

Main Line Corridor Improvements Project

Project Update

May 31, 2007

New Hyde Park



Long Island Rail Road

Main Line Corridor – LIRR System Expansion

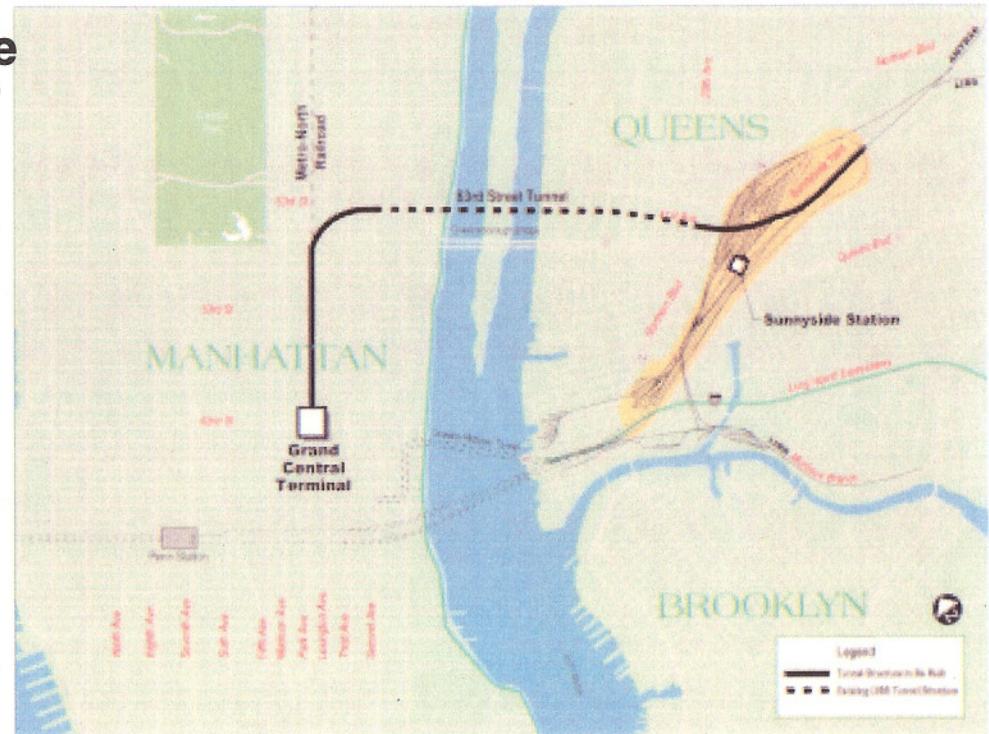
- **Biggest System Expansion in 100 Years / Benefits LI Commuters**

- **East Side Access (ESA) – Service to Grand Central Terminal**

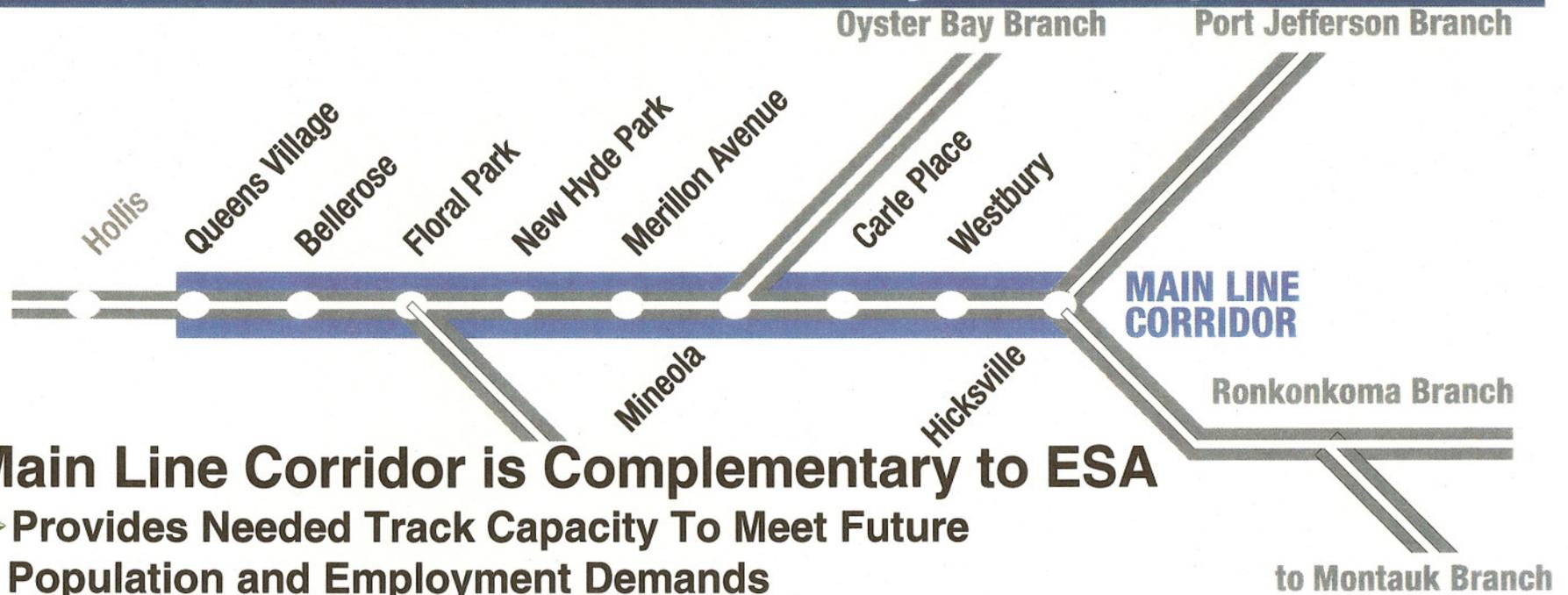
- **Increased # Trains Serving Two Manhattan Terminals**
- **Up To 40% of LI Riders Have Destinations Closer to GCT**
- **Travel Time Savings of Approximately 20 Minutes, Each Way**

- **Main Line Corridor**

- **New Yards and Other System Expansion Projects**



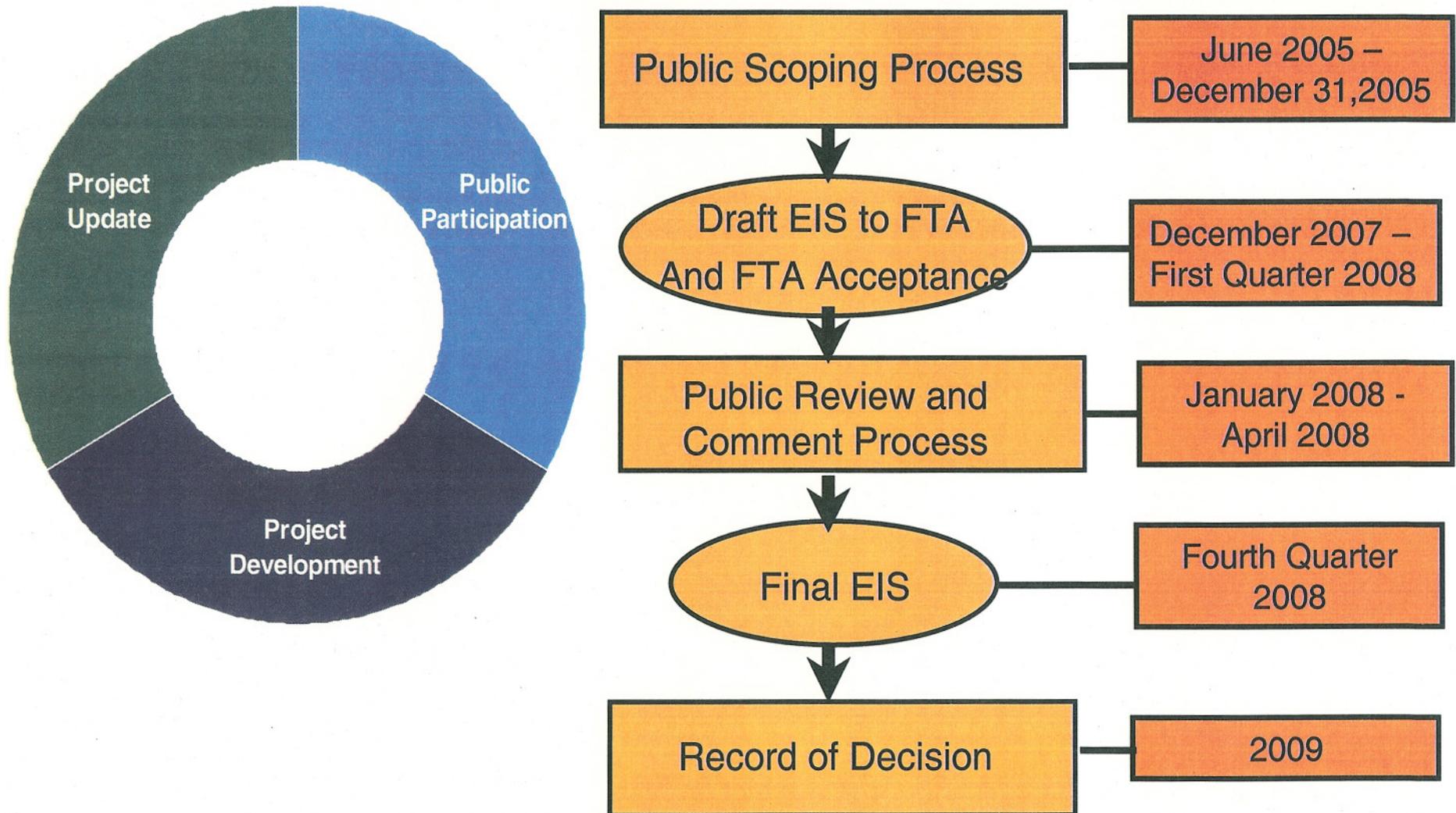
Main Line Corridor – LIRR System Expansion



➤ Main Line Corridor is Complementary to ESA

- Provides Needed Track Capacity To Meet Future Population and Employment Demands
- Critical to Maintaining:
 - Dependable Increase in Service Levels
 - On Time Performance
 - Ability to Recover From Incidents
 - System Reliability
- Promotes Economic Growth on LI
- Improves Safety Along Corridor
- Necessary to Increase Reverse Commute and Intra-Island Service
- Mitigates Future Roadway Congestion

Main Line Corridor – EIS Process



Following the Record of Decision, Design & Construction will be at least two phases, with the earliest beginning at any location being 2010. The LIRR will work with the community as more definitive construction plans are developed, to minimize impacts to residents and businesses.

Main Line Corridor – Property Impacts

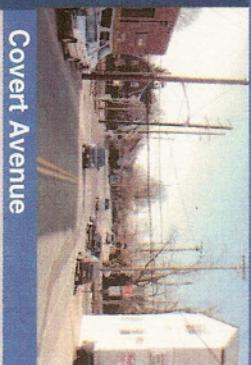
Third Track Alignment – Village of NHP



- **Only ONE Property Owner Impacted By 3rd Track Alignment**
 - Alcan Packaging property
 - Estimated 17' acquisition
 - Building NOT impacted
 - Property owner will be compensated

Main Line Corridor – NHP Grade Crossings Under Study

New Hyde Park Roadway Grade Crossings



Covert Avenue



12th Street



New Hyde Park Road

Crossing	Vehicles/ Day ¹	Vehicles/ Hour ¹	Gate Down Time	
			Current Schedule ¹	Future No Build – 2030
Covert Avenue	13,000	887	22 minutes	Future gate down time will be determined by computer simulations that are on-going as part of the DEIS process
S. 12th Street	2,600	216	22 minutes	
New Hyde Park Road	19,000	1,300	24 minutes	

Roadway Grade Crossing Safety and Delay Issues

¹Data recorded 7:30-8:30 AM, on 19 April, 2005

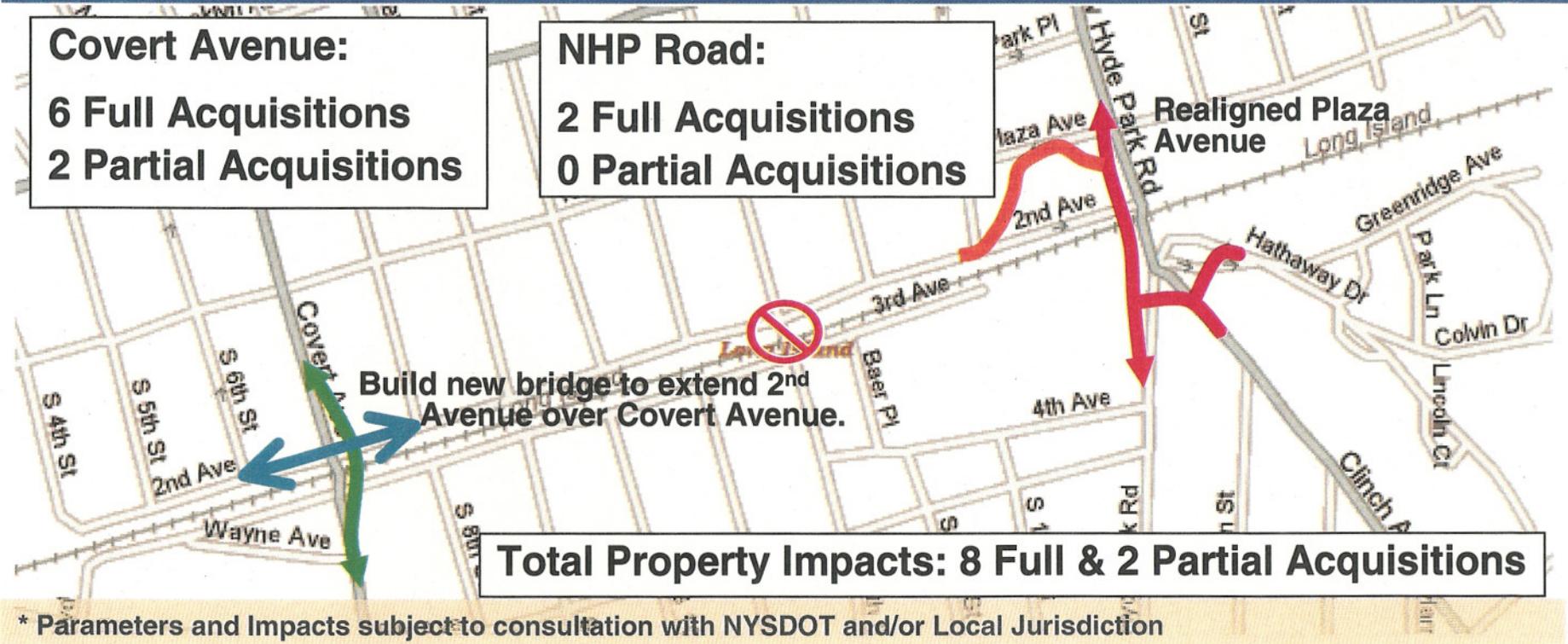
Main Line Corridor — New Hyde Park Grade Crossing Plan

Covert Avenue:

6 Full Acquisitions
2 Partial Acquisitions

NHP Road:

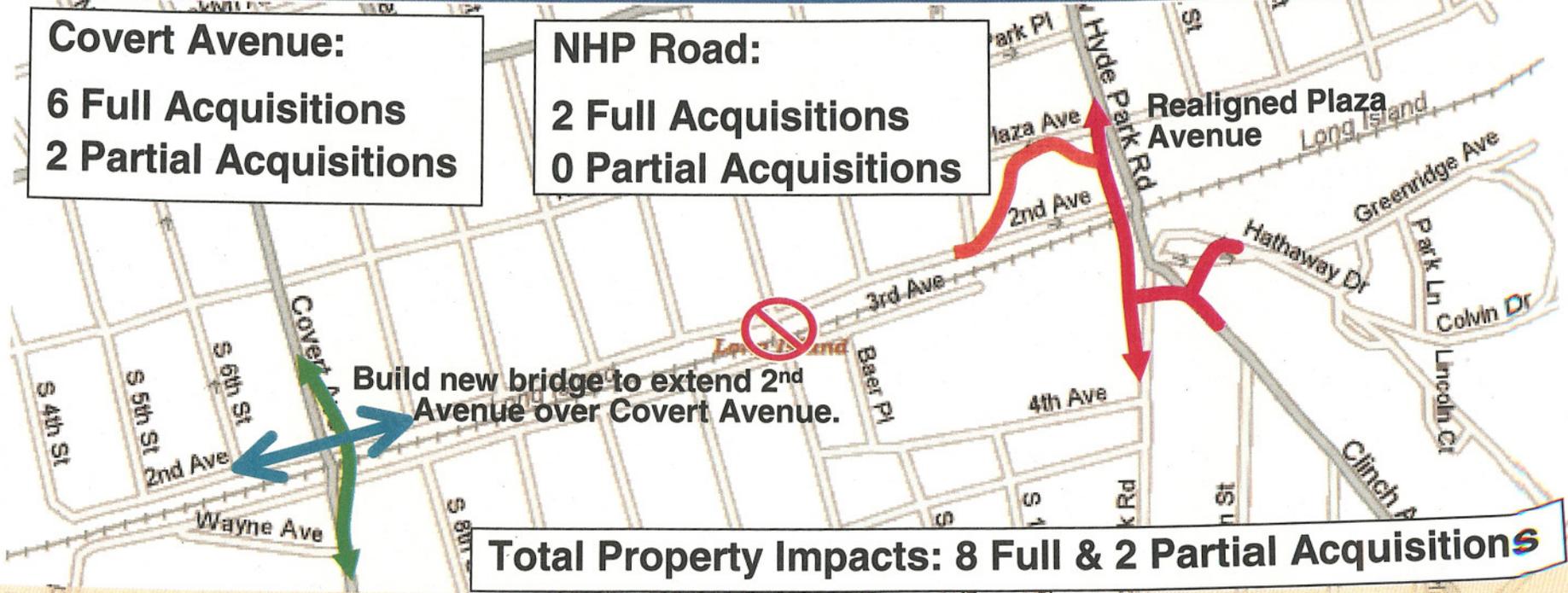
2 Full Acquisitions
0 Partial Acquisitions



NHP Grade Elimination Plan for Consideration

- Grade separate Covert Avenue and New Hyde Park Road
 - The railroad will stay at the present grade – Covert Ave. and NHP Rd. will be built below the present tracks, similar to the Roslyn Road example.
- Close South 12th Street
 - Low usage / reduces property impacts / extends south side platform

Main Line Corridor – New Hyde Park Grade Crossing Plan



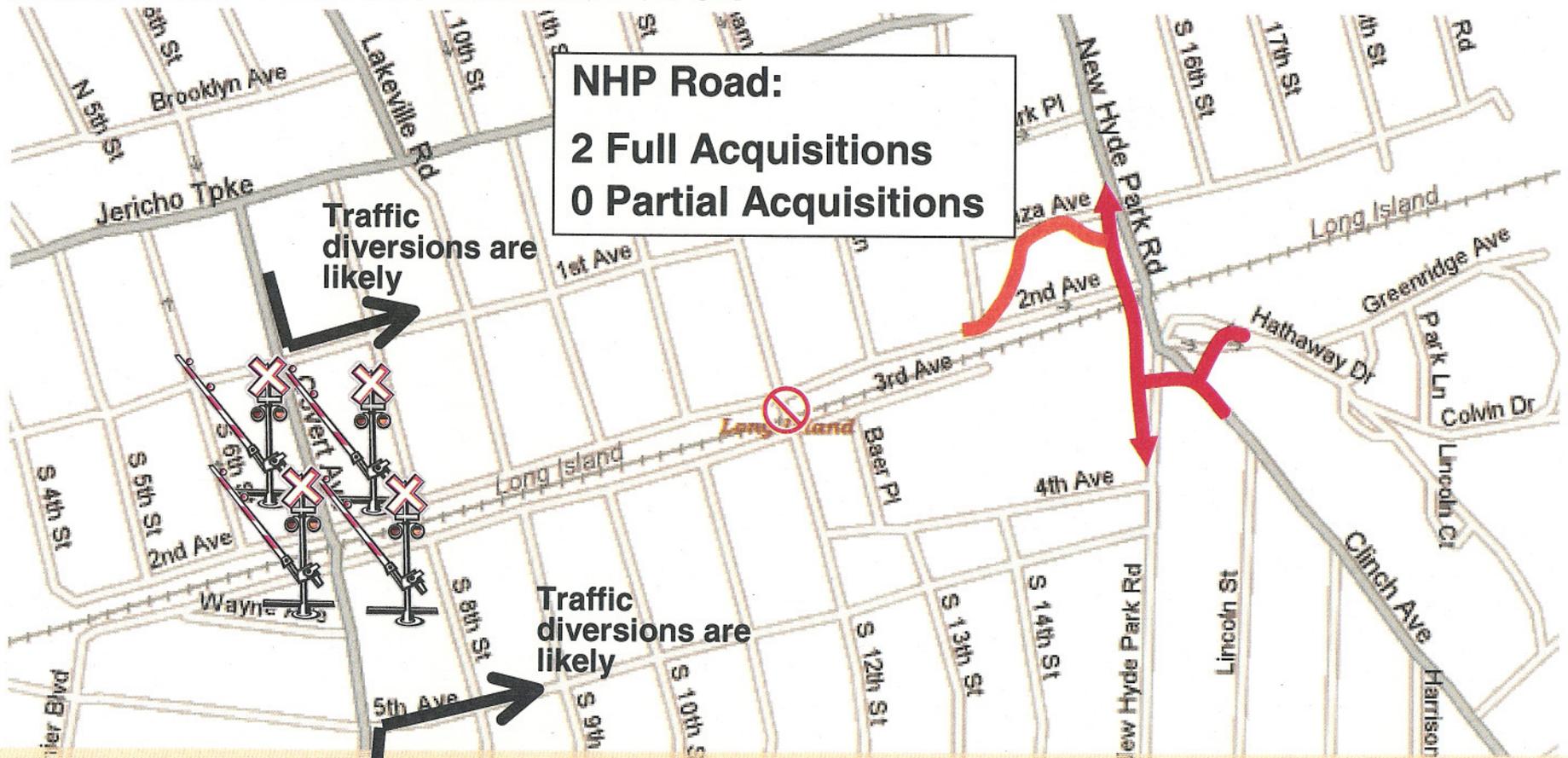
* Parameters and Impacts subject to consultation with NYSDOT and/or Local Jurisdiction

NHP Grade Elimination Plan for Consideration

- Provide continuous truck route across 2nd Avenue with new, proposed bridge over Covert Ave – In response to Village concerns
- Realign Plaza Avenue to connect 2nd Avenue and NHP Road
- Minor driveway access impacts as part of re-grading roadways near grade separations

Main Line Corridor – New Hyde Park Grade Crossing Alternative

Alternative Plan for Consideration



* Parameters and Impacts subject to consultation with NYSDOT and/or Local Jurisdiction

To reduce property impacts further, the LIRR will consider an option in the DEIS to keep Covert Avenue at-grade with 4-quadrant gates, to enhance safety.

- Property takings along Covert Avenue would be avoided
- Anticipated increases in gate down time and roadway congestion
- Potential quiet zone

Main Line Corridor – Grade Crossing Separation

Elevated Option

NHP elected officials asked LIRR for information about an elevated option that had been previously considered for the railroad, but abandoned due to community disruption.

In April, 2007, LIRR re-evaluated a 1989 study that examined the impacts of raising the tracks through NHP, similar to what was done in Floral Park.

Conclusions – Infeasible and Major Community Disruption

An elevated option is infeasible due to incompatible impacts to LIRR operations, significant disruptions to Main Line commuters, and massive disruption to the New Hyde Park community for a minimum of three years. It would have greater property impacts, construction impacts, and community impacts than rebuilding Covert Avenue and New Hyde Park Road.

- Property Acquisitions :
- 12 properties would lose up to 30 feet of property.
 - 4 commercial buildings would be impacted, perhaps demolishing the entire structures.
 - 25 properties would lose 3 feet of property.
 - 3rd Avenue would be narrowed by 4 feet.

Main Line Corridor – Grade Crossing Separation

Elevated Option – Conclusions (cont.)

Construction: Impacts

Detour tracks will be constructed nearly 30 feet closer to existing homes and buildings, with trains operating up to 60 mph during construction.

2nd Avenue would be narrowed to 12 feet for up to 3 years, significantly affecting access to businesses and traffic circulation.

Construct temporary & permanent retaining walls up to 20 feet tall.

Local roads will see 3,750 truck trips of fill for retaining walls and earthen embankments.

Periodic road closures and detours to accommodate construction equipment to place elevated pre-cast portions of superstructure in place.

Additional construction and truck trips through village to remove detour tracks and old at-grade tracks, further aggravating 2nd Avenue businesses and traffic in Village.

Construction impacts extending approximately one-half mile into Floral Park and Garden City.

Community : Impacts

Loss of tax revenues / jobs.

Additional traffic impacts.

Massive disruption and delays in commuter service.

Main Line Corridor – Addressing Public Misconceptions

1. This is NOT a freight project.

The Purpose of the third track is not to increase or benefit freight traffic along the Main Line. The new third track is designed to increase LIRR passenger train capacity during the peak morning and evening periods. The New York and Atlantic Railway (NYAR), a private rail carrier that provides freight service over LIRR tracks, runs freight trains only at night and in the middle of the day, when LIRR operates fewer passenger trains over the affected trackage. The MLCIP Project will not change this operating arrangement.

2. Property will NOT be seized without due process and without compensation.

The MTA is required by law to follow a prescribed set of steps that includes: surveys of affected properties, property appraisals, fair market value compensation, and relocation assistance to all businesses, commercial and residential occupants displaced by the project. The property owner may challenge the findings and make a claim for additional compensation if not satisfied. We plan on meeting with affected property owners to discuss the acquisition process prior to finalization of the FEIS. The actual acquisition process remains several years away (no earlier than 2010) and would occur only after the environmental review and planning process has concluded and the design process is substantially underway.

Main Line Corridor – Addressing Public Misconceptions

3. There IS significant demand for reverse peak commuter service.

The 2006 passenger counts and the 2006 Origin and Destination Survey indicate that between 1998-2006, reverse peak travelers increased by 6,000 riders, or a 76% increase, notwithstanding the lack of a Main Line 3rd Track greatly restricts usage. This number is small relative to the traditional commute, but this segment is growing and is anticipated to continue to grow and to be of increasing importance to LI businesses. The number of automobile trips heading to LI also continues to grow during the same reverse peak time period.

4. This project BENEFITS Nassau County.

The 2006 passenger counts and the 2006 Origin and Destination Survey indicate that 60% of all AM Peak commuters originate in Nassau County, an increase of 25% from 1998.

5. New Hyde Park Will Benefit From the Project.

New Hyde Park residents will experience the following benefits from the the Main Line Corridor Improvements Project:

- A dramatic reduction in noise from horn soundings;
- Less automobile delays along Covert Ave. and NHP Road;
- Improved and more reliable emergency response time;
- Increased commuter service and shorter trips to/from NYC.

If the community prefers not to eliminate Covert Avenue but to keep it at-grade, additional safety measures will still benefit the community.