



Metropolitan Transportation Authority

State of New York

June 7, 2017

Hon. Kemp Hannon
NYS Senate, Capitol 420
Albany, NY 12247

Hon. Elaine Phillips
NYS Senate, 848 LOB
Albany, NY 12247

Dear Senator Hannon and Senator Phillips:

I would like to share with you a summary of commitments that the LIRR Expansion Project team is making along the project corridor as part of our ongoing efforts to work with local communities as we develop the project.

The commitments listed in this memo were the result of hundreds of hours of discussions over the course of 16 months with you and the Villages of Floral Park, New Hyde Park, Garden City, Mineola and Westbury, as well as the Towns of Hempstead, North Hempstead and Oyster Bay and, of course, Nassau County.

We all agree that to advance a project of this scope, it has to be done right. Governor Cuomo has in fact charged us with that effort and has required an unprecedented level of community outreach. That cooperation has vastly benefited this project and has allowed our team to develop a higher quality product.

The compilation of these commitments reflects the project elements essential to those we've engaged:

Community Partnership:

- **Local Input:** Each affected Village and Town will have the ability to provide input to LIRR in the builder selection and design process, as well as throughout the construction of LIRR Expansion Project including direction for aesthetics for finishes including sound attenuation walls, fences, underpass walls, landscaping and station elements.
- **Community Safety and Quality of Life:** To ensure community safety and quality of life, the builder will be required to create an active program of construction security and maintenance, including keeping construction sites clean and orderly; safely storing construction materials in orderly piles; ensuring that construction fences are uniform and

The agencies of the MTA

MTA New York City Transit
MTA Long Island Rail Road

MTA Metro-North Railroad
MTA Bridges and Tunnels

MTA Capital Construction
MTA Bus Company

neat in material and appearance; fencing off all staging areas; prohibiting littering and dispersion of personal debris (e.g., cups, cans, cigarettes) on construction site; providing covered trash receptacles that are emptied daily; performing street cleaning as appropriate to ensure construction debris and dirt will not affect the local community; installing onsite/portable bathroom facilities that are unobtrusive to local communities; protecting access to existing businesses; providing satellite parking for construction workers so as to keep personal construction worker vehicles off of residential streets; and scheduling construction deliveries outside of school and commuter traffic peak hours to the extent practicable while school is in session. LIRR will require the design-builder to post relevant insurance information such as certificates on the project website, at www.aModernLI.com.

- **Rigorous Community Outreach and Communications Plan:** Before construction begins the builder will create a Communications and Public Outreach Plan including a protocol for addressing community complaints including: staffing a project office with on-site supervision; giving advance notification of any disruptive work or road closures to residents, municipalities, school districts and first-responders; providing regular updates to the public in the form of email blasts and online postings; coordinating with local school districts to provide alternate transportation to schools where temporary or short-term road closures would either substantially increase walking distance to schools or make on-foot travel substantially more problematic in terms of safety hazards; coordinating with emergency service providers to ensure continuity of access to the community; establishing regular meetings for LIRR, community representatives, and the contractor to discuss construction activities and community concerns; and providing a 24/7 construction hotline to receive and respond to input and complaints.
- **Pre-Construction Condition Survey:** The Design-Builder shall conduct a pre-construction inspection and survey of the existing condition of all structures, roads and properties immediately adjacent to the LIRR right-of-way and within other agreed-upon construction areas for the purposes of generating photographic and video documentation of existing leaks, cracks and other damage. The pre-construction condition survey shall form the basis against which all new cracks, existing progressive cracks, or damage will be measured.

Minimizing Impacts:

- **Traffic:** The builder will establish and confirm acceptability of a proposed Work Zone Traffic Control Plan (WZTC) with the Village/Town/County and affected police and emergency response jurisdictions to facilitate safe and effective enforcement and routing of traffic. The traffic control plan will recognize the need for approval of the use of local public roads and approvals for the use of roads will not be unreasonably withheld by the Village/Town/County. If there is any damage to local roadways, the contractor will restore roads impacted by traffic diverted due to construction.
- **Construction Duration:** This critical element of the contract will include schedule incentives to minimize community impacts.

- **Utilities:** At the request of local municipalities, the LIRR Expansion project will not preclude burying of utilities where feasible.
- **Drainage:** The LIRR will consult with local municipalities on drainage solutions and any contract will require the builder to restore roads disturbed by a drainage path.
- **Pest Control:** In consultation with the community the builder will employ rodent and pest control measures.
- **Dust Control:** The Design Build Contract shall require the builder to control fugitive dust from the project on public roadways including requiring the builder employing reasonable measures to minimize the possibility of vehicles leaving the construction site depositing no mud or dirt on public roadways. Gravel cover shall be applied to soil (unpaved) surfaces where they will be regularly traveled at egress and ingress routes from and to work sites. Vehicle mud and dirt carryout, material spills, and soil washout onto public roadways and walkways and other paved areas shall be cleaned as necessary. The Builder will be responsible for daily clean-up of public roadways and walkways affected by the work. A wet spray power vacuum sweeper or similar equipment shall be used on paved roadways. Dry power sweeping will be prohibited.
- **Visual Impacts:** The Design Build Contract will require the builder to consult with the local municipality on aesthetic elements for stations (including New Hyde Park, Merillon, Mineola, Carle Place, Westbury), sound walls, substations and other project elements; the contract will also include provisions for additional landscaping. The Design-Builder will make efforts to maintain the existing trees that line outside the right of way and if needed, new trees will be planted in consultation with the local municipality.
- **Construction Noise and Environmental Measures:** The builder shall be required to provide environmental monitoring consistent with a Construction Health and Safety Plan (CHASP), and submit a Construction Noise Report for information on a monthly basis. Reports shall include location plan of the construction area, operating equipment, and receptors; construction and other noise generating activities occurring while performing the noise measurements shall be noted. Daily field logs, site noise measurement summary tables, complaint responses, and noise reduction measures will be implemented. Reports will include the effectiveness of implemented reduction measures, and additional measures to be implemented. The contractor will also implement a Stormwater Pollution Prevention Plan (SWPPP) in compliance with applicable law; use directional lighting at night to limit light pollution to residences; implement an air quality control plan to include dust control measures; use ultra-low sulfur diesel fuel and the best available tailpipe technologies such as diesel particulate filters; create and implement a community noise and vibration monitoring program; and minimize noisy work during nighttime hours where practicable and feasible.

Project Enhancements:

- **Sound Attenuation Walls:** Sound attenuation barriers surfaces shall have architecturally treated concrete; LIRR will consult with the local Village/Town on the nature of the treatment. The top of sound attenuation barriers shall be at least 8' above the lower proposed ground line adjacent to the barrier or 4' above top of rail, whichever is greater,

and located along all Village/Town residential properties which abut the right-of-way. In consultation with the Village/Town and LIRR, landscaping will be added near the wall on the outside of the LIRR right-of-way where space is available. Maintenance and care of such landscaping shall be the responsibility of the Village/Town or a community organization approved by the Village/Town.

- **Vibration Controls:** Project will incorporate vibration controls such as resilient fasteners, rail pads, and concrete ties.
- **Train Service:** As per the analysis in the Final Environmental Impact Statement (FEIS), the project is expected to add 10 trains per day serving the Main Line Corridor. Additional service changes are anticipated with the opening of East Side Access in 2022. LIRR reserves the right to review service levels and stopping patterns in the future for stations along the corridor based on customer demand, equipment availability, and agency budget.
- **Signals & Switches:** The project includes a new signal system governing all three tracks in the 9.8-mile project corridor, and switches and other track infrastructure are also being replaced, added or improved throughout the entire project corridor. Additionally, in some areas, signals would be eliminated, reducing the chance of failure. As you know many of the delays that customers experience within the project corridor are due to signal issues at the grade crossings; eliminating the grade crossings would simplify the signal system and reduce potential causes of delay.
- **Stations:** Upgraded and enhanced Stations at New Hyde Park, Merillon, Mineola, Carle Place, and Westbury, including enhanced accessibility and ADA access, designed in a manner that the Village/Town agreed upon with LIRR was appropriate. Floral Park Station will receive ADA-compliant elevators.
- **Grade Crossings:** Grade eliminations at Covert Ave, S. 12th Street, New Hyde Park Ave, Main Street, Willis Ave, School Street and Urban Ave developed in full consultation with the local Village/Town, and commitments on alternative transportation arrangements for schools during construction, where appropriate (see Community Outreach and Communications Plan).
- **Parking:** Construction of six new parking garages and one new surface parking lot with a total capacity of more than 3,600 spaces, with aesthetics to be developed in consultation with each Village/Town.
- **Project Community Fund:** The LIRR will establish a Project Community Fund by which qualified costs incurred by the Village/Town/County related to the project will be eligible for reimbursement through the Project Fund, based on LIRR review and approvals.

Additionally, here is a localized list of some of the project elements and benefits for specific villages and towns:

Town of Oyster Bay:

1. Two parking garages creating approximately 900 parking spots including the MTA/LIRR operation and maintenance of structures.
2. Dedicating some reserved spots in garages for town residents only.

3. Traffic study for new traffic patterns as result of garages.
4. Commitment for DOT and MTA/LIRR to coordinate on feasible traffic-calming measures relating to pedestrian safety.
5. As result of \$121 million in separate station enhancements currently underway, Hicksville Station will receive a renovation including improved LED lighting, improved pedestrian access, and a new rail siding to store trains there to allow for increased future service.
6. Vibration controls such as resilient fasteners, rail pads and concrete ties.

Village of Westbury:

1. Two parking garages creating approximately 1,000 parking spots including the MTA/LIRR operation and maintenance of structures.
2. Garages developed in accordance with the Village to allow a setback on Scally Place to allow for future development of TOD (transit oriented development) abutting the north parking garage. The MTA also moved the south garage to the east to allow for future development of the western-most portion of the south parking lot to further compliment the downtown revitalization.
3. Dedicating reserved spots in north garage for village residents only.
4. Creation of a kiss-and-ride drop-off area to north side of tracks.
5. Creation of a pedestrian plaza on North embankment of station, developed in consultation with the Village and their DRI consultants.
6. Installation of sound attenuation walls for residential properties which abut the railroad right-of-way.
7. Vibration controls such as resilient fasteners, rail pads and concrete ties.
8. An upgraded and enhanced Westbury Station, designed in a manner that the Village decided was appropriate; including direct access to newly developed south parking garage.
9. Grade elimination at School Street developed in full consultation with the Village, including commitments on alternative transportation arrangements for schools during construction, where appropriate (see Community Outreach and Communications Plan).

Village of Mineola:

1. Installation of sound attenuation walls for residential properties which abut the railroad right-of-way. Height and aesthetics developed in consultation with homeowners and the Village.
2. Vibration controls such as resilient fasteners, rail pads and concrete ties.
3. An upgraded and enhanced Mineola Station, designed in a manner that the Village decided was appropriate, including the removal of benches the Village thought would be a nuisance.
4. Two parking garages creating approximately 700 parking spots including the MTA/LIRR operation and maintenance of one structure, with dedicated short-term parking to support the business district and the Village operation and maintenance of the second structure with dedicated village resident/short-term parking.
5. The allowance of future development (adding additional decks) at one of the garages by including applicable footings to allow for future build (prospective increase in spots in line with future village growth).
6. Full Closure of Main Street crossing including:
 - Demolition of the current LIRR building to create a surface parking lot and a kiss-and-ride drop-off area on Main Street South, including a pedestrian overpass with stairs and elevator;
 - Creation of a traffic circle at the grade elimination on Main Street North, developed in consultation with the business district and Village;
 - Maintaining on-street parking on Main Street and two-way traffic.
7. Grade elimination at Willis Avenue including the Village's preferred pedestrian overpass to traverse north and south with stairs and elevator.
8. Expanding the platform further east to allow for pedestrian and traffic dispersion away from the station area which has frequent bottlenecks. This request is also to draw pedestrians closer to the Main St. shopping and business district.
9. Commitment to rebuild 40 parking spots at Birchwood Court apartments including renting parking in close proximity for residents during construction.

Village of Garden City:

1. Sound attenuation walls throughout much of the stretch of track in Garden City near houses and the Nassau Haven field at heights that will lessen sound.
2. Vibration controls such as resilient fasteners, rail pads and concrete ties.
3. An upgraded and enhanced Merillon Avenue Station, designed in a manner that the Village and LIRR decided was appropriate.
4. A Merillon Avenue Station with no overpowering, imposing elevated crossover because the Village requested the initial plan be re-designed.
5. Assurances to help the Village avoid an increase in truck traffic on Nassau Boulevard, including coordination with the Nassau County Department of Transportation to take steps to stop any potential increase for large truck traffic on Nassau Boulevard. Both MTA/LIRR and Nassau County have given assurances that increasing the height of the underpass is not part of any plan to get more commercial truck traffic on Nassau Boulevard, and the project team has agreed not to change the grade under the bridge to further keep it difficult for large trucks to get under the bridge.
6. A plan that doesn't include any increase of the width of the underpass on Denton Avenue/Tanners Pond Road, thereby ensuring that it does not become a commercial vehicle pass-through. In fact, because the Village of Garden City has a dialogue with the MTA/LIRR, the project team refused requests from some neighboring Villages to make it wider.
7. A completely renovated station at Stewart Manor, including re-paving, at the LIRR's cost, of the parking lots there (to be funded through this year's state budget).
8. Promises to undertake vigorous planting of new hedges and trees along the tracks on Main Avenue.
9. No reduction in service as a result of the project to the train schedule on the Hempstead Branch. In fact, the addition of the third track may help commuting on the Hempstead Branch by removing barriers to track changes near Bellerose.
10. Development of a five-lane New Hyde Park Road, expanded from four lanes, including a new turning lane at Clinch Avenue.
11. No plans to, as requested by a neighboring village, close Clinch Avenue access and provide for an elevated track five feet above grade level, ideas which the Village thought were far more harmful to Garden City.

Village of New Hyde Park:

1. Sound attenuation walls throughout the stretch of track in New Hyde Park near houses and on the north side of tracks abutting the industrial properties which was requested by the Village.
2. Vibration controls such as resilient fasteners, rail pads and concrete ties.
3. An upgraded and enhanced New Hyde Park Station, designed in a manner that the Village decided was appropriate.
4. An extended platform to accommodate 12-car trains.
5. The development of a pedestrian underpass – instead of an overpass – at South 12th street in New Hyde Park because the Village requested the initial plan be re-designed.
6. Full grade elimination at three crossings including New Hyde Park Road, South 12th Street and Covert Avenue.
7. Development of a five-lane New Hyde Park Road, expanded from 4 lanes, including a new turning lane and traffic signal at Plaza Avenue.
8. Development of a kiss-and-ride on the north side of station, and creation of a 95-spot surface parking lot.
9. Staged construction of the New Hyde Park Road underpass to allow for two lanes of through traffic at all times so as to never fully close the road during construction.
10. After consultations with the fire district and Village board, commitment to allow for emergency services to be staged on the south side of the tracks during construction.

Village of Floral Park:

1. Addition of three ADA-compliant elevators from ground level to elevated station platform, including appropriate ADA access points at curbs.
2. Installation of sound attenuation walls for residential properties that abut the railroad right-of-way, especially north of the tracks on Charles Street where residents asked for sound attenuation.
3. Vibration controls such as resilient fasteners, rail pads and concrete ties, including on the

Hempstead Branch where a new switch is to be installed.

4. Commitment from the MTA/LIRR not to utilize the Creedmoor Spur, which the Village currently uses for parking, for construction staging.
5. An MTA real estate commitment, via a 15-year lease with the School District, so the District can use an inactive MTA spur for parking.
6. Installation of sound attenuation walls at the Floral Park Recreation Center, with height and aesthetics developed in consultation with the Village Board.

Town of North Hempstead:

1. Sound attenuation walls throughout near houses as requested by the Town.
2. Vibration controls such as resilient fasteners, rail pads and concrete ties.
3. An upgraded and enhanced Carle Place Station, designed in a manner that the Town and LIRR decided was appropriate.
4. An extended Carle Place platform to accommodate 12-car trains.

While this list is thorough, we also commit to continued discussions with affected parties for the duration of the Project - through the design and construction stages and certainly post-construction when we can all feel the pride that comes along with being part of such a critical and transformative infrastructure project that will benefit New Yorkers today and for future generations.

Sincerely,



Veronique Hakim
Interim Executive Director