

Statement of Mayor Thomas J. Tweedy

At the outset I wish to speak to the issue of handicap access to the Floral Park Train Station and make the record clear and remove any doubt where the Village of Floral Park stands on this issue. Unfortunately some members of the public and the press are under the impression that the Village has not raised these concerns about handicap access since the new Third Track project was announced. This is incorrect as we have raised this issue at every meeting we have had with representatives from the mta/lirr since last January. Floral Park believes that independent of this project the LIRR should have already implemented improvements at the Floral Park Station to make it fully compliant with the ADA standards. However the DEIS does make it clear that the Third Track will require some modifications to the Floral Park Station. And yet the LIRR still is not proposing to make the Station handicap accessible.

Construction Scheduling and Construction impacts in the DEIS are presented as conservative estimates. However, there is no basis provided for construction schedule assumptions in the DEIS. To the contrary, experience with other MTA projects suggests the schedules presented in the DEIS to be highly optimistic, if not unrealistic. It seems the design build approach is being used to shield the public from the transparent

presentation of how long residents and local businesses will have to grapple with construction impacts. If the design build contractors tell the LIRR that the construction schedule assumptions are unrealistic, will the LIRR re-open the SEQRA so that impacts are properly considered. This issue bleeds over into other issues are well such as “temporary” equipment and “temporary” construction staging areas and how temporary they are as well as schedule disruptions while construction drags on. And a small local business might endure business interruption for 6-9 months, but what happens to them if construction drags on?

Initial estimate of the project was 1.5 Billion Now the DEIS says it is projected at 2 Billion A 25% increase. What changed? What happens if it costs more than 2 Billion? WE know from other MTA projects that costs estimates have been grossly underestimated when presented to the public. How will it be paid for? We still do not know.