

**Statement by Dominick A. Longobardi
Trustee, Inc. Village of Floral Park
At Long Island Rail Road Scoping Hearing
May 24, 2016**

Good Morning/Evening – My name is Dominick A. Longobardi and I currently serve as a Trustee on the Village Board of the Incorporated Village of Floral Park.

I want to take this opportunity to thank you for taking the time to listen to our concerns regarding Governor Cuomo's Plan to place a third track along the Mainline Corridor between our Village of Floral Park and Hicksville.

Let me say this at the outset. While I respect the Governor for his efforts and all of the other agencies and groups here promoting this project for the jobs they claim it will create, I, along with my fellow local officials and neighbors are asking that this particular project be put into context with other projects that will not only create jobs but will accomplish the similar streamlining effects for rail commuters as this project claims without creating those detrimental effects to the very livelihoods of those it purports to want to help, namely the residents and businesses along the mainline corridor. Also, allow me make this very clear, creating jobs is important to all of us. As a point of fact, these proposals and thoughts were outlined in a letter submitted by the mayors of local villages along the mainline to the Nassau County Village Officials Association, have been promoted by LIRR President Neil Nowakowski and shared with the Governor's staff. In addition, this letter was submitted to the record this morning by my colleague, Mayor Tom Tweedy of the Village of Floral Park, on behalf of those mayors and their respective communities. Upon your review of this letter, you will see that the proposed project is not necessary at this time and, in fact, should be a last resort for its purpose when all other options and plans have been completed.

All of this being said, I bring to your attention page 28 of the scoping document which states under the heading, "Cumulative and Secondary Impacts", "Cumulative impacts are those that result from a project in conjunction with other past, present and reasonably foreseeable future actions... the DEIS will contain an assessment of the Proposed Project's cumulative and secondary impacts and benefits for all applicable resources." To illustrate the fact that other projects and ideas are on the table, I point you to the recent scoping hearings held on Long Island by the Federal Railroad Administration discussing future possible development in the North East Corridor. Based upon these hearings, I think it is fair to say that Mr. Nowakowski, the MTA/LIRR and the Governor aren't the only ones thinking about rail expansion in the exact same area, let alone the exact same spot!! . On January 12th of this year, on behalf of the Village Board and the residents of the Village of Floral Park, fellow Trustee, Dr. Lynn Pomponyo, and I went and testified at similar scoping hearings being held to comment on the upcoming Draft Environmental Impact Statement for the North East Corridor Project. This NEC Project would provide for a rail line running up from Washington, D.C., across Long Island, and up into Boston. Of course the described is the short version. There are a lot more stops in between. One version of this plan would have the NEC line and the LIRR Third Track right next to each other where the Third Track purports to begin in Floral Park. It would then begin an ascent into a

tunnel as it rides along the proposed Third Track and then follows the LIRR Hempstead Branch. While the Governor claims he is not taking any homes or businesses, someone here has to be taking something if these two projects are built because there just isn't enough room for both let alone each one individually. What I find amazing about this and the NEC scoping hearings is the lack of detail offered in each plan. In addition, the lack of detail is so evident that one should question how either plan could work given the brief description available for both and how either plan could never allow for the assessment of any impact of either project let alone the impacts of looking at them in the context of the other, and other plans offered.

There is an answer. As stated on page 28 and referenced above, it is the obligation of the MTA/LIRR to thoroughly investigate such plans as those like the NEC and other such work, be it the MTA/LIRR's work or not, that will impact the proposed Third Track. Therefore, as required by the specifications in the MTA/LIRR scoping document on page 28, I am requesting a full study of both the NEC and MTA/LIRR Third Track plans be done by the MTA/LIRR in light of the impacts the other plan might bestow on the surrounding communities. I am also requesting that a full assessment be done as to how the MTA/LIRR will mitigate any impacts that the NEC plan will cause should the MTA/LIRR move forward with its plans to build a Third Track. This should occur even if the NEC plan should come after the Third Track is built. I realize it is a lot of work, but it is, as part of the DEIS, the obligation of the MTA/LIRR to do so. I would also point out that the work may be made easier as the engineering teams for the NEC project and the Third Track project include the same firm of AECOM.

I thank you for taking the time to listen to these issues as they represent a very concerned community. If you need me to clarify any of my statements, please feel free to contact me and I look forward to your response. Thank you, again.

Enclosure: NEC FUTURE: A Rail Investment Plan for the Northeast Corridor Tier 1 Draft EIS Summary