

**LIRR Third Track Public Hearing Statement – DEIS Hearings-  
1/17/2017-1/19/2017**

**Speaker: Dominick A. Longobardi, Trustee  
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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.

As was with the previous scoping hearings, 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.

At this juncture, we have been at this process for several months and after reviewing this voluminous document, my fellow local officials and neighbors are still asking many of the same questions we had during the scoping hearings.

The document addresses concerns raised during the scoping hearings in a cursory manner at best. Unfortunately, due to the lack of justification, construction details and process, we are all still in the dark as to what is going to happen as the project is constructed, especially if you live along the line.

We have heard every proponent and supporter state that there will be a little pain but it is for the greater good. That is easy to say if you live in Greenport or anywhere out east that will not have to bear the burden of the construction. Again, through this process all we are trying to do is simply find out and

decipher how much pain we are talking about. Once we know, then we can determine how much good is the “Greater Good” and how much of this will be pain.

Let me use section 10 of the DEIS which talks about Transportation as an example. The section spends a lot of time on what is currently happening, what will happen if we do not do the project and the expected results if we do the project. Very little is said regarding specifics on what and how things will happen as the project is being constructed.

As an example, pages are devoted to current loss of service projections at each of the proposed grade crossings in an effort to support why this project should be done. (By the way, thank you for including the matrix to understanding each of the Loss of Service “LOS” categories). Grade crossings should be eliminated as a matter of safety! While no one would disagree, by linking the elimination of the crossings as part of the expansion project, you are falsely expressing a causal relationship that should not exist. It is correct that everyone wants these eliminated, but for safety, not this project. Safety is safety. Let’s not forget that.

Continuing in section 10, more pages of information are spent on vehicle trips projected in and out of each train station affected by the elimination of grade crossings. In the case of Mineola, some of these projections are made based on the already established residential housing projects going on in that village. The need for additional parking is addressed further in the section. All of this discussion rounds out describing what will happen with traffic if the project is done and without the

project being done. While this is necessary, it does not address in any way, impacts during the construction phase and truly does not even address the traffic issues at hand.

In regard to parking at the affected train stations, the document says that the increase in parking space needs projected through 2040 would cause the Floral Park Train Station to see an increase of parking needed to accommodate an additional 238 cars as shown in table 10-39. This, according to the description on page 10-72 of the DEIS, is based upon increased ridership due to the completion of the East Side Access Project as determined by the LIRR. The DEIS further states on the next page, ***“The parking shortfalls identified at Floral Park, Merillon Avenue, and Carle Place stations in year 2040 without the Proposed Project would remain the same in 2040 with the Proposed Project.*”**

***The additional parking demand forecasted at each of the seven stations due to East Side Access and continued annual growth will be monitored and assessed at each of the seven stations after completion of the East Side Access project and after completion of the additional off-street parking capacity to be built as part of the Proposed Project.”***

In other words, here we are: again providing no details of the project, again associating this project with the problems of another project to provide justification and, simply put, Floral Park and its neighbors getting the brunt of the burden without any of the benefit.

To summarize:

I have used some of information in the document in order to highlight the total lack of justification for this project. Let me make it clear that our Village has and continues to ask for:

1) Specific details on impacts to our community and those that surround us especially during the construction phase.

Again, examples are such simple items as:

- a) How will traffic be rerouted during construction of the grade crossings in New Hyde Park?
- b) How will materials for the retaining walls be delivered?
- c) Will you use properties adjacent to the track for the purpose on constructing the retaining walls?
- d) Where will equipment be staged and how will you get that equipment to the worksites?
- e) Are you planning on using local streets for equipment and materials deliveries?
- f) What are your plans to ensure the Floral Park Village's Business District along Tulip and Covert Avenues remains vibrant during construction and street closures?

I could go on and on with these types of questions, but I think everyone can understand that with the lack of details and the justification shown for this project, there is no way it can be endorsed or condoned by a reasonable person. I did forget one question that I think is the most important one to be asked. How is this being paid for and by whom? It is an absolute disservice to everyone here and those in this entire state that

this question is not answered but I am sure the answer is that it will ultimately be paid for by every one of us.

I urge you to reconsider this project as a later option to other remedies to improve LIRR service, especially those outlined in the Mainline Mayor's letter supporting the ideas of LIRR President Nowakowski. The limited benefits of this project do not in any way justify the proposed expense and disruption of everyday lives this project will cause the residents of Floral Park and their neighbors. Simply, the pain of the "Greater Good" still has not been justified.

Thank you for your time and consideration.