

6

Well, they may have elected not

7

to speak or they may be outside. We'll give them

8

another shot.

9

It's approximately 8:40.

10

We will be here until 9:00

11

waiting for additional registered speakers but for

12

now we will take a brief break. We will remain

13

nearby should any other speakers arrive.

14

Thank you.

15

(At 8:40 p.m., the hearing was

16

temporarily recessed.)

17

(At 8:45 p.m., the hearing was

18

resumed.)

19

THE HEARING OFFICER: Ladies and

20

gentlemen, may I have your attention. Your

21

attention, please.

22

We have another speaker. We had

23

taken a brief recess while we were awaiting

24

speakers to arrive.

25

We are now going to return from

1

2 recess.

3

It's 8:45.

4

Our next speaker is Joanne

5

Bordier.

6

MS. BORDIER: Bordier.

7

THE HEARING OFFICER: Thank you

8

for correcting me.

9

You're the next speaker.

10

Ladies and gentlemen, I hope that

11

you will give your full attention to our next

12

speaker.

13

MS. BORDIER: Hi. I'm Joanne

14

Bordier. I live in Carle Place. I bought my house

15

in 1979 because my husband needed to go to the

16

City.

17

All the commuters that spoke this

18

evening for the third rail track in, you know,

19

positive that they want it, I'll bet you not one of

20

them live anywhere near the train.

21

I am across the street and every

22

night between 1:00 and 1:30 a.m., the big freight

23

trains come through. Now I'm across the street and

24

I wish they would put themselves, and the Long

25

Island Railroad, put yourselves in my position.

1

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My house shakes. The glasses shake. The pitchers -- it wakes me up and I'm across the street. I really feel bad for the people who live across the street from me. It's going to be very disruptive and I'm really -- I don't -- I'm very angry about the freight trains that come through now.

In fact, I called the Long Island Railroad and I had said that and I was waiting for a phone call so that I could, you know, talk to somebody. And somebody called me today at 3:00 and I called five days ago about the freight trains. And I'm sure the only reason I got my phone call is because there was a meeting tonight and I know that for a fact and I think that was very disrespectful not even to return my phone call.

I am really concerned about what the right-of-way is because there's no information. It could mean anything. It could mean you're taking land away from people that live there. It could mean -- there's such an interpretation that we need to know. And I'm really against this project.

And I'm sorry if it's an

1
2 inconvenience for other people but I think that
3 it's going to be very detrimental to the
4 communities that are very, very -- that live close
5 to the train. And I think -- think the Long Island
6 Railroad is just not thinking about the people who
7 live there. And if this happens, I mean, my value
8 of the house I know -- I know the value of my house
9 is low now because I'm right near the train, across
10 the street from the train, but if this happens,
11 it's going to go even lower and it's really not
12 fair.

13 I just think that this project is
14 a horrible idea and I think that you should just
15 think about all the things you heard against it
16 tonight and take into consideration.

17 Thank you.

18 THE HEARING OFFICER: Thank you.

19 (Applause.)

20 THE HEARING OFFICER: It's 8:49.

21 We're going to take another brief break while we
22 await additional speakers. We won't go far away.

23 Thank you.

24 (Brief recess.)

25 (Continued on next page.)

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THE HEARING OFFICER: Ladies and gentlemen, I'm simply announcing that it is 9:00. We have no additional registered speakers.

So I want to thank you all for coming this evening.

We're going to close out this scoping meeting but you can also continue to provide your comments on our website at www.amodernli.com. Comments will be taken through June 13th.

Again, thank you for taking the time to join us this evening.

Good night.

(At 9:00 p.m., the proceedings were concluded.)

1

2 STATE OF NEW YORK)

3 SS.

4 COUNTY OF NEW YORK)

5

6

7

8 I, MARC RUSSO, a Shorthand
9 (Stenotype) Reporter and Notary Public within and
10 for the State of New York, do hereby certify that
11 the foregoing pages 1 through 152, taken at the
12 time and place aforesaid, is a true and correct
transcription of my shorthand notes.

13

14 IN WITNESS WHEREOF, I have
hereunto set my name this 3rd day of June, 2016.

15



16

MARC RUSSO

17

18

19

20

21

22

23

24

25

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1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE : LIRR EXPANSION PROJECT

7
8 -----X

9 Antun's by Minar

10 244 Old Country Road

11 Hicksville, New York

12
13 May 25th, 2016

14 6:29 p.m. - 6:31 p.m.

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18
19 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

20 ADAM FIRESTER

21 REPORTED BY: Stephanie Mosby, Stenographer

1 MR. FIRESTER: So I read over all the
2 available documents that were sent out. I think
3 overall, the project will benefit Long Island as a
4 whole. It makes sense from the security and
5 throughput standpoint.

6 In terms of the volume in trains going
7 through, the ability to accommodate for any
8 mechanical breakdowns, et cetera. That is
9 clearly a pain point today. So I do believe that
10 the project will adjust that.

11 A question and possible concern I have as
12 both a resident of Hicksville, as well as a
13 commuter who uses the rail road on a daily basis
14 to get to work, it didn't feel as though the
15 document spoke to any potential impact to traffic
16 or additional parking at the station as a result
17 work.

18 Today I have severe challenges finding
19 parking at the station. I typically need to
20 arrive by 7:00 a.m. in order to get a spot as a
21 resident.

22 Today there are residents of other
23 hamlets within the town of Oyster Bay who are
24 able to leverage the parking at the Hicksville
25 Station because it is part of the town.

1 My concern is that if one of the outcomes
2 of this project is additional trains arriving at
3 and departed from the Hicksville Station, that
4 may cause additional traffic from cars at other
5 hamlets adjacent to Hicksville within the town,
6 to use the Hicksville parking and create even
7 further challenges with respect to parking at the
8 station for local residents as well as additional
9 traffic coming to and from the station.

10 So my question to the governing body is:
11 What will be done to both analyze that and to
12 ultimately address that if there appears to be a
13 problem?

14 I just want to make sure that that's
15 being accounted for since that is a huge
16 challenge today.

C E R T I F I C A T I O N

I, Stephanie Mosby, Court Reporter and Notary Public in
and for the State of New York, do hereby certify that I attended
the foregoing proceedings, took notes of the same, that the
foregoing, consisting of 4 pages, is a true and correct copy of
same and the whole thereof.

Dated: 05/25/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

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NEW YORK STATE DEPARTMENT OF TRANSPORTATION
MTA/ LONG ISLAND RAIL ROAD

-----X

PUBLIC SCOPING MEETING
RE : LIRR EXPANSION PROJECT

-----X

The Inn at New Hyde Park
214 Jericho Turnpike
New Hyde Park, New York

May 24th, 2016
5:46 p.m. - 6:00 p.m.

STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF
ALVIN SU

REPORTED BY: Stephanie Mosby, Stenographer

1 MR. SU: I am not opposed to getting rid of
2 the crossing. I live by South 12th Street, which
3 is about a block away from the crossing. The
4 only issue that I have is the Option 2, which
5 will take away from my property, but in front of
6 my probability. So I oppose to Option No. 2.

7 Option number 1, I agree with the plan,
8 except for the three-story parking lot. Back in
9 eight years, I think, the only plan was to close
10 the crossing, which I am okay with that. Without
11 adding any structure in front of my house. That
12 area we don't have access so people have to go
13 around, going south by Jericho Turnpike or
14 Covert. So that there is going to be crowded
15 with cars. They will be adding, I think, like
16 140 more and right they have like 100. So that
17 will be almost like 300 cars in that area. And
18 that is only a two-lane street. So I think that
19 is going to be a busy street. Especially in the
20 peak hours.

21 So I am not opposed to crossing. I am
22 opposed to building a structure in front of my
23 house and Option 2, I think, would be great.

24 Also the problem is that when you are
25 trying to get to the train going to the city and

1 you're on the south side of the track and if
2 there is a eastbound train coming in five minutes
3 early, you are going to miss a train going
4 westbound. So you have to be there at least ten
5 minutes early just to be safe that you will be
6 able to cross the track. And it happened to me
7 twice where I had to cross the track because I
8 saw my train right there and the other train is
9 not moving. And once time I got a ticket. And
10 everyone is running there. The next train is
11 like half an hour. And it happened to me a
12 couple of times also where the crossings it
13 closed, and then it opened, and then I went, and
14 suddenly half way it starts to close again. So I
15 have to speed up and luckily there is nobody in
16 front of me.

17 So I am not opposed to that. I am just
18 opposed to the structure. I think it's good that
19 when they get rid of the crossing in
20 New Hyde Park, it's going to relieve the traffic.

21 I don't know about Covert. I think
22 Covert is a different story because there is a
23 lot of property that is going to be affected.
24 So that is a different story for people that live
25 on Covert.

C E R T I F I C A T I O N

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and for the State of New York, do hereby certify that I attended
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Dated: 05/24/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

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NEW YORK STATE DEPARTMENT OF TRANSPORTATION
MTA/ LONG ISLAND RAIL ROAD

-----X

PUBLIC SCOPING MEETING
RE : LIRR EXPANSION PROJECT

-----X

The Inn at New Hyde Park
214 Jericho Turnpike
New Hyde Park, New York

May 24th, 2016
5:19 p.m. - 5:20 p.m.

**STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF
ANN THOMPSON**

REPORTED BY: Stephanie Mosby, Stenographer

1 MS. THOMPSON: Okay. I live in Garden City,
2 not far from where the additional rail line will
3 be placed. And I object to the inconvenience
4 this will cause my neighbors and all the people
5 in the affected communities. If they build the
6 third track, I don't understand how this will
7 alleviate the bottleneck that always occurs in
8 Jamaica.

9 And the Long Island Rail Road has a very
10 bad on-time record and service record. And I
11 don't feel they can take care of what they have
12 already. So I don't really see this tremendous
13 benefit at the present time.

1 C E R T I F I C A T I O N

2

3 I, Stephanie Mosby, Court Reporter and Notary Public in
4 and for the State of New York, do hereby certify that I attended
5 the foregoing proceedings, took notes of the same, that the
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9 Dated: 05/24/2016

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13 _____
Stephanie Mosby, Court Reporter

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NEW YORK STATE DEPARTMENT OF TRANSPORTATION
MTA/ LONG ISLAND RAIL ROAD

-----X

PUBLIC SCOPING MEETING
RE : LIRR EXPANSION PROJECT

-----X

The Inn at New Hyde Park
214 Jericho Turnpike
New Hyde Park, New York

May 24th, 2016
6:09 p.m. - 6:10 p.m.

STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF
ASHVANI SETHI
REPORTED BY: Stephanie Mosby, Stenographer

1 MR. SETHI: I am resident of Garden City and
2 would like to challenge the proposal to allow the
3 third track to be built to support and run at all
4 hours through our backyards. Thank you.

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1 C E R T I F I C A T I O N

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4 and for the State of New York, do hereby certify that I attended
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9 Dated: 05/24/2016

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Stephanie Mosby, Court Reporter

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NEW YORK STATE DEPARTMENT OF TRANSPORTATION
MTA/ LONG ISLAND RAIL ROAD

-----X

PUBLIC SCOPING MEETING
RE : LIRR EXPANSION PROJECT

-----X

Antun's by Minar
244 Old Country Road
Hicksville, New York

May 25th, 2016
7:00 p.m. - 7:01 p.m.

STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF
BARBARA CRISPO

REPORTED BY: Stephanie Mosby, Stenographer

1 MS. CRISPO: I cannot open my windows in the
2 front of my house due to the noise of the trains.
3 I have brand new windows that I can't break open.
4 The only time I attempt it is on Sunday because
5 there are really not too many trains. During the
6 week, I can't.

7 And honestly I see so many trains going
8 by that are empty. So I don't know about --
9 there's so many empty trains going by and it's
10 like: Why are they empty? So there you have it.
11 Thank you.

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1 C E R T I F I C A T I O N

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3 I, Stephanie Mosby, Court Reporter and Notary Public in
4 and for the State of New York, do hereby certify that I attended
5 the foregoing proceedings, took notes of the same, that the
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9 Dated: 05/25/2016

10

11 *Stephanie Mosby*

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Stephanie Mosby, Court Reporter

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2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/ LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE : LIRR EXPANSION PROJECT

7

8 -----X

9 The Inn New Hyde

10 214 Jericho Turnpike

11 New Hyde Park, New York

12

13 May 24th, 2016

14 4:31 p.m. - 4:36 p.m.

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19 **STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF**20 **BESS GIORDANO**

21 REPORTED BY: Stephanie Mosby, Stenographer

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25

1 MS. GIORDANO: I live directly across from
2 the railroad tracks. I am a few feet from the
3 embankment. My house faces the railroad so I am
4 4 feet from the where it starts to go up, 2 feet
5 from there. And I am really very close to the
6 tracks.

7 My concern is construction. I wouldn't
8 be able to get in and out of my driveway. I
9 mean, I am going to be trapped with all of the
10 equipment. And also the noise, extra noise that
11 might be coming along with freight; probably
12 freight. I have freight now.

13 I am here 35 years. Some years later at
14 night it's a problem. Then they started during
15 the morning, during the day. Now it's at night,
16 during the day, off commuting hours, and prime
17 time at night when you can't look at the tv;
18 interruptions like crazy.

19 As I said, it's increased since I moved
20 in and I have no doubt it's going to increase,
21 especially if the third rail goes through.

22 As I said, construction will be a problem
23 for not only me, I have houses next to me that
24 are almost just as close as I am. There are at
25 least two more before the track turns a little.

1 So I am really concerned with that. Like, I have
2 to be able to get in and out of my driveway. Not
3 to the mention the commotion outside with all the
4 work that is going to be going on.

5 Number two, is the Covert Avenue
6 crossing. I'd rather keep the crossing at street
7 level to be honest with you. I am concerned
8 about flooding. Because I have seen other areas
9 with that same kind of format and when it rains a
10 lot, it floods. And we don't need that. Because
11 we have to get from the south of the tracks to
12 the north of the tracks where, most of the times,
13 that's where we go. Businesses and stuff like
14 that. So if there is a safer way to put better
15 gates down, fine.

16 And another issue with that is, my block
17 is 6th Avenue and Covert. I am at the dead end
18 but I have to go to Covert to get anywhere east
19 or west-- no, north to south. And to make a left
20 there, you can't see the cars that are coming
21 from where the tracks are.

22 The road itself bends, there is a curve
23 in the road, and we can't see what's coming at us
24 until we're in the middle of the street. The
25 only time we can get across is maybe if the gates

1 go down and you have some kind of space. Because
2 like I said, you don't see what's coming until
3 you are in the middle of the road to make a left,
4 or even a right.

5 I mean, as I said, it's a concern for me
6 for that part. We need a light at that corner.
7 We've needed it for the longest time. But if
8 this thing does go through with the crossings, we
9 definitely need a light at the corner of
10 6th Avenue and Covert. We need a traffic light,
11 and we need it now. We will need it even more so
12 especially if this crossing thing goes through.
13 We've needed it for quite a while.

14 As a matter of fact, about 12 years ago
15 when this first thing came up -- I look at the
16 letters, I have copies of the letters I sent in.
17 One of the issues was a traffic light at 6th
18 Avenue and Covert. And this is going back
19 ten/twelve years. We do need it whether or not
20 the crossings get done we need it. But even more
21 so if the crossings are eliminated. Because we
22 cannot get out. It's like, you cross your
23 fingers that there is not a car coming. It's
24 bad, dangerous.

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C E R T I F I C A T I O N

I, Stephanie Mosby, Court Reporter and Notary Public in
and for the State of New York, do hereby certify that I attended
the foregoing proceedings, took notes of the same, that the
foregoing, consisting of 5 pages, is a true and correct copy of
same and the whole thereof.

Dated: 05/24/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

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NEW YORK STATE DEPARTMENT OF TRANSPORTATION
MTA/ LONG ISLAND RAIL ROAD

-----X

PUBLIC SCOPING MEETING
RE : LIRR EXPANSION PROJECT

-----X

Yes, We Can Community Center
141 Garden Street
Westbury, New York

May 25th, 2016
11:21 a.m. - 11:22 a.m.

STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF
CHRIS GORMAN
REPORTED BY: Stephanie Mosby, Stenographer

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MR. GORMAN: Again, I really don't have a statement. It's just the fact that, I want to know what the next step would be. And when they are going to have a decision on this really; with the Urban Avenue underpass?

I am subject to eminent domain. I think they pretty much outlined everything. I have it but I didn't take them with me.

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C E R T I F I C A T I O N

I, Stephanie Mosby, Court Reporter and Notary Public in
and for the State of New York, do hereby certify that I attended
the foregoing proceedings, took notes of the same, that the
foregoing, consisting of 3 pages, is a true and correct copy of
same and the whole thereof.

Dated: 05/25/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

1

2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/ LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE : LIRR EXPANSION PROJECT

7

8 -----X

9 The Inn New Hyde Park

10 214 Jericho Turnpike

11 New Hyde Park, New York

12

13 May 24th, 2016

14 8:40 p.m. - 8:41 p.m.

15

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18

19 **STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF**20 **CHRISTINE GRINCTO-TARNBUAGH**

21 REPORTED BY: Stephanie Mosby, Stenographer

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25

1 MS. GRINCTO-TARNBUAGH: As I read through
2 the scoping document I didn't see any figures
3 regarding two points and important to people who
4 use and depend on the railroad on a regular
5 basis.

6 I notice that on one of the charts inside
7 you have these two points as the goals or what
8 you hope to achieve. However, there is really no
9 information in the scoping document further.

10 What I would like to know is: What's the
11 on-time performance percent at present of the
12 railroad? And, what improvement, if any, would
13 result from the expansion? What percentage of
14 improvement?

15 And also, what's the number of passenger
16 trains in operation now, during weekdays? And
17 what increase in that, if any, would result from
18 the expansion?

19 So I would like to see that comparison.
20 The percentages of the on time and the number of
21 passenger trains on weekdays.

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1 C E R T I F I C A T I O N

2

3 I, Stephanie Mosby, Court Reporter and Notary Public in
4 and for the State of New York, do hereby certify that I attended
5 the foregoing proceedings, took notes of the same, that the
6 foregoing, consisting of 3 pages, is a true and correct copy of
7 same and the whole thereof.

8

9 Dated: 05/24/2016

10

11 *Stephanie Mosby*

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13 _____
Stephanie Mosby, Court Reporter

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1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/ LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE : LIRR EXPANSION PROJECT

7
8 -----X

9 The Inn at New Hyde Park

10 214 Jericho Turnpike

11 New Hyde Park, New York

12
13 May 24th, 2016

14 6:57 p.m. - 7:02 p.m.

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19 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

20 ELIZABETH ABOULAFIA

21 REPORTED BY: Stephanie Mosby, Stenographer

1 MS. ABOULAFIA: My name is Elizabeth
2 Aboulafia. I am a resident of Garden City. I
3 live on Greenridge Avenue, which is one of the
4 streets that is -- my property border is the
5 Long Island Rail Road's right of way, just east
6 of New Hyde Park Road.

7 I have three small children and we moved
8 into Garden City about two years ago with the
9 expectation of privacy. We pay the village's
10 property taxes for some of the benefits that
11 having a private home and backyard would offer to
12 us.

13 I've attempted to review what I was able
14 to of the scoping document but it is very
15 voluminous and I don't really feel that there was
16 anything close to enough information provided, or
17 enough time provided for the public to review it.

18 Someone stopped by my house a week and a
19 half ago and provided me with a website to check
20 out. And as a full-time working mother, I didn't
21 really have much of a chance to review it. I
22 think more time will be needed.

23 But I do have a number questions in
24 connection with the two proposals for the grade
25 crossings at New Hyde Park Road. They indicated

1 that one of the options would involve the
2 reconstruction of Greenridge Avenue, which was
3 kind of a summary statement with no additional
4 information. That is very concerning to me being
5 that I live on Greenridge Avenue. I would
6 certainly need much more information about what
7 that would entail and what the timeframe would
8 be, what the disruption would be like, before I
9 can make any sort of decision about the project.

10 I also did not see any information about
11 the impact on the pedestrian access to the train
12 station at New Hyde Park during construction as
13 well as the possibility for station closures and
14 train delays.

15 My husband works in Manhattan and our
16 childcare situation is dependant on him being
17 able to get home, on time, on the train that he
18 takes home every day.

19 And being that he is a walker to the
20 train station, this information is important to
21 us. And any disruption would really impact in a
22 negative way in our quality of life.

23 The person who stopped by my house stated
24 briefly that'd be building retaining walls behind
25 the -- along the right of way. And the scoping

1 document appears to kind of applaud the fact that
2 they are not currently contemplating properties
3 by eminent domain.

4 But there is no indication of how the
5 construction of the retaining wall is going to
6 impact residents. When that would be? How long
7 it's going to take? Whether it would impact our
8 property lines in anyway?

9 In addition to the retaining wall
10 construction, what I am very concerned about is
11 the overall traffic construction. It seems as if
12 most, if not all, of the work would have to be
13 done on the Long Island Rail Road's right of way.

14 I don't know whether this is the staged
15 project where it will be one grade at a time, or
16 whether they will contemplate doing all of the
17 grade crossings at one stretch.

18 But from my experience as a construction
19 attorney, I know that you would need to have --
20 the track would have to be energized and
21 Long Island Rail Road electrical support crew on
22 site any time that there was going to be work
23 done within a certain parameter of the right of
24 way.

25 I think that would probably impact much,

1 it not all, of construction activities. And
2 there is a very, very aggressive timetable that's
3 been set out for construction. Unless there is a
4 dedicated electrical support crew at each grade
5 crossing.

6 Even if there is a dedicated crew, I
7 don't think that it would ever be possible to
8 complete this sort of project in the timeframe
9 that is proposed. But particularly it would be
10 important to have dedicated electrical support
11 crews.

12 I also understand that in construction
13 projects around railroads, typically if there has
14 to be track outages, that's only allowed during
15 overnight hours because of the ability for train
16 traffic to go through.

17 This makes me very concerned because that
18 would imply that there would be construction
19 along the tracks during the overnight hours,
20 which would be very disruptive to me, my family,
21 my three small children.

22 I could really go on and on about this.
23 I think this project just seems like it's a
24 nightmare. And I don't have enough information
25 and I don't see any benefit to my family or my

1 community.

2 And the fact that they are not taking
3 property by eminent domain does not in any way
4 mean that it is not going to impact residents. So I
5 am just very opposed to the project, very
6 concerned.

7 I think there is a lot of unanswered
8 questions that would need to be addressed
9 regarding the impact on residents of the
10 construction schedule. And a number of the
11 issues that I have already discussed.

12 Briefly, that's about it. But I am very
13 concerned by the lack of adequate time to review
14 the scoping document, the inadequate information
15 in the scoping document, and the implications of
16 this sort of construction project of the
17 Long Island Rail Road's right of way, being that
18 it is right in my backyard.

19 Thank you for your time and
20 consideration.
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C E R T I F I C A T I O N

I, Stephanie Mosby, Court Reporter and Notary Public in
and for the State of New York, do hereby certify that I attended
the foregoing proceedings, took notes of the same, that the
foregoing, consisting of 7 pages, is a true and correct copy of
same and the whole thereof.

Dated: 05/24/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

1 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

2 MTA/LONG ISLAND RAILROAD

3 -----X

4 PUBLIC SCOPING MEETING

5 RE: LIRR EXPANSION PROJECT

6

7 -----X

8 Mack Student Center

9 Hofstra University

10 Hempstead, NY

12 May 24, 2016

13 6:25 p.m.

18 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

19 STEWART EPHRAIM

20 REPORTED BY: Regina Dones, Stenographer

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1 MR. EPHRAIM: I am against the
2 proposal of the third track. I feel that the Railroad
3 can use the money, the \$2 billion on other items.

4 For example, they could build a new
5 train yard that will be covered to protect the trains
6 during winter storms. The Railroad took two days to dig
7 out the trains.

8 The \$2 billion can be used for
9 building a new line that goes into Connecticut to bring
10 workers in from Connecticut; and that allows me to
11 commute to find a job in Connecticut.

12 The third rail will not bring more
13 individuals into Long Island but rather the reverse.
14 The reason being, most employers on Long Island are
15 built along the Long Island Expressway. So it would
16 never be an increase of new commuters coming into Long
17 Island.

18 The other thing is, I think, also,
19 that it is important to understand that the Long Island
20 Railroad could build a high-speed train from Montauk to
21 the City, in one hour. To build on the economic boom
22 out in the Hamptons. I'm, again, not against spending
23 money. I am just against spending it on a ten-mile
24 stretch that will not be cost-effective to the Railroad.

25 And also, I am aware of the fact

1 there's a possibility that freight will be able to come
2 into Long Island at some point. Maybe not today but a
3 few years down the road. I am fearful that if a
4 derailment happens along a heavily populated area, say,
5 Floral Park, all the way to Hicksville, people will be
6 injured, because of any type of chemical that is
7 released into the air.

8 So these are the concerns I have as
9 to why I am against the third track being built. They
10 need infrastructure. Again, I am not against the
11 Railroad expanding. The Railroad needs to be updated
12 and its transportation is the very heart of Long Island.

13 But, again, spending the money just
14 for a ten-mile track, definitely there are more
15 important needs than the third track being built right
16 now.

17 If you got \$2 billion, great. You
18 know, lower the train fare for all the commuters,
19 basically. They found \$2 billion, great. I understand
20 the Governor's position, but I still think he does not
21 understand the needs of Long Island.

22 I actually would prefer for him to
23 have a referendum for Long Island. Nassau and Suffolk
24 should have actually voted on the third track, because
25 it is going to affect all of the commuters, that

1 would've been the right way of doing it. They should've
2 had a referendum.

3 Oh, the other issue would be if you
4 are expected to increase commuters, there is not enough
5 parking at the railroad stations. Only very few
6 stations, like, Mineola and Hicksville have ample
7 parking. Most of the villages and towns do not.

8 So where are you going to put all the
9 individuals that want to use the railroad that can't
10 park there? I mean, what could also be another
11 connection for people to get into the city is by the
12 express bus. It would be cheaper than building another
13 train, for, like, \$2 billion.

14 So we could have, from the city, the
15 express bus coming in using the HOV lanes, just as a
16 suggestion to the MTA. Instead, use the money toward
17 this part of the MTA.

18 Thank you.

19 (Testimony concluded 6:37 p.m.)
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C E R T I F I C A T E

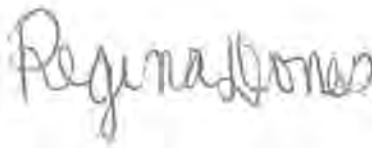
STATE OF NEW YORK }
 : SS.:
COUNTY OF NASSAU)

I, Regina Dones, a Notary Public for and within
the State of New York, do hereby certify:

That the witness whose examination is
hereinbefore set forth was duly sworn and that such
examination is a true record of the testimony given by that
witness.

I further certify that I am not related to any
of the parties to this action by blood or by marriage and
that I am in no way interested in the outcome of this
matter.

IN WITNESS WHEREOF, I have hereunto set my hand
this 2nd day of June 2010.



REGINA DONES

	2:16;4:15		3:10	
\$	COMMENTS (1) 1:18	F	injured (1) 3:6	N
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1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE : LIRR EXPANSION PROJECT

7
8 -----X

9 Antun's by Minar

10 244 Old Country Road

11 Hicksville, New York

12
13 May 25th, 2016

14 6:05 p.m. - 6:07 p.m.

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19 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

20 GLORIA LOCASCIO

21 REPORTED BY: Stephanie Mosby, Stenographer

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2 MS. LOCASCIO: Okay. So I have a multitude
3 of concerns and naturally, cost is a factor.
4 Also, one of my major concerns is Post Avenue and
5 how the overpass that the trains run over is
6 going to impact the traffic on the road.

7 How long will the roadway will have to be
8 closed for them to put another third rail up
9 there? And how it will impact peoples travel to
10 the city? And the road closures. We just got
11 done with a year closure on Ellison,
12 E-L-L-I-S-O-N, Avenue, because they had to redo
13 the bridge that was antiquated and decrepit.

14 Now we are looking to move it to
15 Post Avenue. So that's a big concern. All of
16 those concerns are for environmental impacts that
17 the construction, and the noise, and all of the
18 other factors. I guess that's all that.
19 Okay.

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C E R T I F I C A T I O N

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and for the State of New York, do hereby certify that I attended
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Dated: 05/25/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

	2:3		traffic (1)
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environmental (1) 2:16	naturally (1) 2:3	STENOGRAPHIC (1) 1:19	
EXPANSION (1) 1:6	NEW (2) 1:2,11	Stephanie (1) 1:21	
F	noise (1) 2:17	T	
factor (1)		third (1) 2:8	

1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/ LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE : LIRR EXPANSION PROJECT

7
8 -----X

9 The Inn New Hyde

10 214 Jericho Turnpike

11 New Hyde Park, New York

12
13 May 24th, 2016

14 5:10 p.m. - 5:11 p.m.

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17
18
19 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

20 GRACE SCARANTINO

21 REPORTED BY: Stephanie Mosby, Stenographer

1
2 MS. SCARANTINO: I want to say that I am
3 very concerned about the amount of noise because
4 I live close to the rail road tracks. I have
5 grandchildren that play outside in the area and
6 they are very close to the tracks.

7 And also the amount of noise level. We
8 complain about the planes but we think about the
9 amount of noise of the freight trains coming back
10 and forth. And I don't know what that noise
11 would do to the environment.

12 Also the damage to the air quality. I
13 think that's very, very important to me. Also I
14 think that we don't know enough about the so
15 called "freight train" that's going through.

16 How often does it come through? What's
17 the fright going to be? And the traffic pattern,
18 is that going to change? And just the whole look
19 of the village.

20 I think I am sure other people will say
21 more. So I am against it.
22
23
24
25

C E R T I F I C A T I O N

I, Stephanie Mosby, Court Reporter and Notary Public in
and for the State of New York, do hereby certify that I attended
the foregoing proceedings, took notes of the same, that the
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same and the whole thereof.

Dated: 05/24/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/ LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE : LIRR EXPANSION PROJECT

7
8 -----X

9 The Inn at New Hyde Park

10 214 Jericho Turnpike

11 New Hyde Park, New York

12
13 May 24th, 2016

14 6:15 p.m. - 6:20 p.m.

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18
19 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

20 JAMES HERSHLER

21 REPORTED BY: Stephanie Mosby, Stenographer

1 MR. HERSHLER: I am in a relatively unique
2 position. I live in Floral Park, several hundred
3 feet from the mainline tracks, and I have for
4 almost 30 years. And I also take the Long Island
5 Rail Road every day to work in the city. I would
6 like to express my sincere opposition to this
7 project for a number of reasons.

8 First, I don't believe they have
9 identified a real need for this project. They
10 want to spend billions of dollars, and it will
11 probably take years and years to get this project
12 complete based upon the Rail Road's track record
13 in other projects; like East Side Access. During
14 that time the heart of our village and other
15 villages will be a construction site.

16 There has to be a real need for this
17 shown and they have not done it. They've offered
18 various reasons, each one of which does not make
19 sense. They said they need it for a reverse
20 commute that does not exist. I see the reverse
21 commute trains when I go into the city and they
22 are usually half empty.

23 Then, they said they need this for
24 East Side Access but as it turns out once the
25 train station is built under Grand Central, the

1 Long Island Rail road will probably lose access
2 to Penn Station so there will be no net gain
3 access to Manhattan.

4 Then, they said they need this in order
5 to reroute trains due to signal outages. I take
6 the train in everyday and I see where the trains
7 back up and it is not in Floral Park. It's
8 outside the Jamaica Station, and outside the
9 tunnels to the city. You are not addressing the
10 bottleneck.

11 The devastating impact has not -- they
12 simply have just glossed over it. It would
13 probably be a good idea to get rid of the grade
14 crossings. But there is no need to build a third
15 track as part of that project.

16 There's many other ways to deal with the
17 situation. First and foremost is, they need to
18 take care of they're equipment. The problem is
19 signal outages and equipment break down, that's
20 what they have to worry about rerouting trains
21 for. Why not take better care of their
22 equipment? So that there aren't signal brake
23 downs every day practically.

24 I ride these trains and I see seats held
25 together with advertising posters. I see

1 bathrooms that are disgusting and almost never
2 work. I see trains that are never clean anymore.
3 And it just goes on and on. Why should we reward
4 the MTA and Long Island Rail Road with billions
5 of dollars when they cannot even take care of
6 what they have?

7 And lastly, does it really make sense to
8 try to create a reverse commute from the city to
9 Long Island when they are not enough jobs all
10 ready for the people that live on Long Island and
11 can't find work.

12 It's hard enough for young people to get
13 jobs on Long Island now. It's just going to get
14 that much worse if you start trying to import
15 cheap labor from the city, that would take the
16 jobs that would ordinarily go to them.

17 And there isn't even going to be such a
18 great need for commuting in the future. The
19 governor talks about what a great visionary he is
20 but what about in the future when more and more
21 people will be commuting electronically? And
22 working at home, working on laptops through the
23 Internet and it will be much less need to move
24 bodies from one place to another. Have they even
25 thought about that?

1 There must be some other reason behind
2 why this project is being land routed through the
3 public at such a, such a frantic pace. And it
4 could very well be something to do with freight
5 transport.

6 And I don't think that the government,
7 the Rail Road, the MTA is being straight with the
8 public about what's really behind this project.
9 For all of to the reasons I am very much opposed
10 to it.

C E R T I F I C A T I O N

I, Stephanie Mosby, Court Reporter and Notary Public in
and for the State of New York, do hereby certify that I attended
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Dated: 05/24/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/ LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE : LIRR EXPANSION PROJECT

7
8 -----X

9 Antun's by Minar

10 244 Old Country Road

11 Hicksville, New York

12
13 May 25th, 2016

14 6:38 p.m. - 6:39 p.m.

15
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18
19 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

20 JANET PIEPER

21 REPORTED BY: Stephanie Mosby, Stenographer

1
2 MS. PIEPER: Okay. I live on
3 Atlantic Avenue and we lived in this house -- it
4 was new when I moved in, and it's got to be over
5 55, close to 60 years.

6 The thing that really bothers me is the
7 fact that: It's eight or nine miles. What are
8 they going to do with the people who get on and
9 they get off at Floral Park? What's going to
10 happen to Floral Park? Is it going to be
11 crowded?

12 It's not really, to me, not solving a
13 problem unless they want it for cargo. Unless
14 they want the third rail for the cargo.

15 If they are going to put up a fence or a
16 wall, I don't see where that is going to
17 accomplish much of anything. And if the wall is
18 there, it's going to stop the air and stuff.

19 I mean we have cars -- because of the
20 Ellison Avenue Bridge, we have cars zooming down
21 the road. It's ridiculous to try and -- it's
22 just a hassle, the whole thing is a hassle.
23
24
25

C E R T I F I C A T I O N

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Dated: 05/25/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

	happen (1) 2:10	1:10 over (1) 2:4	TRANSCRIPTION (1) 1:19
A	hassle (2) 2:22,22		TRANSPORTATION (1) 1:2
accomplish (1) 2:17	Hicksville (1) 1:11	P	try (1) 2:21
air (1) 2:18	house (1) 2:3	Park (2) 2:9,10	U
Antun's (1) 1:9	I	people (1) 2:8	Unless (2) 2:13,13
Atlantic (1) 2:3	ISLAND (1) 1:3	PIEPER (2) 1:20;2:2	up (1) 2:15
Avenue (2) 2:3,20		pm (2) 1:14,14	W
B	J	PRIVATE (1) 1:19	wall (2) 2:16,17
bothers (1) 2:6	JANET (1) 1:20	problem (1) 2:13	What's (1) 2:9
Bridge (1) 2:20	L	PROJECT (1) 1:6	whole (1) 2:22
C	LIRR (1) 1:6	PUBLIC (1) 1:5	Y
cargo (2) 2:13,14	live (1) 2:2	put (1) 2:15	years (1) 2:5
cars (2) 2:19,20	lived (1) 2:3	R	YORK (2) 1:2,11
close (1) 2:5	LONG (1) 1:3	RAIL (2) 1:3;2:14	Z
COMMENTS (1) 1:19	M	RE (1) 1:6	zooming (1) 2:20
Country (1) 1:10	May (1) 1:13	really (2) 2:6,12	2
crowded (1) 2:11	mean (1) 2:19	REPORTED (1) 1:21	2016 (1) 1:13
D	MEETING (1) 1:5	ridiculous (1) 2:21	244 (1) 1:10
DEPARTMENT (1) 1:2	miles (1) 2:7	ROAD (3) 1:3,10;2:21	25th (1) 1:13
down (1) 2:20	Minar (1) 1:9	S	5
E	Mosby (1) 1:21	SCOPING (1) 1:5	55 (1) 2:5
eight (1) 2:7	moved (1) 2:4	solving (1) 2:12	6
Ellison (1) 2:20	MTA/ (1) 1:3	STATE (1) 1:2	6:38 (1) 1:14
EXPANSION (1) 1:6	much (1) 2:17	Stenographer (1) 1:21	6:39 (1) 1:14
F	N	STENOGRAPHIC (1) 1:19	60 (1) 2:5
fact (1) 2:7	NEW (3) 1:2,11;2:4	Stephanie (1) 1:21	
fence (1) 2:15	nine (1) 2:7	stop (1) 2:18	
Floral (2) 2:9,10	O	stuff (1) 2:18	
H	off (1) 2:9	T	
	Old (1)	third (1) 2:14	

1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION
3 COMMUNITY SUPERVISION

4 -----X

5 PUBLIC SCOPING MEETING
6 RE : LIRR EXPANSION PROJECT

7
8 -----X

9 The Inn at New Hyde
10 214 Jericho Turnpike
11 New Hyde Park

12
13 May 24th, 2016
14 1:24 p.m. - 1:31 p.m.

15
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18
19 **STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF**
20 **JANICE BAILEY**

21 REPORTED BY: Stephanie Mosby, Stenographer

1 MS. BAILEY: I have concern on making the
2 third line more important. I was working in
3 New York City on 9/11 and I lived through Sandy.
4 The next disaster to hit, and if it hits the
5 third line, can basically devastate rail traffic
6 on Long Island.

7 Instead of spending a billion dollars on
8 the mainline, we should be looking to develop
9 redundancies on other parts of the LIRR.

10 We should be spending money to be
11 prepared for the next disaster so Long Island can
12 keep functioning.

13 (Hearing concluded.)
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C E R T I F I C A T I O N

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Dated: 05/24/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION
3 COMMUNITY SUPERVISION

4 -----X

5 PUBLIC SCOPING MEETING
6 RE : LIRR EXPANSION PROJECT

7
8 -----X

9 The Inn at New Hyde Park
10 214 Jericho Turnpike
11 New Hyde Park, New York

12
13 May 24th, 2016

14 1:16 p.m. - 1:25 p.m.
15
16
17
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19 **STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF**

20 **JASON K.**

21 REPORTED BY: Stephanie Mosby, Stenographer
22
23
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1 JASON K: This project will have nothing but
2 a positive impact on the environment. This will
3 reduce pollution caused by auto congestion
4 substantially. This will also improve the
5 commute for tens of thousands of Long Islanders
6 and everyone on Long Island stands to benefit
7 from this project.

8 Commuters who travel in the morning on
9 trains will experience less crowded trains;
10 especially on the Ronkonkoma line, which
11 currently has the highest amount of passengers
12 per train of all the Long Island Rail Road
13 trains.

14 This project will allow for expanded peak
15 services, which is to say trains that are heading
16 to New York City in the morning and trains that
17 are headed to Long Island in the evening.

18 Additionally, this project will allow
19 train service to New York City in the evenings.
20 So if someone wanted to go to a Rangers game, an
21 Islanders game, Knicks game, or Nets game in the
22 evening they will now have options to get there
23 on time. Where as without this project there is
24 currently a two-hour period where you cannot
25 travel from Long Island to New York City in the

1 evening.

2 Also it will allow for train service from
3 New York City to Long Island in the morning.
4 This will allow for commuters who work on
5 Long Island but may live in New York City or in
6 western Long Island, the ability to travel to
7 points east.

8 Also this project will improve
9 reliability and safety elimination of seven rail
10 road grade crossings. This will prevent death
11 from passenger strikes and also delays from
12 broken rail road crossing gates. Thank you so
13 much.

14 (Hearing concluded.)

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C E R T I F I C A T I O N

I, Stephanie Mosby, Court Reporter and Notary Public in
and for the State of New York, do hereby certify that I attended
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Dated: 05/24/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

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NEW YORK STATE DEPARTMENT OF TRANSPORTATION
MTA/ LONG ISLAND RAIL ROAD

-----X

PUBLIC SCOPING MEETING
RE : LIRR EXPANSION PROJECT

-----X

Yes, We Can Community Center
141 Garden Street
Westbury, New York

May 25th, 2016
12:09 p.m. - 12:11 p.m.

**STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF
JAY BECKER**

REPORTED BY: Stephanie Mosby, Stenographer

1 MR. BECKER: Mine is just a suggestion about
2 the rail road crossings. I have been all over
3 Europe and there are many places there where a
4 train would cross the road and a whole fence
5 moves across the road. So that no vehicle and
6 pedestrian could possibly be on the tracks when
7 the train comes through.

8 The train comes through at full speed,
9 and it doesn't have to blow the horn four times
10 because the track is absolutely safe.
11 Pedestrians and traffic are kept off if it by
12 this fence.

13 These gates that are here now, are really
14 a joke that anybody can go around them and wind
15 up on the tracks in front of the train. I am
16 surprised they haven't done this years ago the
17 way Europe is. It would make the Rail Road much
18 safer.

19 Sweden, for one, that is one place I saw
20 it. There are probably other places. They have
21 high-speed trains that go all over the place like
22 the Chunnel Train from Paris to London.

23 The train is called the Eurostar. It
24 goes 125 miles an hour and it goes from Paris to
25 London in under three hours. It's cheaper than

1 flying. It's an interesting ride. It's only in
2 the tunnel for about 25 minutes, the rest of it
3 is outside. It crosses France and when it gets
4 into England, it's right by London. And they
5 don't have rail road crossings.

6 So if they are going to redo a third
7 track or do a third track, it may be a very good
8 idea to have those kind of crossings here.

1 C E R T I F I C A T I O N

2

3 I, Stephanie Mosby, Court Reporter and Notary Public in
4 and for the State of New York, do hereby certify that I attended
5 the foregoing proceedings, took notes of the same, that the
6 foregoing, consisting of 4 pages, is a true and correct copy of
7 same and the whole thereof.

8

9 Dated: 05/25/2016

10

11 *Stephanie Mosby*

12

13 _____
Stephanie Mosby, Court Reporter

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1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/ LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE : LIRR EXPANSION PROJECT

7
8 -----X

9 Antun's by Minar

10 244 Old Country Road

11 Hicksville, New York

12
13 May 25th, 2016

14 6:00 p.m.

15
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17
18
19 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

20 JENNIFER GORDON

21 REPORTED BY: Stephanie Mosby, Stenographer

1 MS. GORDON: I'm here because I am a
2 commuter who commutes regularly, on a daily
3 basis, five days a week, out of Hicksville.

4 And I am concerned with -- my purpose of
5 commenting is due to concerns about the
6 tremendous traffic congestion, and lack of
7 adequate parking; to put it mildly, at the
8 Hicksville train station.

9 While I understand this project is about
10 the expansion of a third rail track, I urge the
11 committee to, please, also consider these other
12 issues while not primary to the purpose of the
13 screening.

14 If this project were to become a success;
15 in which I hope it would be, there would be more
16 riders, less cars, more trains, and a tremendous
17 parking deficit. And I hope they'll consider
18 reviewing this. That's about it.

19 I am also concerned with delays due to
20 construction, essential delays in train traffic.
21 And I hope those will be considered and taken
22 into account to make the ride less stressful.
23
24
25

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Stephanie Mosby

Stephanie Mosby, Court Reporter

	essential (1) 2:20		Stenographer (1) 1:21
A	EXPANSION (2) 1:6,2:10	N	STENOGRAPHIC (1) 1:19
account (1) 2:22	F	NEW (2) 1:2,11	Stephanie (1) 1:21
adequate (1) 2:7	five (1) 2:3	O	stressful (1) 2:22
Antun's (1) 1:9		Old (1) 1:10	success (1) 2:14
B	G	out (1) 2:3	T
basis (1) 2:3	GORDON (2) 1:20,2:1	P	third (1) 2:10
become (1) 2:14	H	parking (2) 2:7,17	track (1) 2:10
C	Hicksville (3) 1:11,2:3,8	please (1) 2:11	traffic (2) 2:6,20
cars (1) 2:16	hope (3) 2:15,17,21	pm (1) 1:14	train (2) 2:8,20
commenting (1) 2:5	I	primary (1) 2:12	trains (1) 2:16
COMMENTS (1) 1:19	into (1) 2:22	PRIVATE (1) 1:19	TRANSCRIPTION (1) 1:19
committee (1) 2:11	ISLAND (1) 1:3	PROJECT (3) 1:6,2:9,14	TRANSPORTATION (1) 1:2
commuter (1) 2:2	issues (1) 2:12	PUBLIC (1) 1:5	tremendous (2) 2:6,16
commutes (1) 2:2	J	purpose (2) 2:4,12	U
concerned (2) 2:4,19	JENNIFER (1) 1:20	put (1) 2:7	urge (1) 2:10
concerns (1) 2:5	L	R	W
congestion (1) 2:6	lack (1) 2:6	RAIL (2) 1:3,2:10	week (1) 2:3
consider (2) 2:11,17	less (2) 2:16,22	RE (1) 1:6	Y
considered (1) 2:21	LIRR (1) 1:6	regularly (1) 2:2	YORK (2) 1:2,11
construction (1) 2:20	LONG (1) 1:3	REPORTED (1) 1:21	2
Country (1) 1:10	M	reviewing (1) 2:18	2016 (1) 1:13
D	May (1) 1:13	ride (1) 2:22	244 (1) 1:10
daily (1) 2:2	MEETING (1) 1:5	riders (1) 2:16	25th (1) 1:13
days (1) 2:3	mildly (1) 2:7	ROAD (2) 1:3,10	6
deficit (1) 2:17	Minar (1) 1:9	S	6:00 (1) 1:14
delays (2) 2:19,20	more (2) 2:15,16	SCOPING (1) 1:5	
DEPARTMENT (1) 1:2	Mosby (1) 1:21	screening (1) 2:13	
due (2) 2:5,19	MTA/ (1) 1:3	STATE (1) 1:2	
E		station (1) 2:8	

1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE : LIRR EXPANSION PROJECT

7
8 -----X

9 Antun's by Minar

10 244 Old Country Road

11 Hicksville, New York

12
13 May 25th, 2016

14 6:14 p.m. - 6:16 p.m.

15
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18
19 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

20 JIM MCCONNIE

21 REPORTED BY: Stephanie Mosby, Stenographer

1 MR. MCCONNIE: I moved to Hicksville in
2 1990, so I'm here 27 years; almost 30 years. We
3 realized when we brought the house, that the
4 train station was across the way. It was a
5 benefit to us because I was commuting to the
6 city. My brother used the local expressway. So
7 we saved 20 minutes getting to a major thorough
8 fare.

9 We've been through the rebuilding of the
10 Oyster Bay parking garage. There was a little
11 dust, a little vibration. But it's for the
12 benefit of the overall community. It may have
13 been a little inconvenience for ourselves at a
14 point in time. But it adds to the overall value
15 of the property.

16 Rockville Center, other places on the
17 south shore have no problem with elevated tracks.
18 Their property values maintained or increased.
19 And part of it is due to a reliable rail system.

20 On our thing with the mainline, not
21 having a third rail is detrimental, it causes
22 more delays, and we do need to eliminate the
23 overpass.

24 Looking at one of the proposed pictures,
25 that would be a blessing. Not just to the

1 commuters but also to the driving public. If you
2 take away the crossings, now you have less wait
3 times, less chances of pedestrian, or car
4 accidents on the tracks.

5 To me that is just a no-brainer. That
6 should have been done years ago. I'm not sure
7 why people are fighting that. Especially, for
8 the reduced number of properties or inconvenience
9 of a few people.

10 When they did buy their houses, I'm sure
11 they realized that the tracks were behind them,
12 or within sight. I mean for me, it's across the
13 way on the other side. But you know what? I
14 sort of enjoy seeing the trains occasionally.

15 But I am pro; for it, and anything I can
16 do to support it I would be more than happy to.

C E R T I F I C A T I O N

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Dated: 05/25/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

		2:18 ISLAND (1) 1:3		reduced (1) 3:8 reliable (1) 2:19 REPORTED (1) 1:21 ROAD (2) 1:3,10 Rockville (1) 2:16
A	D	J	O	
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B	E	L	P	S
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NEW YORK STATE DEPARTMENT OF TRANSPORTATION
MTA/ LONG ISLAND RAIL ROAD

-----X

PUBLIC SCOPING MEETING
RE : LIRR EXPANSION PROJECT

-----X

The Inn New Hyde
214 Jericho Turnpike
New Hyde Park, New York

May 24th, 2016
5:17 p.m. - 5:18 p.m.

STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

JON FLYNN

REPORTED BY: Stephanie Mosby, Stenographer

1 MR. FLYNN: I too am opposed to the third
2 rail track expansion project. Also for the
3 encroachment to my home being the first and
4 foremost reason. The cost, the length of
5 construction time, the fact that the design build
6 construction project; which always leads to much
7 more cost and much more time, damage to air
8 quality; potential pollution from that, the
9 traffic patterns and the havoc that that will
10 cause; the loss of the trees that block the train
11 tracks.

12 We live a block away and we look out our
13 window and we don't see the tracks. But if they
14 cut those trees down, that's what we will be
15 looking at. And for the safety reasons with the
16 construction project ongoing as long as it will
17 with young children, this is something that I
18 strongly oppose.

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C E R T I F I C A T I O N

I, Stephanie Mosby, Court Reporter and Notary Public in
and for the State of New York, do hereby certify that I attended
the foregoing proceedings, took notes of the same, that the
foregoing, consisting of 3 pages, is a true and correct copy of
same and the whole thereof.

Dated: 05/24/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

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NEW YORK STATE DEPARTMENT OF TRANSPORTATION

MTA/LONG ISLAND RAILROAD

-----X

PUBLIC SCOPING MEETING

RE: LIRR EXPANSION PROJECT

-----X

Mack Student Center

Hofstra University

Hempstead, NY

May 24th, 2016

10:25 a.m. - 10:27 a.m.

10:28 a.m. - 10:28 a.m.

STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

ROBERT DELAPAZ and KARLA DELAPAZ

REPORTED BY: Marc Russo, Stenographer

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P R O C E E D I N G S

MR. ROBERT DELAPAZ: My name is Robert Delapaz. I live in Mineola, westbound.

My concern is the noise and the vibration that's coming from the tracks.

You propose to put a retaining sound barrier on the track side, the third-rail side, but sound and vibration is coming on both sides.

Also, our other concern is the freight train going through at nighttime. It shakes up the whole house. It wakes up the kids and with the new third rail, there's more trains coming through so it would be wise to put the retaining walls, or sound barrier, on both sides high enough that you don't see the trains.

The other thing is the time when then work on it. At nighttime when they do track work, they're so loud and inconsiderate. They're talking or you hear them talking three in the morning, which is not good. So what time are they constructing these? It'd be great if it was during the day and not during the night.

That's basically it.

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Thank you for hearing us.

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Not bad.

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Thank you so much.

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MS. KARLA DELAPAZ: Okay.

So my name is Karla Delapaz.

My concern is regarding the sound barrier because you are putting a third rail. That means more trains will be passing through.

I believe they said they were only putting it on the side where the third rail is going up but it's going to affect the other side also. So they really should be putting the sound barrier on both sides because it affects -- the vibrations are knocking down all our fences, the aluminum one. So something has to be done regarding that.

That's really just my main concern.

And regarding when they do construction, we prefer they try not to do it in the middle of the night because we have three young kids and their bedrooms are right by where the train station side is.

That's it.

Thank you so much.

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2 STATE OF NEW YORK)

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I, MARC RUSSO, a Shorthand
(Stenotype) Reporter and Notary Public within and
for the State of New York, do hereby certify that
the foregoing pages 1 through 5, taken at the time
and place aforesaid, is a true and correct
transcription of my shorthand notes.

IN WITNESS WHEREOF, I have
hereunto set my name this 30th day of May, 2016.



MARC RUSSO

1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION
3 COMMUNITY SUPERVISION

4 -----X

5 PUBLIC SCOPING MEETING
6 RE : LIRR EXPANSION PROJECT

7
8 -----X

9 The Inn at New Hyde Park
10 214 Jericho Turnpike
11 New Hyde Park, New York

12
13 May 24th, 2016

14 12:32 p.m. - 12:34 p.m.
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19 **STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF**

20 **KATHRYN CANNINO**

21 REPORTED BY: Stephanie Mosby, Stenographer
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1 MS. CANNINO: My name is Kathryn Cannino and
2 I am the Director of EAC Network Long Island
3 Parenting Institute. As a parenting and family
4 life educator, I teach parents about child
5 development, positive discipline and safety. In
6 my work with teenagers and their parents I hear
7 countless stories of risky behavior.

8 I've listened to teens who have boasted
9 of their high-speed driving, of their late-night
10 dashes across the highway, and of their total
11 confidence of being able to beat the train at the
12 crossing.

13 Children are our most precious resource
14 but as children they often lack the skills to
15 protect themselves. Keeping our children safe
16 becomes increasingly more difficult as they grow
17 older and requires the support of our family,
18 friends, and communities.

19 As our children become teenagers their
20 push for independence is matched with an
21 increased desire for risk taking. Despite our
22 best intentions and best education, the
23 adolescent brain is hard wired for risk and
24 thrill seeking.

25 Teens possess what we call the gas pedal,

1 but lack the ever important break pedal of the
2 brain. Teenagers are driven by emotion, and
3 impulse, and yet do not possess the fully
4 functioning prefrontal cortex to help them
5 appropriately gauge risk. Every day we hear
6 stories of teens engaging in risk-taking behavior
7 that too often ends in fatal consequences.

8 Just listen to these headlines: 16 year
9 Old Wearing Headphones Killed by Train; Michigan
10 Teen Recovers After Being Hit by Train, Says he
11 Did a Dumb Thing; 14 year old Dies After Being
12 Hit By Train Crossing.

13 As parents in our community, it is our
14 responsibility to do what we can to safeguard our
15 children. We can only hold their hand for so
16 long. I urge us to consider the safety of our
17 children as we make the decision for our
18 children, as we make the decision for future, and
19 our community.

20 As a parent and as an educator, I rest a
21 little bit easier when I know that my children's
22 safety is taken into account. The Rail Road's
23 expansion plan will make make my children safer
24 with the elimination of grade crossings, that
25 currently have the potential to put pedestrians

1 and drivers at risk.

2 The evidence is there. Let's not wait
3 for our child to be the one making the headlines.
4 A safer rail road for our children cannot wait.

5 (Hearing concluded.)

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C E R T I F I C A T I O N

I, Stephanie Mosby, Court Reporter and Notary Public in
and for the State of New York, do hereby certify that I attended
the foregoing proceedings, took notes of the same, that the
foregoing, consisting of 5 pages, is a true and correct copy of
same and the whole thereof.

Dated: 05/24/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

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NEW YORK STATE DEPARTMENT OF TRANSPORTATION
MTA/ LONG ISLAND RAIL ROAD

-----X

PUBLIC SCOPING MEETING
RE : LIRR EXPANSION PROJECT

-----X

The Inn at New Hyde Park
214 Jericho Turnpike
New Hyde Park, New York

May 24th, 2016
9:12 p.m. - 9:14 p.m.

STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF
KEVIN COYLE
REPORTED BY: Stephanie Mosby, Stenographer

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MR. COYLE: Well I don't know where to start. Let me start with the actual construction process itself. I'm not sure really why the third line is necessary. I've read the scoping document that was handed out. It doesn't really mention the third line, it seems like more of the document was about grade crossings.

I understand they talk about reverse commuting, which is LOL. They talk about congestion, which I understand. I take the railroad, I pay into it dearly. And I find a lot of the congestion is really at Jamaica is a problem, switching is more of the problem, not having a third line for that short stretch.

I understand further out, some of the line is a single line, if I am not mistaken, going towards Ronkonkoma.

The construction process itself according to Covert Avenue. I am south of the tracks. My children's school, our Fire Department, my children's playground, the little league field, which we play at an I coach are all north of the tracks.

Closing Covert completely, for I am going

1 to say a year, I feel that the estimate in the
2 scoping documents are very optimistic. It will
3 be a complete burden. I am one block from the
4 tracks. According to the scoping document, I
5 will be getting a new driveway.

6 So I am figuring being that close to the
7 tracks, I am going to have construction
8 equipment, construction people, construction
9 workers cars, noise, vibrations, garbage from
10 their lunches, garbage from their lunches, all
11 that kind of good stuff all over my house.
12 That's really to start. I can probably go on for
13 a half an hour.

14 The big ones I have again are: Being
15 inconvenienced by the street being closed
16 completely, getting my kids to school, the
17 Fire Department is on the north side, the library
18 is on the north side, the playground is on the
19 north side. Pretty much everything we have to
20 get to is on the north side.

21 And also the divert to Covert Avenue
22 traffic to my side streets, where my kids play,
23 and that's just to start. But ideally it might
24 really show what the point in building the track
25 is right now.

1 We went through this ten years ago.
2 Before that we did this another ten or 20 years
3 ago. And I don't think a third line really is
4 going to help much versus maybe doing something
5 at Jamaica, doing something with the switches,
6 putting in siding. I don't know, I am not an
7 engineer. But I really don't see a need for a
8 new track. The grade crossing I understand. And
9 I'm not sure why they have to be hand in hand.
10 Sounds like one is the carrot, one is the stick.
11 But that's my take on it.

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C E R T I F I C A T I O N

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and for the State of New York, do hereby certify that I attended
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same and the whole thereof.

Dated: 05/24/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

1

2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/LONG ISLAND RAILROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE: LIRR EXPANSION PROJECT

7

8 -----X

9 The Inn at New Hyde Park

10 214 Jericho turnpike

11 New Hyde Park, New York

12

13 May 24th, 2016

14 11:00 a.m. - 11:36 a.m.

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19 **STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF**20 **KURT G. LANGJAHR**

21 REPORTED BY: Stephanie Mosby, Stenographer

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MR. LANGJAHR: The biggest thing is, I am 100 percent in favor of improving transportation and if it takes four tracks to make it better and to get me on an express train to Penn Station, I am 100 percent in favor of it.

However, I am not in favor of the way the Transit Authority wants to build the tracks and eliminate the railroad crossings. I am in favor of tunneling all of the railroad stations, including Floral Park.

I live in New Hyde Park and when you come to the station when it is four below zero, it's not very comfortable on the platform when it's hail and snow and things. If you had this down in the tunnel, it would be a beautiful thing for New Hyde Park. And it would do away with the pollution, the noise and it would unite north and south New Hyde Park like it's never been before. It would beautify the village.

It has so many different aspects to having an underground railroad station because you would get a railroad, you would get a return of money by doing that. You can build on top of it. You can have parking spaces on top of it, almost

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2 unlimited.

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4 If you build the tunnel the way I
5 suggest to you, by building two tubes, two tracks
6 each, making a beautiful station with all train
7 cars platforming. And it would be comfortable and
8 you could have little shops underneath. And make
9 it typical to the way it is in Stuttgart, Germany,
S-t-u-t-t-g-a-r-t.

10

And they're building in the
11 process currently, building a high-speed rail,
12 which impacted on that community unbelievable.

13

Because they would have to take away 700 oak trees
14 that are hundreds of years old. That's a different
15 problem.

16

But to build a tunnel system you
17 would have to start in Hicksville and go
18 underground and open trench along the way. If you
19 just did that along the way, you could save money.

20

But a mile before New Hyde Park
21 you would start boring underneath the existing
22 track to create the tunnel. A mile after New Hyde
23 Park you could start and then meet in the middle to
24 do it on time and on the budget by doing it like
25 that.

1
2 You'd have to reinforce the
3 budget by doing it like that. You'd have to
4 reinforce existing track so it doesn't collapse
5 into the tunnel until the tunnel concrete sets up
6 and is secure. And then when the tunnel that was
7 bored is complete from Hicksville through Floral
8 Park, it would have to start a mile before Floral
9 Park, which would be in Queens. And, again, a mile
10 on this side of Floral Park. So I guess New Hyde
11 Park and Floral Park would be like one tunnel,
12 typical to Jamaica Center.

13 If you know where the E train is,
14 under Archer Avenue in Jamaica, it was open trench
15 on Archer Avenue from Sutphin Boulevard to 150th
16 Street. And it was tunneled from around about
17 133rd Street to Sutphin Boulevard. That was a
18 tunnel in order to go underneath the community.
19 That jobs was done on the budget and on time. I
20 worked on that job so I know.

21 And I also know about other
22 tunnels that you build. And I participated working
23 at the 63rd Street, where the F train is now going
24 through, what's the name of the island? Roosevelt
25 Island. On Roosevelt Island you have a station and

1
2 you have four places where the tunnel began; one in
3 Manhattan, one in Roosevelt Island and on the other
4 side of Roosevelt Island, that would be number
5 three. And the one in Queens, where I had my shop
6 to make the concrete form for adjoining the
7 tunnels, those forms were flooding in the East
8 river like a boat and sank in and then connected
9 with my formwork. They were connected underneath
10 the East river. Now if we can do that, we can
11 certainly make a tunnel here on Long Island at a
12 reasonable cost and at a return like I mentioned
13 about the parking you have up above.

14 It would join the community
15 together. It would make Long Island better because
16 you would have room to put trucks on the railroad
17 and bring them out to Long island or whatever to
18 make money for you. That is a money item.

19 The big item is cargo. The big
20 item when you think of airplanes is cargo, it's not
21 human beings flying. So freight gives a return to
22 the Long Island Railroad, to the Transit Authority
23 to get a return.

24 And you have to make those rails
25 that we were building. Irregardless, if you do it

1

2 your way or my way with the tunnel, you have to
3 make them high speed rails, typical to the ones
4 that are being used in Germany that I am aware of.

5 And it's an enormous project. I
6 estimated my idea from Hicksville to past Floral
7 Park, about \$5 billion probably. But if you get a
8 good contractor, we can probably do it half the
9 price. We can do it better. We have better
10 equipment now, better boring machines and stuff.

11 Now there is a lot of obstacles
12 underneath where we would be boring, such as
13 sewers, enormous sewer and rain water pipes that
14 are underneath that take the water to the sump.
15 The sump where the water goes and so forth, we have
16 to do an Environmental Impact Study that we would
17 not damage our drinking water and our environment.

18 I'd also like to tell I'm
19 appointed by the Mayor to the Director of
20 Environmental Control but I don't speak on that
21 behalf. I speak on my own as a carpenter having 55
22 years of experience in construction. So you cannot
23 tell me that it's not possible.

24 Now I also tell you the tunnel
25 from Hicksville to past Floral Park almost into

1

2 Queens, would have to be built straight as an
3 arrow, not only level. It cannot be like they said
4 in their website like a roller coaster. No, not
5 acceptable.

6 You have to build a railroad
7 today, not one that goes like this, especially
8 going into Jamaica where it goes zigzagging and
9 throws you from one side to the other if you are
10 not seated.

11 So you have to think about safety
12 and make that tunnel and the rail tracks high
13 speed. Straight as an arrow, level, as much as you
14 can be level. There shouldn't be much of a pitch
15 in any direction. That's an engineering phenomena.

16 To do it while the railroad is
17 still running overhead, you bore underneath, you
18 have to reinforce existing tracks by putting beams
19 underneath the tracks so that it does not collapse
20 while we're boring the tunnel because Long Island
21 is not rock. It is sand and gravel and boulders
22 and stuff.

23 That's why boring the tunnel you
24 have to reinforce the track for that part that you
25 bore until the concrete sets. When you build, once

1
2 the concrete is set, you start reinforcing on for
3 the next mile and then you bore that mile and you
4 keep going. And it's all doable nowadays. It's
5 being done all over Europe and tunnels being used
6 over there a hundred years ago were steam
7 locomotives that would go through the tunnels. So
8 the diesel, you should get rid of it anyway. Make
9 a red line under that. It should all be electric
10 by now to your trains in this day and age.
11 Everything should be electrified.

12 Now you would say, wait, it's all
13 underwater because of the water table in New Hyde
14 Park or Hicksville or Floral Park. I refer back to
15 my Jamaica Center tunnel, an open trench job that I
16 worked on. That is way under the water table and
17 way next to the Long Island Railroad. And it
18 didn't have any effect on the Long Island Railroad
19 on the embankment on the Archer Avenue part in that
20 particular tunnel for Jamaica Center. So I know
21 what's entailed.

22 But the beauty of it, and the
23 outcome of it, is that the railroad would get a
24 return. The way you're planning it according to
25 your planning booklet I have it here and I looked

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2 at it. In your planning document, in your scope
3 documents, you do not mention, I didn't think you
4 mentioned a tunnel. I just got it. So I didn't
5 really study it. But I do not notice that concept
6 that I'm describing to you on how to -- to get a
7 return. You don't have anything scope in that
8 aspect.

9

Another thing is, I don't know if
10 the Governor knows what is entailed on Long island
11 the way you're planning on doing this work. I
12 observed Roslyn Bridge in Roslyn here and I
13 observed the Herricks Road Bridge the way it was
14 built and so forth.

15

A possibility would be, and I
16 don't know if you see that correctly, that you
17 could probably eliminate that bridge because if you
18 did a tunnel and it has to be straight as an arrow,
19 not a roller coaster.

20

Some of these places, especially
21 Floral Park and the concrete jungle that you've got
22 over there, eliminating that is an enormous cost, I
23 realize that. But the return in beautifying those
24 villages and having less air pollution in having
25 once it's tunneled, no pollution except in the

1

2 tunnel, of course.

3

4 And by building the modern rail,
5 the noise pollution in the station, in the tunnel
6 would not be as much as it is now in any of the
7 tunnels of the New York City subway system.

8

9 Those old fashion, hundred-year
10 old system rails that make tremendous noise. And
11 somebody is not thinking outside the box. You
12 don't join the rails inside of the station by
13 staying in the tunnel. You join the rail to be in
14 the entrance for expansion and contraction. You
15 join it at the end and hold it all together inside
16 the tunnel.

17

18 Heat and cold will probably be
19 minimal in the tunnel. It would be constant
20 temperature perhaps year round, a little colder in
21 the winter, a little warmer in the summer but the
22 expansion would be outside the tunnel.

23

24 You know, the Village of New Hyde
25 Park is only one-square mile and it's divided north
and south by the Long Island Railroad, by the
fence. And you only have three railroad crossings
in New Hyde Park where you can cross. It would
bring that community together like we have never

1

2 seen before. And the powers that be should think
3 again out of the box what this situation would be
4 like a hundreds years from now.

5

6 Long Island is developing more
7 and more and more and we need high-speed
8 transportation. It should take 30 minutes to go
9 from New Hyde Park to Penn Station. It should take
10 like 15 minutes at the most. With the East
11 Side Access tunnel being built as we speak, the
12 rail should put a little bit of express
13 construction on that project so by the time we get
14 finished with our tunnel here, or railroad,
15 elimination, whatever, that we have east side
16 access. That is a major project.

16

17 How come in the scoping they did
18 not address the tunnel? They addressed it in the
19 what do you call it, I can't find it in my e-mail.
20 The part where the Mayor sent me, the part where
21 you have it on the website. A tunnel was considered
22 but they said it would be too costly. But they did
23 not think outside the box.

23

24 Why only three tracks? That's a
25 good question. I would like to know. If you have
26 two express tracks and two local tracks, again,

1

2 that would be the moneymaker.

3

4 From Mineola let's say the train
5 doesn't stop at Jamaica. If it goes all the way to
6 Penn Station, wouldn't that be wonderful? Or let's
7 say New Hyde Park becomes an express stop and I
8 would be in Manhattan in one stop, maybe in
9 Woodside or in Jamaica. And I would be in Manhattan
10 in 15 minutes. Something like that needs to be
11 reconsidered and re-thought because ten years or so
12 quick and we can witness that on Park Avenue. They
13 will probably be doing some work in those tunnels
14 in the East River Tunnel. That don't need to be
15 done for another 50 years. It was almost 50 years
16 ago. It was built in 1970 when I worked there. So
17 that's definitely a long time.

18

19 We need to think long term and
20 modern transportation, high-speed light rail to
21 make life easier for the residents and beautify
22 these villages. I got to think for just a moment --
23 if you want to take a break -- about how did you
24 come up with the cost? But remember, I am thinking
25 in 1970 cost factor. Today everything is more
expensive. Do you realize that? I found it on
your website.

1
2 And I'm glad I could comment
3 before June 13th on this issue, that we were on
4 Long Island and that's really, I can appreciate
5 that the work was done but insufficient. It needed
6 somebody like myself that has experience in
7 building a tunnel; 53rd Street and Jamaica Center
8 and that's a beautiful station. Have you been
9 there? Are you satisfied with my steps? They are
10 perfect. They are 100 percent perfect. I wouldn't
11 go with one millimeter out of -- it is coming up.
12 the website is: modernizing.com.

13 I am really in favor of
14 modernizing. I have been on rail that zoom, like
15 in Germany. They are unbelievable. You get from
16 Stuttgart to Hamburg in no time at all and they are
17 planning on building a high speed rail to the south
18 of Europe.

19 When you experience something
20 like that and then you come back here to the Long
21 island Railroad you say, what, are we a bad
22 country? I would like to take you to my hometown,
23 where I was born.

24 So I mean, you, as you can see
25 reading and being in the tunnel, you don't like it

1

2 as much. But if you are above ground like going to
3 the countryside in Germany, it is more beautiful.
4 We do -- and I do recognize in that aspect.

5 I would like to talk to the
6 higher-ups that make decision if there is an
7 opportunity for -- to do that because I appreciated
8 working for the Transit Authority. I was working
9 for the contract. I don't remember the name of the
10 contract but remember that was in the '70s and --
11 and some of it was in the '60s. I don't remember
12 exactly when it was but I worked like two years on
13 one job, a few months on another. I always -- it's
14 the idea to make money.

15 I have two -- we were married in
16 '62. We lived in New Hyde Park since 1965.

17 I could never take the railroad
18 or subway when I was working. I had to take my car
19 with the tools. The railroad was of no benefit to
20 me. But now going to the City for a show or
21 whatever, it is a benefit. But it's a tragedy on
22 Wednesday I can't find a parking space. I don't
23 live that far away so I can walk, which is another
24 side benefit from living in New Hyde Park. One
25 square mile is not that big. I'm four minutes away

1

2 from the railroad station.

3

4 Now can I do a sidebar on this
5 issue? Not exactly on the third rail. When I go
6 and buy the tickets, I have to go to the machine,
7 which is outside and I can't buy a senior subway
8 ticket at that same machine. Why can't I? One
9 time it's the MTA, buy a reduced far ticket for the
subway at the same time. I don't understand.

10

11

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1

2 STATE OF NEW YORK)

3 SS.

4 COUNTY OF NASSAU)

5

6

7

I, Stephanie Mosby, a Shorthand
(Stenotype) Reporter and Notary Public within and
for the State of New York, do hereby certify that
the foregoing pages 1 through 16, taken at the time
and place aforesaid, is a true and correct
transcription of my shorthand notes.

13

IN WITNESS WHEREOF, I have
hereunto set my name this 16th day of June, 2016.

15

16

Stephanie Mosby

17

18

19

20

21

22

23

24

25

Concordance

< Dates >

June, 2016

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May 24th,

201611:00

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1 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

2 MTA/LONG ISLAND RAILROAD

3 -----X

4 PUBLIC SCOPING MEETING

5 RE: LIRR EXPANSION PROJECT

6 -----X

7 -----X

8 Mack Student Center

9 Hofstra University

10 Hempstead, NY

12 May 24, 2016

13 6:50 p.m.

17 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

18 VIRGINIA LICARI

19 REPORTED BY: Regina Dones, Stenographer

20

21

22

23

24

25

1 MS. LICARI: I fully oppose this
2 expansion project evidenced by the following: The
3 project will negatively impact our quality of life by
4 turning a rural environment into urbanization, i.e.,
5 increased vibration, noise.

6 The decibel level is already above
7 OSHA's standard, as have been reported. Limited
8 parking, increase of traffic through the streets where
9 our children play. Increased pollution, wildlife,
10 prolonged construction, danger due to prolonged
11 construction. Small businesses will be negatively
12 impacted.

13 The severely steep under track
14 roadway has high potential for flooding and increased
15 accidents, and does not fully rectify the situation of
16 the crossing. The closing of the 12th Street crossing
17 will increase traffic on Covert Avenue in New Hyde Park,
18 affecting the residents and children in the street
19 there.

20 We need full transparency. There has
21 been a witness of increased freight runs. According to
22 the scoping documents, the project has said to increase
23 the reliability, but the redundancy of locating on the
24 third track in the immediate proximity of the existing
25 track, would make this contradictory, the potential for

1 all tracks to be shut down during the incident.

2 MTA recently reported that problems
3 with the train schedules are unreliable because of human
4 error and signal issues. However, inconvenient, MTA's
5 the real solution, if that is what they are looking for,
6 a future solution, would be below grade track or above
7 grade.

8 Below grade track would also increase
9 the reliability of the trains, where it would affect the
10 tracks as they are now and does affect the tracks as
11 there are, and it stops the reliability of the tracks.

12 Thank you.

13 (Testimony concluded 6:52 p.m.)
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C E R T I F I C A T E

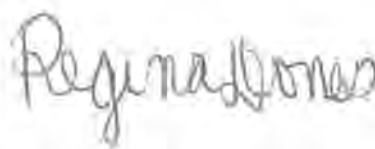
STATE OF NEW YORK }
 : SS.:
COUNTY OF NASSAU)

I, Regina Dones, a Notary Public for and within
the State of New York, do hereby certify:

That the witness whose examination is
hereinbefore set forth was duly sworn and that such
examination is a true record of the testimony given by that
witness.

I further certify that I am not related to any
of the parties to this action by blood or by marriage and
that I am in no way interested in the outcome of this
matter.

IN WITNESS WHEREOF, I have hereunto set my hand
this 2nd day of June 2016.



REGINA DONES

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1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/ LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE : LIRR EXPANSION PROJECT

7
8 -----X

9 The Inn at New Hyde Park

10 214 Jericho Turnpike

11 New Hyde Park, New York

12
13 May 24th, 2016

14 6:23 p.m. - 6:30 p.m.

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18
19 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

20 LUISE RANEGAN

21 REPORTED BY: Stephanie Mosby, Stenographer

1 MS. RANEGAN: I live in Floral Park and the
2 zip code is 11001. I have lived in Floral Park
3 for 38 years and it has been a wonderful
4 community in which to raise my family.

5 I'm very concerned about the impact by
6 the proposal by Governor Cuomo and the
7 Long Island Rail Road.

8 Number one, it's going to impact -- both
9 of the elementary schools are adjacent to the
10 track and where they are going to do the
11 building. As is the new recreation center that
12 we just put in last year, we had to replace the
13 old one. And needless to say, that cost quite a
14 bit of money, and I am paying good taxes.

15 Now I understand part of that is going to
16 be in jeopardy of being removed. And how does
17 that affect us as a village?

18 I am concerned about my property now.
19 Because the things that make the village so nice,
20 like all of these nice businesses that are along
21 the track, suddenly are affected and people start
22 losing their homes. No one is going to want to
23 buy a house in Floral Park. My property value is
24 just going to plummet.

25 I'm also feeling for my neighbors who do

1 -- and I have family members who live very, very
2 close to the area and their homes may be in
3 jeopardy? Are they going to lose their homes or
4 part of their property? Will they get
5 compensation? What about the noise factor? If
6 they do the work at night, people can't sleep.
7 If they do it in the day, it's going to disrupt
8 the flow of traffic in the village.

9 So these are all concerns that I think --
10 I do not feel the Long Island Rail Road has
11 really worded everything properly. I do not feel
12 that the need for the reverse commute really
13 exists. It appears that they are more concerned
14 about transporting freight and possibly garbage.

15 There aren't that many people going out
16 to Hicksville, as far as I can see. If they get
17 to Hicksville, how are they going to get to their
18 jobs when there is no public transportation
19 available? Maybe some buses, certainly no
20 subways like we have in Manhattan.

21 Another thing I was looking at, grade
22 crossings, I do agree with that. Yes, that does
23 improve safety. But the way they've been
24 designed -- particularly the one at the
25 New Hyde Park Road and Covert Avenue.

1 Looking at the New Hyde Park Road
2 crossing, there is two lanes going, I believe,
3 it's south. And if you want to go into the
4 Kiss-and-ride area, you have to make a left to
5 cross two lanes of traffic. That's a very busy
6 road and it does not appear they even have a
7 light at that part. It's literally an accident
8 waiting to happen. And accidents will happen.

9 If they do put a light there, that would
10 be a good thing, except it would continue to back
11 up traffic on a road that is all ready congested.
12 New Hyde Park Road gets a lot, a lot of traffic.
13 There's a lot of traffic on that road.

14 Covert Avenue also gets a lot of traffic.
15 And it looks the way they're designing it, it's
16 almost -- they're saying it's a two-lane
17 underpass, but when it comes out, it looks like
18 it is feeding into one lane, that is going to be
19 very congested as well. And it looks similar to
20 something over at the Denton Avenue overpass,
21 where the line goes. And it is very narrow, very
22 dangerous. Only one car can go through at a
23 time. So I am really not sure about that.

24 And the concern of emergency vehicles.
25 What if -- if they are going to do all of these

1 grade crossings at the same time, when an
2 emergency vehicle needs to get to the house, they
3 can't.

4 So I think there are many, many issues
5 that they need to look at. They say from the
6 economic standpoint it will create jobs; maybe.
7 But many young people -- if you can't afford \$500
8 to fix your car, what makes them think when a
9 ticket from the city and Floral Park has a
10 monthly ticket, and I know last time it was like
11 \$269. I think it's even more now, every month.

12 How can they afford that? If they can't
13 afford \$500 maybe once, which would be a one time
14 thing. How are you going to afford \$260 or \$300
15 a month.

16 I mean, I know for myself traveling into
17 the city once on a roundtrip off peak, it's
18 \$16.50, and that's just one shot deal. Obviously
19 you get a break on a monthly but I just want to
20 point these things out.

21 Then, they say it is so vital to
22 Long Island. Well why stop at Hicksville? Why
23 not extend it further? What's the big deal about
24 Hicksville then?

25 And what happened? If ten years ago this

1 project, they looked and said: Oh, no. It wasn't
2 worth doing, or they couldn't do it, or they
3 didn't like it, or whatever. What changed in ten
4 years? Has anything changed? We are not getting
5 any clear explanation as to what may have
6 changed. And all of a sudden now it is feasible
7 and 10 years ago it wasn't? So I would like a
8 clear explanation of that.

9 Personally, I think -- I don't know who
10 is benefitting from it. I don't think the people
11 in the communities are. Probably some big shot
12 politician in Albany, maybe the officials in the
13 MTA and LIRR. Maybe they ought to start
14 investigating the politicians, rather than
15 investigating the soil. Because I think somebody
16 is getting money out of this but I can't prove it
17 but that's my opinion.

18 I am concerned about the livelihoods of
19 people who live near the track and people whose
20 homes are there. I think I mentioned that. I
21 think I have mentioned most of my major points
22 here.

23 I really do hope they would at least
24 reconsider or take their time and give more
25 information to the public as to which homes will

1 be affected? How they would be affected? If our
2 recreation center is affected, how are they going
3 to compensation for that? What do they propose
4 to do? As someone said at the other meeting
5 said, they show you the nice part but they don't
6 show you the other side. They show you what they
7 want you to see but they don't show you the other
8 side. They show you what they want you to see.

9 But there is a lot more below the surface
10 and the governor is -- and I don't mean to be.
11 Even though this is a pun. But I can't resist
12 using it. I feel he is "railroading us" quote on
13 quote, into something that people in these
14 communities do not want.

C E R T I F I C A T I O N

I, Stephanie Mosby, Court Reporter and Notary Public in
and for the State of New York, do hereby certify that I attended
the foregoing proceedings, took notes of the same, that the
foregoing, consisting of 8 pages, is a true and correct copy of
same and the whole thereof.

Dated: 05/24/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/ LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE : LIRR EXPANSION PROJECT

7
8 -----X

9 The Inn at New Hyde Park

10 214 Jericho Turnpike

11 New Hyde Park, New York

12
13 May 24th, 2016

14 6:03 p.m. - 6:07 p.m.

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19 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

20 MARIA RASTELLI

21 REPORTED BY: Stephanie Mosby, Stenographer

1 MS. RASTELLI: It has come to my
2 understanding that residents, especially the
3 residents of where my dad lives, at
4 118 Covert Avenue, in New Hyde Park, would be
5 highly affected in accessibility to his private
6 residence. My dad is 93 years old. We have
7 presently a granddaughter and great granddaughter
8 that is staying with them due to financial
9 difficulty, who have a deaf child. Accessibility
10 to the front door is imperative.

11 I understand that we will be losing our
12 driveway. I understand that that side of the
13 road would not have parking accessibility.
14 Whether it's a handicap or NICE Bus Able-Ride to
15 come and provide transportation for my dad; or a
16 bus, a school bus to be provided the for my
17 niece, it is something that is disheartening and
18 destructive to our family.

19 I have also experienced in the past years
20 since we have this taxi service next to us, next
21 to the residents of 118 Covert Avenue, that the
22 parking has been horrendous. I have been
23 ticketed for being parked in the driveway while I
24 have visited to unload groceries in helping my
25 father.

1 To uproot a 93 year old person at this
2 time, that does not need to be hospitalized or in
3 a nursing facility, and keep him in his home
4 tranquil is something that I did not think at
5 this time in his life; and in hours, that we
6 would have to deal with such a situation.

7 I am in communication with several people
8 from the organization for the companies that are
9 involved, but have yet to really sit down with
10 them. I am hoping to do that this evening. And
11 hopefully they will give me some better news.
12 But at this point from this point, from what I
13 see, it is dangerous situation.

14 " Inconvenience," is just not the -- as
15 much as it's an inconvenience, it's the
16 circumstances of which that we are dealing with
17 that is more disturbing to me. And with that I
18 hope I have some more better news this evening.

19 There is one last thing, one last thing.
20 I understand that there might be an issue with
21 the water table by lowering the street level due
22 to the fact that we have a downward-slant
23 driveway towards the house, that would be
24 devastating for flooding.

25 So it's not just inconvenience, it's

1 basically safety and destructive of really
2 destroying the house, if there is major water
3 issues. Okay. Very good.
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C E R T I F I C A T I O N

I, Stephanie Mosby, Court Reporter and Notary Public in
and for the State of New York, do hereby certify that I attended
the foregoing proceedings, took notes of the same, that the
foregoing, consisting of 5 pages, is a true and correct copy of
same and the whole thereof.

Dated: 05/24/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE : LIRR EXPANSION PROJECT

7
8 -----X

9 Antun's by Minar

10 244 Old Country Road

11 Hicksville, New York

12
13 May 25th, 2016

14 6:43 p.m. - 6:48 p.m.

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19 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

20 MICHAEL LICITRA

21 REPORTED BY: Stephanie Mosby, Stenographer

1 MR. LICITRA: I live at 23 Green Ridge
2 Avenue, in Garden City, which is located
3 approximately about eight houses just east of the
4 New Hyde Park station. So I back right up to the
5 main line. I have been living there since 1996.

6 Any time they do minor work to the train
7 tracks, we seem to have a rodent issue, rats and
8 mice come out from where ever. They just stir
9 them all up.

10 So the Rail Road's plans to do what they
11 want to do without not even a decisive plan in
12 place. First of all, I feel like they are just
13 shoving it own our throats.

14 But my concern becomes -- they say they
15 are going to stay within the right of way. There
16 is no way they can build south of that. Because
17 my house backs right to the south right of way.
18 You're going to need to come on to my property.
19 You're going to need a temporary work easement.

20 I look at the job done, the Second Avenue
21 subway line by the MTA, that is so way behind
22 schedule and over budget that I am probably going
23 to have a house that's possibly unsellable for
24 eight to ten years.

25 I am stuck in my house. I am going to

1 have to deal with all the noise, the pollution,
2 the people, the cars, the traffic. And my
3 biggest concern is you are going to also be
4 coming on to my property. You're going to want
5 some kind of temporary work easement.

6 I am going to have zero quality of life
7 for a house that I put a lot of money into and
8 spent my life savings on way back when. And I am
9 very upset with the process in line.

10 The third rail is probably more for
11 freight trains than anything else. When freights
12 come through our backyard, which is rare, a
13 couple days a week, our house shakes violently.
14 So I am worried about compromising the integrity
15 and structure of my house.

16 I am a little disappointed, if you look
17 at the New Hyde Park station and how dangerous it
18 is now and they are using the third line as a
19 hostage or a carrot to make that a safer
20 crossing. They should be embarrassed.

21 There are no stairs going over that
22 allowing pedestrians to get over those train
23 lines when the train stops. That crossing is
24 down 20 to 30 minutes a day, it's a disgrace.
25 And they are using this third line as a reason

1 why they're going to make it safer.

2 I'm a little disappointed that they don't
3 have any other concern but, "a third rail can
4 make it safer." They should have had addressed
5 this along time ago.

6 So I want to know, what kind of
7 compensation are we going to get? Because I
8 probably can't live in my house and I won't be
9 able to sell it. We would probably be better
10 served with the Rail Road coming in and buying us
11 out.

12 There's zero need for the third line
13 until they can correct the issues at Jamaica.
14 They can't even get their trains in and out of
15 Jamaica. So how is a third line going to help
16 them? They are still trying to build the
17 18 extra miles out in Ronkonkoma.

18 Until they can get all of that
19 accomplished and prove they can run a train in a
20 very efficient way, that would be a good starting
21 point before they even can consider this project.

22 I would like to know: Why the plans --
23 why are they pushing to start this project before
24 the plan is even out there? Before the
25 environmental studies are even out there?

1 So those are my concerns amongst many.
2 But it's going to be a quality of life, loss of
3 value, and I am going to be stuck in my house
4 going no where. And my wife is extremely upset.
5 And I don't even know what to tell her. This is
6 all new to us. There really is very little
7 information.

8 So I am finished as far as speaking at
9 the moment. I am just -- I'm just going to ask a
10 general question. Is there any decisive plans
11 out there?

C E R T I F I C A T I O N

I, Stephanie Mosby, Court Reporter and Notary Public in
and for the State of New York, do hereby certify that I attended
the foregoing proceedings, took notes of the same, that the
foregoing, consisting of 6 pages, is a true and correct copy of
same and the whole thereof.

Dated: 05/25/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

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NEW YORK STATE DEPARTMENT OF TRANSPORTATION
MTA/ LONG ISLAND RAIL ROAD

-----X

PUBLIC SCOPING MEETING
RE : LIRR EXPANSION PROJECT

-----X

The Inn at New Hyde Park
214 Jericho Turnpike
New Hyde Park, New York

May 24th, 2016
8:30 p.m. - 8:34 p.m.

**STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF
NANCY DAILEADER**

REPORTED BY: Stephanie Mosby, Stenographer

1 MS. DAILEADER: I am a life-long resident of
2 Floral Park and right now I live at Flower View
3 Gardens. And I feel that the third rail is going
4 to be a big disruption to Floral Park because it
5 affects a lot of the businesses. And right now
6 there is not even enough parking as it is.

7 Now I park in the spur. Because there's
8 not enough room within Flower View Gardens for
9 everyone. And the spur is owned by the Long
10 Island Rail Road. And it's rented to the --
11 leased to the town of Floral Park. And I buy a
12 yearly pass to park there.

13 Since there are no plans about the third
14 rail, and the equipment, and everything, I am
15 just interested in where the equipment is going
16 to be kept?

17 Are they going to be able to claim back
18 some of the property of the spur even though it's
19 leased to Floral Park? I don't know how long the
20 lease is for. And, if so, what provisions are
21 going to be made for the people who currently
22 park in the spur?

23 Because it's not only used by residents
24 of Flower View Gardens. Some teachers park there
25 as well, as people who use the Rail Road because

1 there is not enough parking under the Rail Road.

2 What is going to happen to the general
3 parking in Floral Park as a result of the impact
4 of the third rail, if it goes through?

5 I am also concerned about the quality of
6 life in Floral Park. Because Floral Park is a
7 lovely community and this is going to disrupt our
8 community, as well as all of the other
9 communities along from Floral Park to Hicksville
10 that are affected.

11 I think that the reason they give the
12 reverse commute is a sham. Because who from the
13 city is going to come to Long Island, to work for
14 a lower paying job, and pay the enormous fare of
15 the Long Island Rail Road; which for Zone 4 alone
16 is \$252? And also increase their commute time
17 when they could have traveled cheaper and for
18 less time in the city. Okay?

19 I think it's a big sham that the
20 Long Island Rail Road is just disguising the fact
21 that it wants to increase freight by saying
22 "reverse commuters."

23 I agree that maybe something should be
24 done with the grade crossings, but it should be
25 done separately from the third rail.

1 And Long Island Rail Road is notorious
2 for starting projects and not completing them on
3 time. It took about 13 months for them just to
4 replace six stairwells, or six staircases at the
5 Floral Park Station. So if it takes 13 months
6 just to do that, whatever they estimate is going
7 to be over budgeted and will take longer than
8 they tell us it will.

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C E R T I F I C A T I O N

I, Stephanie Mosby, Court Reporter and Notary Public in
and for the State of New York, do hereby certify that I attended
the foregoing proceedings, took notes of the same, that the
foregoing, consisting of 5 pages, is a true and correct copy of
same and the whole thereof.

Dated: 05/24/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/ LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE : LIRR EXPANSION PROJECT

7
8 -----X

9 Yes, We Can Community Center

10 141 Garden Street

11 Westbury, New York

12
13 May 25th, 2016

14 11:31 a.m. - 11:34 a.m.

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19 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

20 NICOLA LAZZARUOLO

21 REPORTED BY: Stephanie Mosby, Stenographer

1 MR. LAZZARUOLO: My name is
2 Nicola Lazzaruolo. I live at 22 Main Avenue,
3 Garden City, right down the block from the
4 Merrilon Avenue train station. I live directly
5 across the tracks, I have been living there for
6 over 20 years.

7 In that time period a lot of trees in
8 front of the tracks have gotten destroyed by LIRR
9 workers, pulling their truck up right on to the
10 grass over there, never really tightening up or
11 putting anything back. The trees act as a
12 barrier of both sound and viewing of the trains
13 that constantly go by.

14 Adding a track? I don't possibly see how
15 there is any room to add a track on the
16 Main Avenue side because there is very little
17 land there. You would have to destroy most of
18 the trees and remove all of the shrubbery. And
19 it's going to become so commercialized.

20 I think it's unfair to the tenants, and
21 to the people that live in the area there to try
22 to do this. It's chaotic and congested enough
23 the way it is and everyone has gotten used to it.
24 And they are okay with it.

25 In any event I don't understand why there

1 isn't any consideration on putting the track on
2 the opposite side of Main Avenue facing north.
3 That is industry over there, industrial over
4 there. There are no trees, there is no
5 shrubbery, there is plenty of room, and there are
6 factories there. And I am sure that the
7 factories don't mind if the track is put on the
8 opposite side of the road.

9 So I oppose the track going in
10 completely. I don't want a third rail. But if
11 there is a third rail, I would like the LIRR to
12 consider putting it on the north side of
13 Main Avenue, where there is industry and not
14 destroying and removing all the trees and
15 shrubbery on the Main Avenue side. Thank you.

C E R T I F I C A T I O N

I, Stephanie Mosby, Court Reporter and Notary Public in
and for the State of New York, do hereby certify that I attended
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foregoing, consisting of 4 pages, is a true and correct copy of
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Dated: 05/25/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

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NEW YORK STATE DEPARTMENT OF TRANSPORTATION
MTA/ LONG ISLAND RAIL ROAD

-----X

PUBLIC SCOPING MEETING
RE : LIRR EXPANSION PROJECT

-----X

The Inn New Hyde
214 Jericho Turnpike
New Hyde Park, New York

May 24th, 2016
5:13 p.m. - 5:16 p.m.

**STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF
PATRICIA SCARANTINO**

REPORTED BY: Stephanie Mosby, Stenographer

1 MS. SCARANTINO: I will start by saying that
2 I am opposed to the third rail track expansion
3 project. The primary reason is due to the
4 encroachment on our home, which is located a few
5 several feet, if you will, from the Merillon,
6 M-E-R-I-L-L-O-N, and Main Avenues.

7 The proposal for a new track to be
8 located on the south side of the existing tracks,
9 which is the Garden City side, would absolutely
10 cause disruption to my everyday life and the
11 lives of my children. Not only would there be
12 the lose of trees esthetically, which is one of
13 the reasons why I chose to live in Garden City
14 because of the beauty of natural environment.

15 I mean, of course, I am living, yes, in
16 close proximity to a commuter rail station, not a
17 freight. It was never designated as a freight
18 railway, if you will. And that in itself is a
19 change that is unacceptable to me.

20 I think the damage to the air quality,
21 the new traffic pattern, the noise level that a
22 freight train is going to bring to the community
23 is -- would be devastating.

24 I think that the high cost of what this
25 is going to be, which somewhere over one billion

1 dollars, and the time period; which will never be
2 three years in construction, is problematic.

3 Not to mention, I think on a less maybe
4 -- that the run off apparently from the
5 New Hyde Park new grade crossing is going to be
6 directed into the bird sanctuary, which is
7 located not too far from the proposed new line,
8 is going to be a problem for the wildlife for the
9 -- just the purpose of what that is, it's a bird
10 sanctuary. It's not a receptacle for run off
11 from a service train station.

12 And lastly, I think that there is any
13 confirmation that we are going to have improved
14 train service along the Long Island Rail Road
15 Hempstead branch line. And there is no
16 indication that we are going to have an
17 improvement in train service for Mineola,
18 Garden City, or New Hyde Park.

19 So for those reasons I am opposed to this
20 expansion.

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C E R T I F I C A T I O N

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and for the State of New York, do hereby certify that I attended
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Dated: 05/24/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/ LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE : LIRR EXPANSION PROJECT

7
8 -----X

9 Antun's by Minar

10 244 Old Country Road

11 Hicksville, New York

12
13 May 25th, 2016

14 6:23 p.m. - 6:27 p.m.

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19 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

20 PAULETTE SATUR

21 REPORTED BY: Stephanie Mosby, Stenographer

1 MS. SATUR: I am Paulette Satur, Satur Farm,
2 from the north fork of Long Island. I am also
3 one of the original members selected to the
4 Governor's Economic Development Council for the
5 Long Island region.

6 So my interest in supporting the right
7 track comes from both a perspective of our
8 farming operation and from my interest in the
9 economic future of the region.

10 At Satur Farms we grow leafy green salads
11 and vegetables on 250 acres, that we market to
12 the New York tri-state region and in Florida, to
13 customers such as Whole Foods, FreshDirect,
14 Key Food, The Fresh Market, and many restaurants.

15 From white table cloth restaurants; such
16 as 11 Madison Park, to what we call our salad bar
17 restaurants; Le Pain Quotidian, Fresh & Co,
18 ChopT, the Dig Inn, and the Hip Sweetgreen.

19 Since Long Island is essentially a cul- de-
20 sac with production farming operations situated
21 mainly on the east end, the only way for us to
22 get our products to our customers up island and
23 into New Jersey and Connecticut, is truck them
24 using refrigerated box trucks.

25 Our trucks leave our farm at 2 a.m. and

1 try to return home before 2 p.m. It's a real
2 push to get past traffic on the LIE to get our
3 drivers back in less than 11 to 12 hours.

4 So we have a great interest in reducing
5 traffic on the LIE, especially heading east in
6 the noon to 4:00 p.m. hours.

7 If more commuters and LIRR riders will
8 take the train, it would be a relief on the LIE.
9 Eliminating the bottleneck on this 9-mile route
10 would be a step in the right direction.

11 As producers of highly perishable, leafy
12 green salads, we have a heightened sense of
13 urgency and know that any bottleneck in
14 production sets us back and contributes to the
15 unnecessary long work days. The production line
16 will only go as fast as the slowest worker on the
17 line. And bottlenecks best be dealt with ASAP.

18 We are 80 miles from Manhattan. A Trip
19 that should take us one in a half to two hours is
20 taking two and a half to three hours, seven days
21 a week. Flow is not good. Critical trucks and
22 commuters truly deserve the fastest time to work
23 in both directions.

24 Additionally, the elimination of seven
25 road grade crossings should come as an immense

1 relief to both commuters and residents on this
2 track. Grade crossings steal time from road
3 drivers with long waits of up to 24 minutes and
4 every hour and are a considerable site for
5 accidents.

6 Just a couple of months ago, our farmer
7 neighbor's son was killed at a grade road
8 crossing on Elijahs Road, in Mattituck. His
9 father was one of the larger potato and sweet
10 corn growers on the east end. Our neighbor has
11 already given up large tracks of his land this
12 spring as a result of the loss of his son in this
13 accident.

14 The Long Island Wine Council has been
15 working to reduce tourism traffic on the east end
16 weekend by combining bus and LIRR train packages
17 for winery and farmer's market visits.

18 As a farm operation and a member of the
19 LIRR EGC, I support not only the right track but
20 also support East access, as well as the express
21 track to Calverton. The LIRR and the LIE are the
22 arteries of Long Island they keep the traffic
23 flowing to benefit all business in the region.
24
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C E R T I F I C A T I O N

I, Stephanie Mosby, Court Reporter and Notary Public in
and for the State of New York, do hereby certify that I attended
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foregoing, consisting of 5 pages, is a true and correct copy of
same and the whole thereof.

Dated: 05/25/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

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R				
RAIL (1) 1:3				

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NEW YORK STATE DEPARTMENT OF TRANSPORTATION
MTA/ LONG ISLAND RAIL ROAD

-----X

PUBLIC SCOPING MEETING
RE : LIRR EXPANSION PROJECT

-----X

The Inn at New Hyde Park
214 Jericho Turnpike
New Hyde Park, New York

May 24th, 2016
8:17 p.m. - 8:18 p.m.

**STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF
RAMAKRISHNAN KATHIRESAN**

REPORTED BY: Stephanie Mosby, Stenographer

1 MR. KATHIRESAN: I am sharing my offense. I
2 live in Mineola. So after Hurricane Sandy the
3 tracks condition become worse. So then my house
4 started shaking more. So one time I made a
5 complaint and the crew came and checked the
6 tracks the few times but still didn't improve.
7 So lately I experience more shake.

8 Now, the third track is very close to my
9 house. It is already there. So now I am afraid.
10 So I willful more. My question is: How would you
11 improve the tracks? Will it improve my quality
12 of life? Even I am going to to the city so that
13 I have a project because I will get more trains
14 to the city when I am coming back. So I am happy
15 for that but on the other end this is my concern.

16 How soon will they operate?

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1 C E R T I F I C A T I O N

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3 I, Stephanie Mosby, Court Reporter and Notary Public in
4 and for the State of New York, do hereby certify that I attended
5 the foregoing proceedings, took notes of the same, that the
6 foregoing, consisting of 3 pages, is a true and correct copy of
7 same and the whole thereof.

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9 Dated: 05/24/2016

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11 *Stephanie Mosby*

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Stephanie Mosby, Court Reporter

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1 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

2 MTA/LONG ISLAND RAILROAD

3 -----X

4 PUBLIC SCOPING MEETING

5 RE: LIRR EXPANSION PROJECT

6 -----X

7 -----X

8 Mack Student Center

9 Hofstra University

10 Hempstead, NY

12 May 24, 2016

13 6:12 p.m.

17 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

18 Denice Rosas

19 REPORTED BY: Regina Dones, Stenographer

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1 MS. ROSAS: Well, let me start with
2 what I don't like. I don't like the fact they are going
3 to build a third track in my backyard. Basically,
4 because the trains, the two, so far, comes with a lot of
5 noise.

6 Every time I have to fix it up. It
7 is a lot of noise in the middle of the night, we cannot
8 sleep. People are talking loud, the machines are big,
9 dragging down on the ground. It's incredible, the noise
10 is absolutely major.

11 The train, when the train, they both
12 run east and west at the time. The North Shore, it used
13 didn't run in those (indicating) directions, it's crazy.
14 We have another issue with garbage or -- yes, I would
15 say it's garbage.

16 Giant, big trains coming from East
17 Long Island, hitting Manhattan, going I don't know
18 where, with a lot of garbage, it's a lot of garbage.
19 It's a heavy vibration in the middle of the night. This
20 train runs between 2:30 in the morning, and it's another
21 one around 4 or 3 in the morning, it's two trains.

22 I don't know if one is MTA, and the
23 other one is going -- running with a lot of garbage. It
24 now -- it's noisy.

25 Not only that, I am not happy. I've

1 been complaining for some years about my fence. My
2 fence, I repaired my fence, I would say every two
3 months. It is always falling down because of the
4 vibration, because of the train, because of the noise,
5 because of the way it runs so fast.

6 The breeze is destroying my fence.
7 It doesn't matter how hard we put it back together, it's
8 still falling down. I make (sic) a letter before, I
9 went to Mineola Village and I complained with the Long
10 Island Railroad, nobody seems to care. No response from
11 anybody.

12 Everybody is saying it is Mineola
13 Village's job; Mineola Village is saying it is the Long
14 Island Railroad. So they have me back and forth and
15 nobody gives any solution.

16 Also, inside my house, in the front,
17 I have the wall that is opening up. It's -- I have
18 cracks in my driveway, I have cracks also in my
19 foundation. And I also have proof, I took some pictures
20 with me, in my cell phone. If I have cracks now,
21 without the third track, who is going to guarantee me
22 with the third track, it's not going to be even worse?

23 So that's why I want to know what --
24 I know a lot people is -- they are not happy with this
25 idea. A lot of people showed up about what they are

1 concerned about. Really, my concern also is, it's
2 noisy, the fence it falling down.

3 During the summertime I can't enjoy
4 my backyard. I am afraid the fence is going to blow on
5 top of me or on people that I have in my backyard. And
6 I have kids, family members coming, you know, enjoying
7 my backyard. I am always afraid of an accident like
8 that can happen.

9 So I will be happy, extremely happy,
10 really, if they build a wall in my backyard. All of the
11 neighborhood would be happy. We have only 22 or 23
12 houses in that area on DeMott Street. If they build a
13 big wall, the one they built by the Long Island
14 Railroad, I think the noise will be, you know, disappear
15 a lot.

16 The vibration, we will feel it much
17 less. The fact that we can enjoy our backyard, the
18 privacy that we are going to -- to be enjoying, the wall
19 is going to be high. So the people, when they are going
20 to the train, they can't see me and I don't want to see
21 them.

22 In the future, I want to build a pool
23 in the background, but I am tired of the people looking
24 at me. So I want to hear what they have to offer to us.
25 I want to hear what proposal that they have for us in

1 order for them to build the third track.

2 Thank you. Okay.

3 (Testimony concluded 6:18 p.m.)

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C E R T I F I C A T E

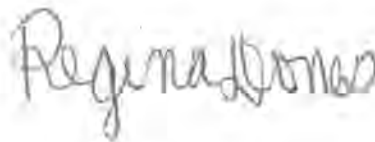
STATE OF NEW YORK }
 : SS.:
COUNTY OF NASSAU)

I, Regina Dones, a Notary Public for and within
the State of New York, do hereby certify:

That the witness whose examination is
hereinbefore set forth was duly sworn and that such
examination is a true record of the testimony given by that
witness.

I further certify that I am not related to any
of the parties to this action by blood or by marriage and
that I am in no way interested in the outcome of this
matter.

IN WITNESS WHEREOF, I have hereunto set my hand
this 2nd day of June 2016.



REGINA DONES

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	years (1) 3:1 YORK (1) 1:1			
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NEW YORK STATE DEPARTMENT OF TRANSPORTATION
MTA/ LONG ISLAND RAIL ROAD

-----X

PUBLIC SCOPING MEETING
RE : LIRR EXPANSION PROJECT

-----X

Antun's by Minar
244 Old Country Road
Hicksville, New York

May 25th, 2016
6:41 p.m. - 6:41 p.m.

**STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF
ROSE BIGGIN**

REPORTED BY: Stephanie Mosby, Stenographe

1 MS. BIGGIN: Teenagers come by and that's
2 all they do during the night is write things on
3 walls, on anything, on fences. And if they think
4 they're not, it's going to look ugly more than it
5 ever did. The wall is not going to do anything
6 for us but just make it terrible.

7 Plus we cannot, nobody can sell their
8 house right now. We have two houses for sale.
9 They are still for sale. No one wants to go near
10 it because of this decision that they might have
11 the Rail Road come with another track.

12 So that is another thing hurting us. And
13 our tax is going to go down.

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1 C E R T I F I C A T I O N

2

3 I, Stephanie Mosby, Court Reporter and Notary Public in
4 and for the State of New York, do hereby certify that I attended
5 the foregoing proceedings, took notes of the same, that the
6 foregoing, consisting of 3 pages, is a true and correct copy of
7 same and the whole thereof.

8

9 Dated: 05/25/2016

10

11 *Stephanie Mosby*

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13 _____
Stephanie Mosby, Court Reporter

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1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION
3 COMMUNITY SUPERVISION

4 -----X

5 PUBLIC SCOPING MEETING
6 RE : LIRR EXPANSION PROJECT

7
8 -----X

9 The Inn at New Hyde Park
10 214 Jericho Turnpike
11 New Hyde Park, New York

12
13 May 24th, 2016
14 2:00 p.m.

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19 **STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF**

20 **ROSE VISCOVICH**

21 REPORTED BY: Stephanie Mosby, Stenographer

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MS. VISCOVICH: One, what does LIRR consider "right off way?" to property owners? You commissioned someone to see a right of way on my property a few days ago.

Two, will the third track be used from commuters and freight daily? How is this distinguished? Who will determine?

Three, will cement walls be erected to those backyards when away?

Four, Plainfield Avenue is a shortcut to Southern State at 4:30 to 6:00, bumper to bumper. What will happen then?

Five, Creedmore Spur is the area by JLC for buses and recreational recess? How will they address?

Six, you are making an impact detrimentally to our village and other villages.

(Hearing concluded.)

1 C E R T I F I C A T I O N

2

3 I, Stephanie Mosby, Court Reporter and Notary Public in
4 and for the State of New York, do hereby certify that I attended
5 the foregoing proceedings, took notes of the same, that the
6 foregoing, consisting of 3 pages, is a true and correct copy of
7 same and the whole thereof.

8

9 Dated: 5/24/2016

10

11 *Stephanie Mosby*

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13 _____
Stephanie Mosby, Court Reporter

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NEW YORK STATE DEPARTMENT OF TRANSPORTATION
MTA/ LONG ISLAND RAIL ROAD

-----X

PUBLIC SCOPING MEETING
RE : LIRR EXPANSION PROJECT

-----X

Yes, We Can Community Center
141 Garden Street
Westbury, New York

May 25th, 2016
1:55 p.m. - 1:58 p.m.

**STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF
RUSSELL SUTHERLAND**

REPORTED BY: Stephanie Mosby, Stenographer

1 MR. SUTHERLAND: In summation the
2 Roslyn Road grade crossing elimination project
3 that was completed a few years ago left a very
4 dangerous condition in front of Birchwood Court
5 Cooperative.

6 Residents of Birchwood Court could cross
7 -- walk across Roslyn Road safely. A good
8 percentage of Birchwood residents walk to the
9 Rail Road station approximately four blocks away.
10 And the existing configuration of Roslyn Road is
11 very dangerous.

12 Cars underneath the Rail Road bridge
13 cannot see pedestrians crossing in front of
14 Birchwood Court entrance. Pedestrians leaving
15 Birchwood Court or walking to Birchwood Court
16 crossing Roslyn Road cannot see the vehicles
17 underneath the bridge.

18 Since both parties have obstructed views
19 it has caused a very dangerous condition with
20 three of our residents hit by automobiles since
21 this project was completed.

22 We've had numerous automobile accidents
23 in front of our property. Many, as a result of
24 this blind effect of the curving, countersunk of
25 Roslyn Road going under the tracks.

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This condition left by the grade crossing
elimination project should really be remedied.
That should do.

C E R T I F I C A T I O N

I, Stephanie Mosby, Court Reporter and Notary Public in
and for the State of New York, do hereby certify that I attended
the foregoing proceedings, took notes of the same, that the
foregoing, consisting of 4 pages, is a true and correct copy of
same and the whole thereof.

Dated: 05/25/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE : LIRR EXPANSION PROJECT

7
8 -----X

9 Antun's by Minar

10 244 Old Country Road

11 Hicksville, New York

12
13 May 25th, 2016

14 7:19 p.m. - 7:23 p.m.

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19 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

20 SALLY CORBETT-TURCO

21 REPORTED BY: Stephanie Mosby, Stenographer

1 MS. CORBETT-TURCO: I actually have two
2 residences. One -- and my zip codes are the one
3 that I put down, is 11010 as well as 10536.

4 My extreme concern regarding the idea of
5 a third track project is, that currently there's
6 inadequate safety measures being taken to improve
7 all MTA programs; all MTA facilities; and all MTA
8 tracks and lines, whether it be in Westchester
9 where the Vallhalla disaster occurred, and the
10 more recent Bedford Hills crash at the grade
11 crossings, or whether it be no attention being
12 paid to the many grade crossings hear on
13 Long Island.

14 Prior to thinking of a major program like
15 a third track, everything to do with safety
16 improvements should be the top priority, the top
17 expenditure, for the Long Island Rail Road.

18 It's inconceivable to me when such
19 disasters, as we have seen in the last year and a
20 half -- and I speak from the experience of having
21 my cousin be in the second car in the Valhalla
22 crash at the grade crossing. And having her save
23 lives of people in the first car -- from that
24 perspective I am astounded that our governor and
25 the LIRR would contemplate a project other than

1 dealing with the grade crossing.

2 I know that they will say that the grade
3 crossings are part of the project. However, any
4 larger project should be put aside and the focus
5 should be on safety.

6 Secondly, I think that the idea that this
7 will be an economic driver is unfounded. There
8 haven't been studies to prove that. I'd like to
9 know when a study will be done to prove that this
10 measure of the third track would attract
11 business, attract millennials?

12 Millennials flock to cities with jobs.
13 They don't flock to places because a rail line goes
14 in. They want entertainment, and jobs, and
15 walkability. They are not looking for living in
16 suburbia because a third track comes.

17 Until I see a study, and I would suggest
18 a study that explains why this is economically
19 viable and economically important and even
20 reasonable, I am against it.

21 I think this needs to be studied more.
22 There needs to be a lot more things thought about
23 other than what has currently been reviewed.

24 I think this will have a bad impact on
25 the historic and community nature of businesses

1 of downtown, from Floral Park to Hicksville.

2 And it will be bad for safety, and
3 children, and traffic, and a number of other
4 things. And very disruptive to the good
5 qualities of life and Long Island. That's all I
6 want to say.

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C E R T I F I C A T I O N

I, Stephanie Mosby, Court Reporter and Notary Public in
and for the State of New York, do hereby certify that I attended
the foregoing proceedings, took notes of the same, that the
foregoing, consisting of 5 pages, is a true and correct copy of
same and the whole thereof.

Dated: 05/25/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

		2:24 grade (5) 2:10,12,22;3:1,2	lot (1) 3:22	3:13 pm (2) 1:14,14
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1 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

2 MTA/LONG ISLAND RAILROAD

3 -----X

4 PUBLIC SCOPING MEETING

5 RE: LIRR EXPANSION PROJECT

6 -----X

7 -----X

8 Mack Student Center

9 Hofstra University

10 Hempstead, NY

12 May 24, 2016

13 6:12 p.m.

17 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

18 ANAHIT SHISHMANIA

19 REPORTED BY: Regina Dones, Stenographer

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21

22

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25

1 MS. SHISHMANIAN: So the train is
2 disturbing. And it is, like, um, it makes a lot of
3 noise when it's passing by, at night, especially. I
4 think this is, like, a quality of life that I don't
5 have.

6 I can't sleep every night. I have to
7 wake up because my whole house vibrates, and that is,
8 like, a kind of -- it -- I don't have a life. Like, I
9 can't sleep, so the next day, I can't go to work,
10 because I am not sleeping, it's health issues.

11 Plus, it breaks (sic) my tiles for
12 the second time. I changed my tiles in the living room
13 -- in the kitchen and the bathroom. The fence, which I
14 am fixing every few months, if not, like, every month.
15 And, you know, like, the -- my house is, like, cracking
16 all over. I'm afraid one day, my roof is going to fall
17 over me. I -- I don't know, it's just not right.

18 I called the Long Island Railroad
19 people, I sent them a letter about this train that is
20 passing by, it's a cargo train. They go by in the
21 middle of the night, they make a lot more noise. They
22 are very heavy, the whole house feels like an
23 earthquake.

24 Something needs to be done about it.
25 And plus, now, if they add the third rail, imagine what

1 is going to happen. Maybe, they -- the Town says we
2 can't do nothing. The Long Island Railroad people say
3 we can't do nothing. We pay a lot of taxes. I am an
4 American citizen. This is my right to live like a human
5 being.

6 I don't know what else to say. It's
7 just, like, very disturbing. It's, like, it's not
8 right, it's not right to us. They have to do something
9 about it. And they don't want to build a wall, they
10 don't want to accommodate us for nothing.

11 I am spending money all the time
12 fixing the house, and nothing is being done. And they
13 are not accommodating me for anything and that is not
14 fair to me.

15 I hope they will pay attention that I
16 am paying taxes, and things need to change. I need to
17 live like a human being. I need to get my sleep. I
18 don't get sleep over night when I have to go to work the
19 next day. That is it.

20 Thank you.

21 (Testimony concluded 6:15 p.m.)
22
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25

C E R T I F I C A T E

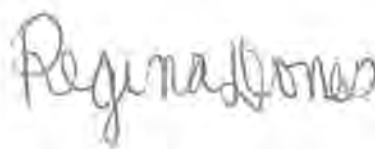
STATE OF NEW YORK }
 : SS.:
COUNTY OF NASSAU)

I, Regina Dones, a Notary Public for and within
the State of New York, do hereby certify:

That the witness whose examination is
hereinbefore set forth was duly sworn and that such
examination is a true record of the testimony given by that
witness.

I further certify that I am not related to any
of the parties to this action by blood or by marriage and
that I am in no way interested in the outcome of this
matter.

IN WITNESS WHEREOF, I have hereunto set my hand
this 2nd day of June 2016.



REGINA DONES

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1 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

2 MTA/LONG ISLAND RAILROAD

3 -----X

4 PUBLIC SCOPING MEETING

5 RE: LIRR EXPANSION PROJECT

6 -----X

7 -----X

8 Mack Student Center

9 Hofstra University

10 Hempstead, NY

12 May 24, 2016

13 7:32 p.m.

17 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

18 RUSSELL SUTHERLAND

19 REPORTED BY: Regina Dones, Stenographer

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1 MR. SUTHERLAND: I am Russell
2 Sutherland. I am the president of Birchwood Court
3 Co-operative Board of Directors.

4 Approximately ten years ago when the
5 DOT project started on Roslyn Road, the grade crossing
6 elimination project, the State placed a conduit, an
7 electrical conduit in -- under the sidewalk by our front
8 entrance to the co-op.

9 The state engineers had the vision to
10 see the need for a traffic light at the co-op entrance.
11 The former mayor, Jack Martin, was the one who attempted
12 to get the traffic light, the Mayor of Mineola tried to
13 get a traffic light installed there.

14 I have been attempting for years now
15 to try to convince the authorities to install a traffic
16 light at that intersection by our entrance.

17 Opposite our entrance on the west
18 side of Roslyn Road is Third Street with traffic exiting
19 that street, making a left and right turn onto Roslyn
20 Road. Creating a very dangerous situation because
21 that's the point of entry and exit of the co-op, yes,
22 the only entrance and exit into the co-op.

23 We have many residents that walk
24 across Roslyn Road, walking to the train station,
25 approximately three blocks away. Most of them are

1 commuters into the city. In approximately the last six
2 years we've had three of our residents hit by
3 automobiles. There will be a, unfortunately, a fatality
4 due to this very dangerous condition.

5 I, myself, don't see a backup problem
6 with the traffic light on Roslyn Road and Old Country
7 Road. In fact, the state engineers didn't see that when
8 they installed the conduit, going back, maybe, more than
9 ten years ago.

10 This project ten years ago was
11 actually the start of the third-track plan. And I do
12 notice at other grade crossings that are involved in the
13 scope of work, the per current planned project, at least
14 one traffic light will be installed, perhaps others.

15 I noticed on the scope of the traffic
16 lights, this light could be what they call having a
17 tripper, where somebody could -- a pedestrian could
18 control the right of way. Like, a walk-way at a
19 traffic-control intersection, like, any controlled
20 traffic-control intersection.

21 I have observed so many automobile
22 accidents in front of our entrance at this very
23 hazardous area. A traffic light at the entrance of our
24 property and Third Street would be consistent with the,
25 I guess, MTA's safety guided plans.

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Thank you.
(Testimony concluded 7:45 p.m.)

C E R T I F I C A T E

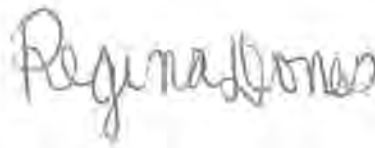
STATE OF NEW YORK }
 : SS.:
COUNTY OF NASSAU)

I, Regina Dones, a Notary Public for and within
the State of New York, do hereby certify:

That the witness whose examination is
hereinbefore set forth was duly sworn and that such
examination is a true record of the testimony given by that
witness.

I further certify that I am not related to any
of the parties to this action by blood or by marriage and
that I am in no way interested in the outcome of this
matter.

IN WITNESS WHEREOF, I have hereunto set my hand
this 2nd day of June 2016.



REGINA DONES

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1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/ LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE : LIRR EXPANSION PROJECT

7
8 -----X

9 Antun's by Minar

10 244 Old Country Road

11 Hicksville, New York

12
13 May 25th, 2016

14 6:34 p.m. - 6:37 p.m.

15
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17
18
19 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

20 TOM REDMOND

21 REPORTED BY: Stephanie Mosby, Stenographer

1 MR. REDMOND: Basically my comment is just
2 letting you know, that in college I did a project
3 on the Long Island Rail Road, on the third track,
4 in Mineola, downtown.

5 So basically I am looking to share those
6 plans. I have it to scale and all that. And it
7 is regarding the Main Street crossing.

8 I think it's one that will be favorable
9 for Mineola's community. And it will be more
10 favorable than plans that they have made up so
11 far. That's basically it. It's that short and
12 simple.

13 I want to meet with someone that does the
14 planning stage for this project. I want to meet
15 with someone and say: "This is what I did, and
16 here you go, do whatever you want with them."
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C E R T I F I C A T I O N

I, Stephanie Mosby, Court Reporter and Notary Public in
and for the State of New York, do hereby certify that I attended
the foregoing proceedings, took notes of the same, that the
foregoing, consisting of 3 pages, is a true and correct copy of
same and the whole thereof.

Dated: 05/25/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

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NEW YORK STATE DEPARTMENT OF TRANSPORTATION
MTA/ LONG ISLAND RAIL ROAD

-----X

PUBLIC SCOPING MEETING
RE : LIRR EXPANSION PROJECT

-----X

The Inn at New Hyde Park
214 Jericho Turnpike
New Hyde Park, New York

May 24th, 2016
5:24 p.m. - 5:26 p.m.

**STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF
WENDY BILKA**

REPORTED BY: Stephanie Mosby, Stenographer

1 MS. BILKA: I am a resident of Floral Park,
2 I live on Charles Street, the railroad is in my
3 backyard. Many years ago they did an expansion
4 on the railroad, they did work on the railroad.
5 So all ready my house has property taken away
6 from the backyard.

7 At that time when they did all of the
8 construction work, the construction phase was
9 literally with orange plastic things that said,
10 "hazard," right out of my back window. There
11 were bulldozers and I mean right out my back
12 window. From here to the edge of this table, I
13 could reach out. I have pictures of that
14 construction going on in my backyard.

15 I live there. I cannot even, now at
16 night time, hear my TV when trains go by. So
17 adding freight trains at night now, which are
18 very loud that you can't hear. So yes, I am
19 concerned because I don't want to have to shut my
20 windows all the time. I want fresh air. I don't
21 want it to be increased.

22 So with the fact that when they are doing
23 construction and they say that it's not going to
24 disturb my living. It's going to disturb my
25 living outside my back door. I saw from my

1 pictures from that time, what it looked like. So
2 that is not fair to residents and to increase it
3 where I cannot even hear my own TV because
4 expansion on that is really not fair. They are
5 not being considerate of the residents.

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C E R T I F I C A T I O N

I, Stephanie Mosby, Court Reporter and Notary Public in
and for the State of New York, do hereby certify that I attended
the foregoing proceedings, took notes of the same, that the
foregoing, consisting of 4 pages, is a true and correct copy of
same and the whole thereof.

Dated: 05/24/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

1
2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/ LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE : LIRR EXPANSION PROJECT

7
8 -----X

9 The Inn at New Hyde Park

10 214 Jericho Turnpike

11 New Hyde Park, New York

12
13 May 24th, 2016

14 5:29 p.m. - 5:30 p.m.

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18
19 STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF

20 WILLIAM CORNELL

21 REPORTED BY: Stephanie Mosby, Stenographer

1
2 MR. CORNELL: I am a Westbury resident. I
3 am also a 1298 Laborer in construction. I do
4 this sort of work. \$1.5 billion for
5 Nassau County would be a boom for the county. It
6 will make the place safer.

7 The job has to go. It should have been
8 done a long time ago. It has to be done now. It
9 would be a shame to see Nassau County miss out on
10 this infrastructure building that we are going to
11 do. Commuters need it, the county needs it, the
12 workers need it, it's good for everybody. Please
13 get this done. The governor wants it done. And
14 it will be a shame to have a few people that:
15 "Oh, we don't want that in our back yard." This
16 happens all the time. We lost so many jobs on
17 Long Island because of people like this. Just
18 make sure this happens. This will be great for
19 Long Island.
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C E R T I F I C A T I O N

I, Stephanie Mosby, Court Reporter and Notary Public in
and for the State of New York, do hereby certify that I attended
the foregoing proceedings, took notes of the same, that the
foregoing, consisting of 3 pages, is a true and correct copy of
same and the whole thereof.

Dated: 05/24/2016

Stephanie Mosby

Stephanie Mosby, Court Reporter

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2 NEW YORK STATE DEPARTMENT OF TRANSPORTATION

3 MTA/ LONG ISLAND RAIL ROAD

4 -----X

5 PUBLIC SCOPING MEETING

6 RE : LIRR EXPANSION PROJECT

7

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9 The Inn at New Hyde Park

10 214 Jericho Turnpike

11 New Hyde Park, New York

12

13 May 24th, 2016

14 7:37 p.m. - 7:38 p.m.

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19 **STENOGRAPHIC TRANSCRIPTION OF PRIVATE COMMENTS OF**20 **WILLIAM DALY**

21 REPORTED BY: Stephanie Mosby, Stenographer

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1 MR. DALY: I am of Garden City. I live
2 about almost one block south and I would just
3 like to state my opposition to the plan for
4 expansion.

5 I am very much concerned about the
6 right of way; about its impact on the community,
7 about its impact, not just from the noise
8 standpoint, but also just revamping of the area;
9 and its impact on our local community.

1 C E R T I F I C A T I O N

2

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4 and for the State of New York, do hereby certify that I attended
5 the foregoing proceedings, took notes of the same, that the
6 foregoing, consisting of 3 pages, is a true and correct copy of
7 same and the whole thereof.

8

9 Dated: 05/24/2016

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11 *Stephanie Mosby*

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Stephanie Mosby, Court Reporter

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