

Submitted by:

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Resident - Village of Floral Park

DEIS - Public Meeting

On May 24, 2016 I had an opportunity to come before you to address some concerns during the scoping hearing. What I specifically addressed were the following:

- Future of the Hempstead Line (how will the LIRR third track project impact the Hempstead line)
- Existing infrastructure and the plan to relocate it within the LIRR "Right of Way"
- Close Proximity of the construction & new track to our Recreation Facility & Pool.

Although some of these topics have been further addressed in the DEIS, I am not satisfied with the impact statements provided due mainly to lack of details. I also have additional questions and concerns that I would like to bring to your attention after reading the DEIS.

ONCE AGAIN - What Impact will the LIRR Third Track expansion have on the operation of the Hempstead Line

The DEIS briefly states that the Hempstead line will have an Interlocking Plant, Signals and a universal crossover installed East of the Floral Park Station in order to take one of the existing Hempstead line's tracks and turn it into the new "third track" just east of Floral Park Station. This surely will impact the operations of the Hempstead line, west of Stewart Manor station, and we deserve to know how. If you take one track from the existing two track Hempstead line, that leaves a remaining one track operation. I find it ironic the LIRR is pushing for a third track on the main line, but choosing to turn the Hempstead line into a one track operation.

The DEIS states that in the 2040 Build Condition, four trains currently routed to Atlantic Terminal will no longer be accessible on the Hempstead Branch, but rather route directly to Manhattan. It touts the additional service to Manhattan for the Floral Park/Queens Village / Hollis stations but specifically leaves out the Bellerose station. Does the Third Track project and 2040 Build Condition intend to terminate the use of the Bellerose Train station? I find it ironic the LIRR is pushing for a third track on the main line and providing new stations and upgrades for impacted areas, while ignoring the deteriorating conditions of the Floral Park station and hint at limiting or terminating service at the Bellerose station.

The DEIS states the number of trains running on the Hempstead line is currently 70 per 24 hour period. It projects the number of trains running on the Hempstead Line's future is 58 per 24 hour period. Please explain in detail why there is a reduction in the number of trains servicing the communities on the Hempstead line. I find it ironic the LIRR is pushing for a third track on the main line in order to provide more train service, but decreasing the number of projected trains on the Hempstead Branch.

Impacts of displaced Existing Infrastructure, and additions of new infrastructure

The DEIS dedicates an entire chapter to Utilities and infrastructure, which implies its importance for such a large scale project that impacts so many communities, residents, and business owners. While appreciative of the material provided (approximately 13 pages), the Chapter on Utilities and Infrastructure pales in comparison to other chapters in the DEIS which are made up of 3 to 4 times more information. I find this lack of information disturbing, considering the amount of infrastructure that is going to be displaced, modified, added and/or eliminated during this proposed project.

I have a few specific questions related to utilities and infrastructure:

Power Lines:

How tall are the new utility poles going to be? What is the diameter of the poles? What is the material used, how will it wear over the years? How large are the footprints of these poles and will they fit within the Right of Way? How will they be grounded to prevent lightning strikes close to residences, Floral Parks recreation Center and pool? How many power lines are intended to be strung from these utility poles? Will there be frequent power outages associated with the installation & reconnection of these utilities?

Drainage:

The DEIS states that the ground under the new track will be compacted and unable to drain appropriately during rain storms. It looks as if any land that was available to absorb these rains will be used to support the new track, utilities, switches, retaining walls, etc. This raises a serious problem of potential rain run-off into residents homes, and potentially our Village pool. This run-off could contain toxic chemicals and we need to be assured this water will not enter our homes and public areas. Has the LIRR been granted access by Nassau County to tap into existing recharge basins? If so, will connecting to the Nassau County Recharge basins contribute to the further spreading of toxic chemicals into our ground water? Grass lined Ditches have been proposed to capture a rain run-off. Where along the Right of Way in Floral Park do you intend to place grass lined ditches? Also, the DEIS states these ditches will need to be maintained periodically to ensure their effectiveness. Do you actually think the LIRR will maintain grass?

Retaining & Sound Attenuation Walls:

Although the term "sound attenuation walls" sounds pleasing to the areas affected by the proposed third Track project, I have some concerns. It is stated that many of these walls in Floral Park will be 16 feet tall. That is over half the height of an average home in the Village and will surely impact the look and feel of the village. How large will the foundations of these walls be and will they extend into residences yards? Will the sound attenuation walls deflect the sound of the railroad and amplify it towards the opposite direction? How much space will be left between the walls and the running trains? I'm concerned about teenagers or LIRR employees walking the tracks and having nowhere to escape an

oncoming train. What is securing these new 16 foot walls? What happens in minor event where a train jumps the tracks and bumps into these walls? Will they topple over into residences yards, our ball fields or our village pool property? What happens in a catastrophic event where rescue personnel is needed on the track? How will they scale a 16 foot wall?

Children's Safety & Well Being- Village Recreation Center & Pool

Our most precious resource in the Village of Floral Park is our children and we work hard every day to provide them with the safest environment possible for them to grow, learn and become our next generation of leaders. As you can imagine, the proposal to potentially invade our Village and turn it on its head is very concerning and we must act responsibly to preserve the environment that our children are so lucky to be growing up in. Immediately bordering this LIRR third track project is the Village Recreation Center and Pool. 7 days a week; 365 days a year, these facilities are bustling with the laughter and energy of our Village's Children. It is an epicenter for our Village and we cherish it. We must be told how these facilities will be impacted by this project. This project could determine the course of many children's lives. A 3-5 year project that could shut down many of these facilities for extended periods of time could be detrimental to the many sports and activities we provide our children. No Little League, Hockey, Swim Lessons, Football, Soccer, etc. But most of all, no memories. That impact is not quantifiable in a 2,000+ page DEIS. The DEIS must provide more details on how it intends to keep our children safe in these public areas during this potential project and the intended future use of this LIRR corridor.

In closing, I would also like to point out a concern that ALL New Yorkers should be made aware of. How will this \$2,000,000,000+ project be paid for if not covered under Federal Funds? It will surely be paid for by LIRR riders through increased fares, but increased fares will not be sufficient to cover the cost, which leads us to increase in taxes statewide. Does the increase in fares and taxes support the supposed benefits this Third Track Project will have? The DEIS should disclose more information on the source of the funds and how and who will ultimately pay for the 2 billion+ dollar megaproject.