

Foreword

This document is the Final Environmental Impact Statement (FEIS) for the Long Island Rail Road (LIRR) Expansion Project. The FEIS was prepared by LIRR acting as Lead Agency under the State Environmental Quality Review Act (SEQRA). The New York State Department of Transportation (NYSDOT) is an involved agency for approval of the work associated with the elimination of the grade crossings and proposed parking facilities.

A Draft Environmental Impact Statement (DEIS) was published on November 28, 2016 and made available for public review through hard-copy distribution to affected communities within the 9.8-mile Project Corridor and through publication on the Project's website: amodernLI.com.

Public hearings were held on the following dates and locations:

- Tuesday, January 17, 2017:
 - 11 am to 2 pm at the Yes We Can Community Center in Westbury
 - 6 pm to 9 pm at the Yes We Can Community Center in Westbury
- Wednesday, January 18, 2017:
 - 11 am to 2 pm at Hofstra University in the Town of Hempstead
 - 6 pm to 9 pm at Hofstra University in the Town of Hempstead
- Thursday, January 19, 2017:
 - 11 am to 2 pm at The Inn at New Hyde Park
 - 6 pm to 9 pm at The Inn at New Hyde Park

A written comment period was initially scheduled to expire on January 31, 2017, but was extended until February 15, 2017.

More than 700 comments were received during the DEIS comment period. As required by SEQRA, this FEIS presents revisions made to the Proposed Project in response to public comment and analyzes any changes to the Proposed Project for any additional significant adverse impacts. A new chapter, Chapter 22, "Response to Comments," provides responses to comments received by February 15, 2017. Revisions to the text in the DEIS are shown using double-underline. Locations where text has been deleted is signified with a caret ("^").

The following Proposed Project elements were further developed or modified all with input from the communities within the Project Corridor (see Chapter 1, "Project Description"):

- The architectural design of proposed station improvements;
- The location and type of Americans with Disabilities Act (ADA)-compliant access or emergency access to station platforms, including at Floral Park station;
- The location, length, and height of various sound attenuation walls; and
- The size and design of proposed parking garages at Mineola, Westbury, and Hicksville.

Long Island Rail Road Expansion Project

In addition, based upon input received from the public and elected officials for the municipalities where each grade crossing is located, a “preferred option” is identified for each grade crossing elimination. Overall, this FEIS identifies the grade-separation of five streets and the full closure of two streets (South 12th Street in New Hyde Park and Main Street in Mineola) to vehicular traffic (with pedestrian access maintained through the construction of pedestrian bridges) as the “preferred alternative.” The following are considered the preferred options for each grade crossing:

- Covert Avenue—Two-Way Underpass with Sidewalk, LIRR Tracks Raised Several Feet
- South 12th Street—Option 1: Permanent Crossing Closure
- New Hyde Park Road—Option 1: Five-Lane Underpass with Kiss and Ride northwest of Tracks
- Main Street—Option 1: Permanent Crossing Closure with Pedestrian Bridge
- Willis Avenue—Option 1: Two-Way Underpass
- School Street—Two-Way Underpass and Tracks Raised Several Feet, Scenario 1B
- Urban Avenue—Two-Way Underpass with Tracks Raised Several Feet, Scenario 1A

Finally, with input from the Village of New Hyde Park, the construction phasing of Covert Avenue and New Hyde Park Road was switched so that Covert Avenue would occur first. Updated traffic analysis of the construction-period traffic is included in this FEIS to reflect this change.

Revised analyses of the updated Proposed Project included in the FEIS are:

- Expanded the construction noise analysis to include more detail on specific pieces of equipment likely to be used at various locations throughout the Project Corridor and the efficacy of mitigation measures;
- Clarified analysis of operational vibrations resulting from the third track;
- Updated the screening of mobile source emissions for air quality associated with the revised traffic analysis;
- Revised traffic analysis to incorporate additional intersections and modified access to the proposed parking garages;
- Incorporated the results of soil analysis conducted within the LIRR ROW and at parking garage locations as well as results of asbestos and lead sampling at station buildings, substations, bridges, signal huts, and other affected structures within the LIRR ROW;
- Updated archaeological Phase 1A report to include more detail on the proposed parking garage locations;
- Revised estimations of changes to tax revenue as a result of fewer partial property acquisitions and permanent easements; and
- Updated the land use and community character and visual impacts analyses to account for adjustments made to the location, length, and height of proposed retaining walls and sound attenuation walls and provided additional renderings at locations in the Project Corridor.

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