
**The Nassau Hub Study
Alternatives Analysis/
Environmental Impact Statement**

Participating Agency Plan

DRAFT

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Prepared For:

Nassau County

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Participating Agency Plan
for
The Nassau Hub Study Alternatives Analysis/Environmental Impact Statement

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1	August 2010	Nassau Hub SAFETEA-LU Agency Coordination Plan	Initial Version
2	November 2010	Participating Agency Plan	Per comments and direction of Nassau County
3	April 2011	Participating Agency Plan	Per comments and direction of Nassau County

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1. INTRODUCTION

1.1 Purpose of Coordination Plan

This Participating Agency Plan is intended to guide the study team through the agency coordination activities for *The Nassau Hub Study Alternatives Analysis/Environmental Impact Statement (AA/EIS)*. The Nassau Hub Study is being conducted by Nassau County in cooperation with the Federal Transit Administration (FTA). The plan is designed to solicit early and continuous feedback from agencies that may either be currently involved or have the potential to be involved with the development, permitting, or operation of the project.

The Federal *Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users, Section 6002 (SAFETEA-LU)* mandates the preparation and implementation of a Participating Agency Plan for agency participation during the review of a project that is evaluated within an EIS. SAFETEA-LU also gives the option to begin early scoping with agency involvement during the AA phase. This approach will be used for *The Nassau Hub Study AA/EIS*.

In concert with the FTA, Nassau County has developed this Participating Agency Plan for *The Nassau Hub Study AA/EIS*. Through early identification and resolution of issues, this plan is intended to facilitate an efficient and orderly environmental review, the product of which will be an AA and EIS that complies with all Federal requirements.

1.2 The Nassau Hub Study Overview

Nassau County has initiated the preparation of an Alternatives Analysis (AA) to address transportation problems in the area known as Nassau Hub. The Nassau Hub Study will define new transportation options and identify land use strategies that will help promote economic development, create jobs in the Study Area, and improve access and mobility, which in turn, will enhance the quality of life for all Nassau County residents. The AA will examine opportunities for introducing realistic and practical transit improvements within the Hub study area, and will be conducted in cooperation with the Federal Transit Administration (FTA) and in accordance with FTA requirements. The purpose of the AA, as currently defined, is to select a Locally Preferred Alternative (LPA). Following the selection of the LPA and with the FTA's concurrence, Nassau County will conduct an environmental review in accordance with the National Environmental Policy Act of 1969. The review will result in a Draft Environmental Impact Statement (DEIS) for public review and comment. Nassau County anticipates a Final Environmental Impact Statement, a Record of Decision and, if successful, federal funding to implement the LPA.

Transit projects seeking funding from the FTA New Starts or Small Starts program must follow a standard process (see Figure 1). New/Small Starts is the Federal funding program for new transit initiatives and Nassau County must follow a prescribed process to be eligible to receive these funds. An important early step in this standardized planning process is the preparation of an Alternatives Analysis (AA) that documents existing and future transportation problems, evaluates a range of potential alternatives to address those problems, and selects an LPA. An Environmental Impact Statement (EIS) is then prepared to fully disclose the potential impacts of the LPA on the human and natural environment.

During both the AA and EIS processes, the public and other stakeholders are given frequent opportunities to review the analyses and provide comments and other input.

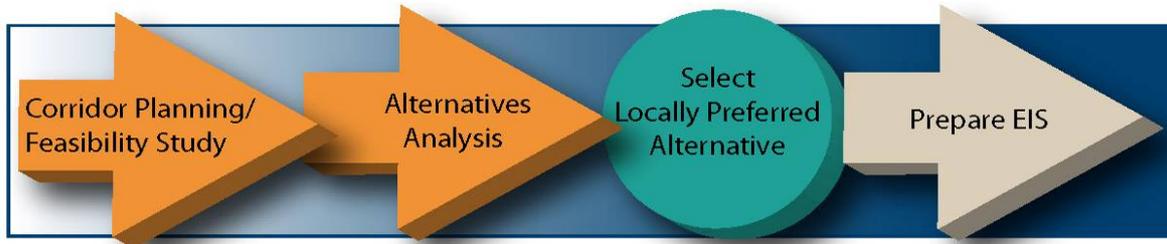


Figure 1: AA/EIS Process Flow Chart

1.3 Background

In 2003, the Nassau County Planning Department began efforts to position the County to be eligible for Federal grants related to improving, upgrading and extending the transit network within the County, specifically the Study Area. The results were documented in the 2006 *Nassau Hub Major Investment Study Final Report* (the MIS) that examined and analyzed the demographic, economic and transportation issues within an area known as the “Nassau Hub.” The MIS concluded that the County should further study potential transit and related land use improvements, within the context of the FTA’s project development process.

1.4 The Nassau Hub Study Area

1.4.1 Primary Study Area

The Nassau Hub Primary Study Area (Study Area) occupies an approximate 11.7 square-mile area in the heart of Nassau County, and is home to Hofstra University (existing campus and planned medical school), Nassau Community College, Museum Row, the Nassau Veterans Memorial Coliseum, the County Government Center, Nassau University Medical Center (NuHealth), Mitchel Field / Eisenhower Park, Roosevelt Field, and other notable County features (see Figures 2 and 3). Additionally, thousands of residents, employees, students and others live and work within the area. This crucial economic center, so vital to the future of Nassau County, has substantial traffic congestion, lacks efficient and direct transit choices and includes large areas of disjointed land use patterns. These factors have contributed to long commutes, decreased environmental quality, and overall difficulty in traveling to, from and within the area.

The Primary Study Area is the focus of this Study and is where it is anticipated that the majority of physical improvements associated with any given alternative may occur. During the MIS, a Study Area boundary was established based on the nexus of major roadways, transit stations and infrastructure, major land-use features and institutions and principal trip origins and/or destinations that might benefit from transit and mobility improvements. The MIS’ Study Area northern boundary was located just to the north of the LIRR’s Port Jefferson Branch, while the southern boundary was just to the south of Hempstead Turnpike. The western boundary ran along Rockaway Avenue and Cathedral Avenue, and the eastern

boundary was Eisenhower Park. It included all or parts of the Villages of Mineola, Westbury, Garden City and Hempstead; the Hamlets of Carle Place and Uniondale; and the U.S. Census defined area of East Garden City. This area also included the LIRR stations at Mineola, Carle Place, Westbury, Garden City, Country Life Press, and Hempstead; the Mineola Intermodal Center; the Rosa Parks – Hempstead Transit Center; and the Roosevelt Field Bus Transfer Facility. Finally, major roadways within these boundaries that serve both regional and local destinations include: the Meadowbrook State Parkway, Franklin Avenue, Clinton Road, Merrick Avenue, Hempstead Turnpike, Old Country Road, and Stewart Avenue.

The MIS Study Area boundary has been adopted as the starting point for this AA with one modification (see Figure 3). The eastern boundary has been extended to incorporate the NuHealth's East Meadow campus that is immediately east of Eisenhower Park. It was determined that the Medical Center is integral to any consideration of improved transit because it is a:

- major provider of public healthcare
- major employer with existing transit-dependent users and visitors;
- destination with significant near-term expansion plans; and,
- key location on Hempstead Turnpike and adjacent to the existing MIS Study Area boundary.

The Study Area boundary is not necessarily a hard and fast line. Rather, as the Study progresses with technical analyses and outreach to the public, stakeholders and government agencies, the boundaries may contract or expand if dictated by Study needs.

1.4.2 Preliminary Regional Study Area

A Preliminary Regional Study Area (Regional Study Area) has also been defined based on travel patterns, potential opportunities for connections among activity centers, and key economic development opportunities outside the Primary Study Area. Building on the conclusions of the MIS, coupled with a need to incorporate areas that have the greatest potential for economic development, boundaries have been established. These boundaries extend slightly north of Mineola along Jericho Turnpike, on the east to the Hamlet of Bethpage along the Seaford Oyster Bay Expressway, on the south along Sunrise Highway, and to the west along Nassau Boulevard (see Figure 4). This expanded area includes portions of the West Hempstead, Babylon and Ronkonkoma Branches of the LIRR; major roadways such as the Northern and Southern State Parkways, the Wantagh State Parkway, Routes 106/107, the Seaford Oyster Bay Expressway, Sunrise Highway and Jericho Turnpike; as well as major town centers such as the Hamlet of Hicksville and the Village of Freeport; and the former Grumman site in Bethpage (currently undergoing redevelopment). The Regional Study Area was established to capture the context of the larger travel market to the Study Area.

As noted above for the Study Area, the boundary of the Regional Study Area may be modified if warranted by findings of the Study's technical analyses and/or input from the outreach process.

Figure 2: Regional Context for Study Areas

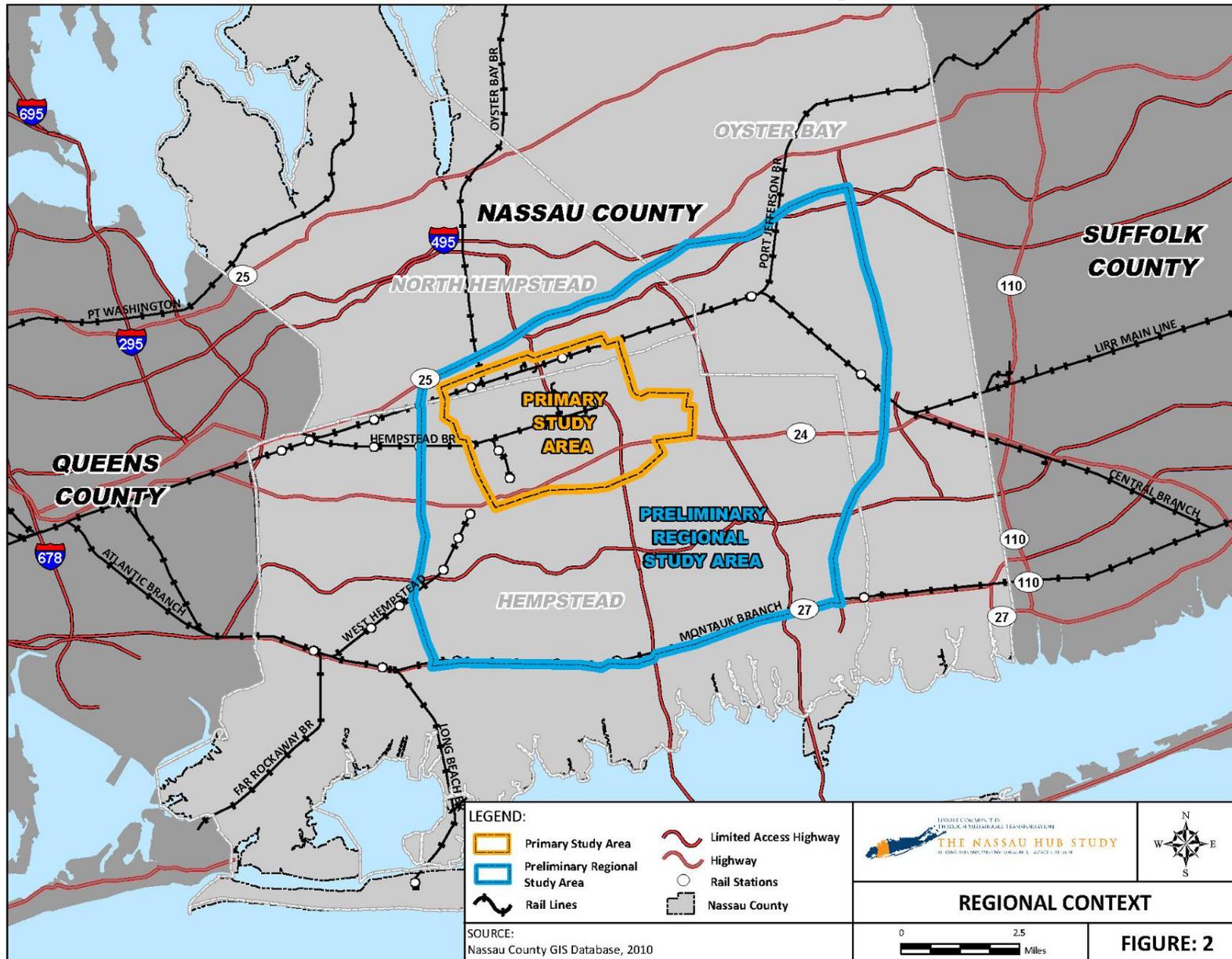


Figure 3: Primary Study Area

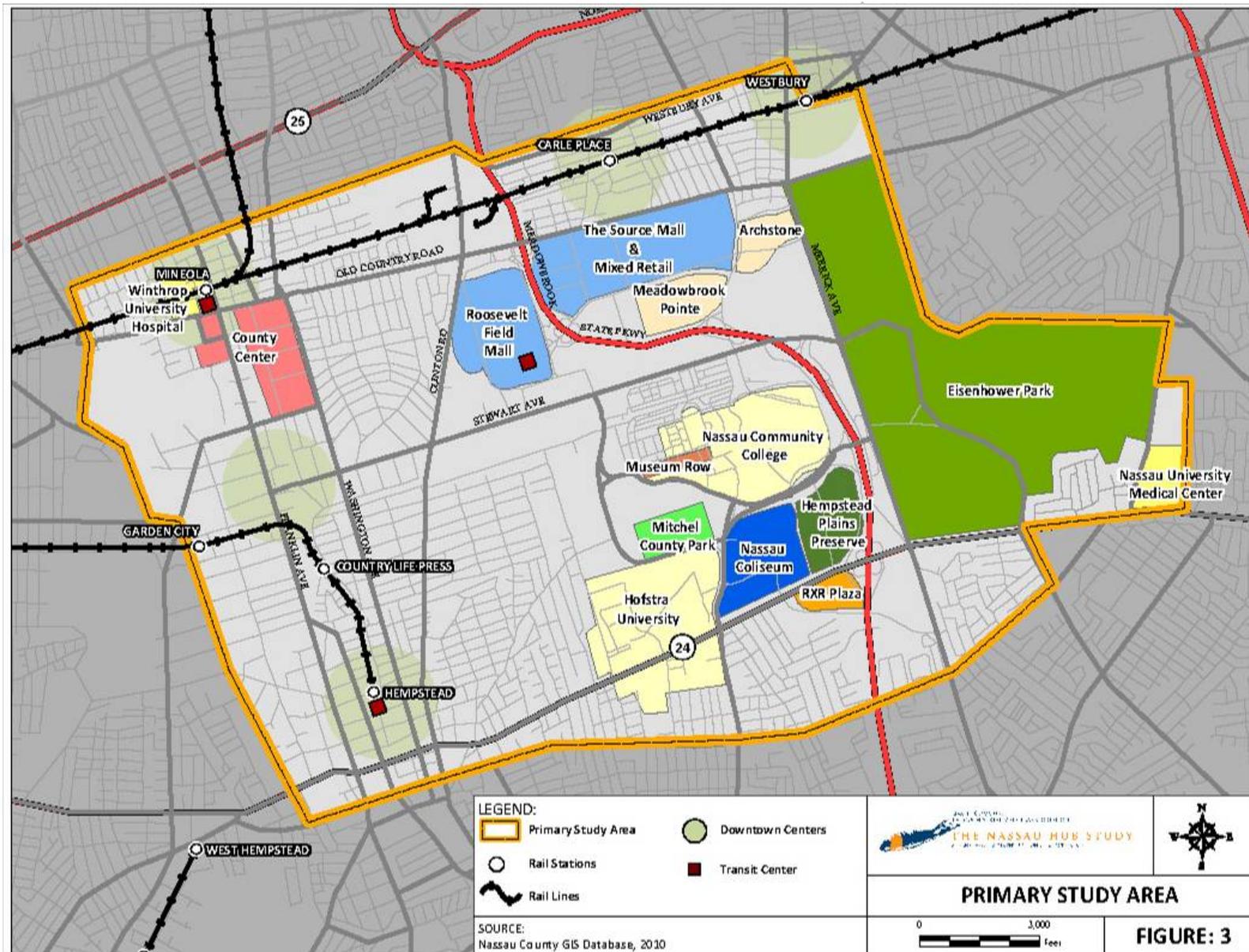
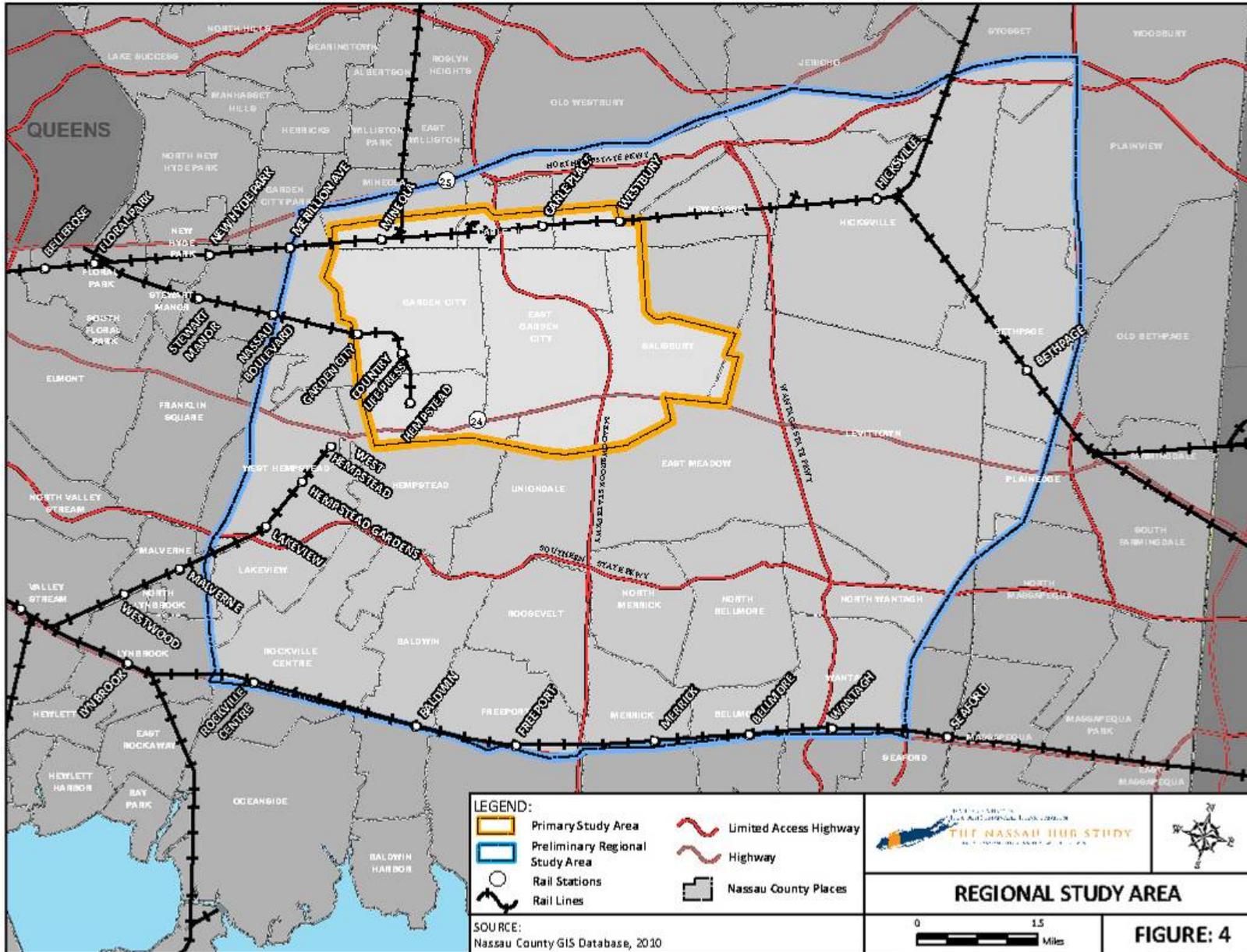


Figure 4: Preliminary Regional Study Area



1.4.3 Summary of Purpose and Need

The land uses and activity centers in the Nassau Hub study area generate enormous demands on the existing transportation system. The automobile continues to be the primary mode of transportation to access and travel within the Nassau Hub. As a result, traffic volumes and congestion on the roadways serving this area -- such as the Meadowbrook State Parkway, Old Country Road, and Hempstead Turnpike -- continue to increase. As access to, and mobility within the Hub becomes more difficult, the area's attractiveness and economic vitality will be affected, as will the quality of life in surrounding communities. The intent of this Study is to develop and evaluate transit improvement alternatives and land use development concepts that would help address these problems.

1.4.4 Summary of Alternatives

The MIS identified a core system alternative and a full system alternative for three different transportation technologies: Light Rail Transit (LRT), Bus Rapid Transit (BRT) and Automated Guideway Transit (AGT). It was determined in the MIS that these six distinct alternatives (i.e., two system alternatives for each of three technology alternatives) should be more closely reviewed through a formal FTA AA, with an LPA resulting from this process.

The AA will reconsider the feasibility of the alternatives examined in the MIS as well as consider revisions to these alternatives or new alternatives that could best serve the County and potentially qualify for Federal funding.

1.4.5 AA/EIS Process

The Nassau Hub Study AA/EIS is a Federally-funded study that must follow the FTA process. As required by the FTA for New Starts projects, the AA will include the development and evaluation of a long list of alternatives, resulting in a short list of alternatives that will be detailed, evaluated and presented in the AA Report. The LPA will then be selected from this short list. A Draft EIS (DEIS) will then be prepared to meet NEPA environmental review requirements. The DEIS will also identify the potential environmental consequences and necessary mitigation required for implementation of the LPA as compared to the No-Build, and Baseline/TSM Alternatives.

An Early Scoping Notice will be published during the initial stages of the study. Using this approach allows participating agencies to be identified and engaged prior to and throughout the formal EIS process.

1.5 Project Approvals

Nassau County anticipates that the FTA will issue a Record of Decision (ROD) for the EIS. In addition, depending on the selected alternative, a Federal permit and/or approval may be required from the following entities:

1. Federal Railroad Administration (FRA) - Coordination may be required for the sharing of a common rail corridor.
2. U.S. Army Corps of Engineers (USACE) - A permit may be required for effects to wetlands and waters of the United States.

3. Federal Highway Administration (FHWA) - Design review and/or approval may be required with regard to the use of an existing highway right-of-way, and for the selection of specific projects that would receive FHWA funding.

Approvals may also be required from other Federal agencies as well as from New York State, Nassau County, regional and local agencies. Specific permits and approvals and the associated issuing agencies will be determined based upon the LPA selected for evaluation in the EIS.

2. AGENCY COORDINATION

The objective of agency coordination, the agencies involved, and their respective roles in *The Nassau Hub Study AA/EIS* process are described below.

2.1 Objectives

The objective of agency coordination is to provide regulatory, policy, operating, and design guidance and feedback from implementing or resource agencies to the Study Team. Agency coordination meetings will be facilitated via the Study's Technical Advisory Committee (TAC) meetings, which are described in the Public Involvement Plan, and through individual agency meetings, as appropriate. TAC meetings will be held every several months throughout the Study.

2.2 Structure

The roles of agencies involved in this process – classified as “lead,” “cooperating,” or “participating” agencies – are defined below.

2.2.1 Lead Agencies

The FTA will be the Federal lead agency and Nassau County will be the co-lead agency for the NEPA environmental review process and Nassau County will be the sponsoring agency for the New York State Environmental Quality Review (SEQR) process. In effect, the County serves as a joint lead for the Study along with the FTA. As such, both agencies will have responsibility for the following:

- Overseeing AA and EIS preparation.
- Providing the framework and opportunities for input on key components of the AA and EIS (e.g., defining the proposed project's purpose and need, establishing the range of alternatives, determining analytical methodologies and level of analytical detail for Study alternatives, etc.).
- Identifying, notifying, and involving participating agencies during the life of the Study.
- Developing and implementing the Participating Agencies Plan.
- Establishing and continuing a thorough, responsive, open and transparent communication process with the public.

2.2.2 Cooperating Agencies

A "cooperating agency" is any Federal agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact or resource involved in a proposed project or project alternative. A state, county, regional or local agency of similar qualifications may, by agreement with the lead agencies, also become a cooperating agency.

No cooperating agencies have currently been identified for this Study.

2.2.3 Participating Agencies

Participating agencies are Federal, state, county, regional and local agencies with an interest in the Study for reasons that could include jurisdictional authority, special expertise and/or statewide interest. Private entities and non-governmental agencies cannot serve as participating (or cooperating) agencies.

The responsibilities of the participating agencies are as follows:

- Provide meaningful input throughout the Study.
- Participate in scoping.
- Identify any issues of concern as early in the process as practicable.
- Work cooperatively with the Lead Agencies to resolve disputes and participate in the issues resolution process outlined in Section 3, as needed.
- Provide written comments within 15 days of receipt of information and request for comment at each Study milestone (see Section 3).

The following Federal, New York State, Nassau County, regional, and local government agencies that may have an interest in the Study will be invited to serve as participating agencies. Complete contact and mailing information is provided in Appendix A.

Federal Governmental Agencies

United States Army Corps of Engineers
United States Environmental Protection Agency
United States Fish and Wildlife Service
Federal Highway Administration
Federal Railroad Administration

State Governmental Agencies

New York State Department of Environmental Conservation
New York State Department of Transportation (Transit Bureau & Region 10)
New York State Department of State
New York State Energy Research and Development Authority
New York State Office of Parks, Recreation, and Historic Preservation (OPRHP)

Regional Governmental Agencies

Metropolitan Transportation Authority (MTA)
MTA Long Island Bus (LI Bus)
MTA Long Island Rail Road (LIRR)

Long Island Regional Planning Council (LIRPC)
New York Metropolitan Transportation Council (NYMTC)

Local Governmental Agencies

Nassau County Executive Office
Nassau County Office of Economic Development
Nassau County Department of Public Works
Nassau County Industrial Development Agency
Nassau County Office of Parks, Recreation and Museums
Nassau County Open Space and Parks Advisory Committee (OSPAC)
Nassau County Department of Health
Nassau County Police Department
Nassau County Comptroller's Office
Nassau County Department of Assessment
Nassau County Office of Emergency Management
Nassau County Planning Commission
Town of Hempstead
Town of North Hempstead
Town of Oyster Bay
Village of Garden City
Village of Hempstead
Village of Mineola
Village of Westbury

2.3 Invitations

The Lead Agency(ies) will prepare and distribute invitations to these agencies asking them to be a participating agency, and requesting a response either accepting or declining the role of participating agency. The agencies listed in Section 2.3, above, will be invited to participate according to the framework established in this Participating Agencies Plan.

If a Federal agency declines the invitation, a response letter from the agency must provide an explanation for its decision. The explanation must state “the agency (1) has no jurisdiction or authority with respect to the project, (2) has no expertise or information relevant to the project, and (3) does not intend to submit comments on the project.” The declining agency will be treated as a participating agency if its response – or lack of a response – does not provide an explanation according to these terms (1) through (3).

State, County, regional and local agencies must formally accept their invitations by the stated deadline (30 days) in order to be designated as a participating agency.

All invitations will be sent via USPS mail and/or e-mail to coincide with the second TAC meeting. The invitation to be a participating agency will include the draft Participating Agencies Plan. The invited agencies will have 30 days to reply to the invitation and to comment on the draft Participating Agencies Plan.

The lead agencies will prepare and distribute invitations for meetings, hearings and other coordination points to the participating agencies throughout the AA/EIS process.

2.4 Issues Resolution Process

A formal process is provided by SAFETEA-LU for resolving serious issues that may result in the delay of a proposed project or the denial of a required permit. As early as possible in the review process, the lead agencies will identify any issues of concern. In addition, the lead agencies will work cooperatively with the participating agencies to identify as early as practicable any issues of concern regarding the project's potential environmental or socioeconomic impacts.

The following issues resolution process will be followed:

The lead agencies in concert with the appropriate participating agency(ies) will hold meetings, as necessary, to resolve issues throughout the AA and EIS processes.

If issues cannot be resolved through regularly scheduled meetings, an official issues resolution meeting will be scheduled and held. In some instances, outstanding issues may be resolved through provision of information; in this instance, the FTA will make a formal request for such information.

If outstanding issues cannot be resolved within 30 days of an issues resolution meeting, the lead agencies will: a) prepare a notification regarding the unresolved issue and involved participating agencies, b) notify heads of all participating agencies, and c) publish the notification in the *Federal Register*.

3. COORDINATION POINTS AND RESPONSIBILITIES

3.1 Participating Agencies Plan

There are several points during the AA/EIS process where activities among the lead and participating agencies must be coordinated. These coordination points provide opportunities for the lead agencies to request input and review from participating agencies and the public. Table 1, below, provides the schedule for these coordination points and a description of the activities to be conducted at these junctures. The coordination points outlined in the schedule are described below.

3.2 Invitation to Become a Participating Agency

Prior to the second TAC meeting, the Lead Agency will prepare and distribute invitations to the agencies asking each to be a participating agency, and requesting a response either accepting or declining the role of participating agency, as described above in Section 2.3.

3.3 Review of Problem Statement, Purpose and Need, Goals and Objectives, Long List of Alternatives, and Screening Criteria

The participating agencies will be provided the following project information for their review: Problem Statement, Project Purpose and Need, Goals and Objectives, Long List of Alternatives and Screening Criteria Technical Memoranda. A TAC meeting will be held to discuss the information and receive participating agencies' input at the meeting and/or after the meeting via written comments.

Table 1 – Anticipated Agency Coordination During the AA/EIS

Milestone or Activity	Description
Formal Invitation to become a Participating Agency	FTA/Nassau County to send letters inviting TAC members to be Participating Agencies.
Review of Problem Statement, Purpose and Need, Goals and Objectives, Long List of Alternatives, Screening Criteria, and Evaluation Methodology Memoranda	FTA/Nassau County to distribute Problem Statement, Purpose and Need, Goals and Objectives, Long List of Alternatives, Screening Criteria, and Evaluation Methodology Memoranda. These will be discussed at TAC Meeting 2.
Review of Early Scoping Memorandum	FTA/Nassau County to distribute the Early Scoping Memorandum for review by the participating agencies.
Review of Evaluation of Long List of Alternatives, and Criteria to be Used to Evaluate Short List of Alternatives	FTA/Nassau County to distribute the results of the Screening Analysis of the Long List of Alternatives and the criteria to be used to evaluate the Short List of Alternatives for review by the participating agencies. These will be discussed at TAC Meeting 3.
Review of Evaluation of Short List of Alternatives and Identification of LPA	FTA/Nassau County to distribute the results of the Evaluation of the Short List of Alternatives for review by the participating agencies, and the identification of the LPA. These will be discussed at TAC Meeting 4.
EIS Scoping Meetings	FTA/Nassau County will hold Scoping Meetings.
Review of Draft EIS (DEIS)	FTA/Nassau County will distribute the DEIS for agency and public comment.
Review of Final EIS (FEIS)	FTA/Nassau County will distribute the FEIS for agency and public comment.
Review of Record of Decision	A ROD will be issued by the FTA following the FEIS comment period. The ROD will be sent to participating agencies and will be posted on the Study website.

3.4 Review of Early Scoping Memorandum

An Early Scoping Notice will be prepared for publication in the *Federal Register* in Spring 2011. This notice will state that the FTA and County intend to prepare an AA and EIS for the proposed project, will provide information about an early public scoping meeting, and request public comment on appropriate aspects of the AA. Associated with this publication, an Early Scoping Memorandum will be prepared and distributed to the participating agencies for their comment. The Early Scoping Memorandum will summarize the Purpose and Need Statement, the goals and objectives for the project, the long list of alternatives, and the process that will be used to screen the long list of alternatives and evaluate the short list of alternatives. FTA and Nassau County will distribute the Early Scoping Memorandum for public review/comment.

3.5 Review of Evaluation of Long List of Alternatives

Using input from the Early Scoping, the long list of alternatives will be refined and screened, resulting in a short list of alternatives. The results of this analysis will be distributed to the participating agencies for their review. It is anticipated that the results will be presented and discussed at TAC Meeting 3.

3.6 Review of Criteria to be Used to Evaluate Short List of Alternatives

The short-listed alternatives will be further defined and evaluated in more detail regarding their operating and capital costs, environmental and public benefits and impacts, and ridership potential. The criteria used to evaluate the short-listed alternatives will be provided to the participating agencies for review and comment, and will be discussed at TAC Meeting 3.

3.7 Review of Evaluation of Short List of Alternatives and Selection of the LPA

Upon completion of the evaluation of the short list of alternatives, one alternative will be selected as the LPA. These results will be provided to the participating agencies for review and comment and discussed at TAC Meeting 4.

3.8 EIS Scoping Meetings

FTA and Nassau County will prepare a Notice of Intent (NOI) to prepare an EIS and to hold scoping meetings for publication in the *Federal Register*. Three (3) scoping meetings will be held, comprising one (1) for the participating agencies and two (2) for the public. The Purpose and Need Statement, refined through the AA process, and the list of alternatives, which will include the LPA, and the No-Build, Baseline, and TSM Alternatives will be presented for review and comment. Input on the proposed alternatives and the issues of concern to be addressed in the EIS will be sought during the scoping process. The final set of alternatives will be established at the conclusion of the scoping process.

3.9 Review of Draft Environmental Impact Statement

Nassau County and the FTA will develop a DEIS to evaluate the social, economic, and environmental impacts of the alternatives. Upon completion of the DEIS, FTA will issue a Notice of Availability (NOA). The NOA informs the public and participating agencies that the DEIS is available for review and comment. The comment period for both public and agency review will be 45 days following issuance of the DEIS and publication of the NOA in the *Federal Register*.

The NOA will provide a brief summary of the DEIS, a description of the Study and the alternatives analyzed, details on the upcoming public hearings and instructions for submitting comments on the DEIS, and contact information for the lead agency(ies). The NOA will also provide the Study website address. The Study website will provide a link to the DEIS while a CD or paper copy will be provided by request to interested parties, as well as selected local repositories, e.g., libraries. Public hearings will be held during the comment period to receive and record comments on the DEIS from both participating agencies and the public. Attendees may give oral comments, fill out comment cards at the hearings, or mail in their comments within the comment period.

3.10 Review of Final Environmental Impact Statement

FTA and Nassau County will prepare the FEIS following the close of the DEIS comment period. The comments, along with responses and any potential changes due to comments or new information since the publication of the DEIS, will be incorporated in the FEIS. Upon completion of the FEIS, the lead agency(ies) will again issue a NOA in the *Federal Register* to notify the public and the agencies that the FEIS is available for review. The FEIS review period will be 30 days. Comments will be accepted in writing, by e-mail or via the Study website and if applicable, will be addressed in the Record of Decision (ROD). While a public hearing is not required, a public meeting is tentatively scheduled to present and discuss the findings of the FEIS.

3.11 Review of Record of Decision

A ROD will be issued by the FTA following the FEIS comment period. The ROD will be sent to participating agencies, will be posted on the Study website, and will be published in the *Federal Register*.

4. OPPORTUNITIES FOR PUBLIC INPUT

In addition to this Participating Agencies Plan, a separate Public Involvement Plan (PIP) has been developed, which details the public outreach and engagement program that will be implemented throughout the AA and EIS process. A series of Stakeholder Committee meetings and public meetings will be held at various project milestones. The key public involvement methods and activities included in the PIP are listed in Table 2.

Table 2 – Outreach Techniques

Outreach Techniques for Disseminating Information and Receiving Input	Stakeholder Committee Meetings
	Public Engagement <ul style="list-style-type: none"> ▪ Public Meetings ▪ One-On-One Meetings ▪ Workshops ▪ Design Charrettes ▪ Community Events ▪ Web/Ex/iTown Hall Meetings (optional)
	Website
Outreach Techniques Solely for Disseminating Information	Printed Materials
	Print and Broadcast Media
Outreach Techniques Solely for Receiving Input	Receiving Input <ul style="list-style-type: none"> ▪ Surveys (optional) ▪ Study Team Communication ▪ E-Mail ▪ Comment Forms
	Documentation & Follow-Up <ul style="list-style-type: none"> ▪ Requests for Information ▪ Meeting Minutes
	Database for contacts, comments and press

5. REVISIONS TO THE PARTICIPATING AGENCIES PLAN

If content, or cooperating or participating agencies are revised, a revised Participating Agencies Plan will be issued. The modified Participating Agencies Plan will be identified by a modification number and a date. This information will be tracked on page i, prior to the Table of Contents.

Appendix A – Initial Participating Agency List

Mr. Michael Davies	Acting Division Administrator	Federal Highway Administration	Leo W. O'Brien Federal Building, Room 719 Clinton Ave & N. Pearl St	Albany, NY 12207
Mark McKeon	Regional Administrator, Region 1	Federal Railroad Administration	55 Broadway, Room 1077	Cambridge, MA 02142
Ms. Brigid Hynes-Cherin	Regional Administrator	Federal Transit Administration, Region 2	1 Bowling Green, Room 719	New York, NY 10004-1415
Mr. Michael White, Esq.	Executive Director	Long Island Regional Planning Council	1864 Muttontown Road	Syosset, NY 11791
Mr. Jay H. Walder	Chairman & CEO	Metropolitan Transportation Authority (MTA)	347 Madison Avenue	New York, NY 10017-3739
Mr. Joseph Smith	President	MTA Long Island Bus (LI Bus)	700 Commercial Avenue	Garden City, NY 11530-6410
Ms. Helena E. Williams	President	MTA Long Island Rail Road (LIRR)	Jamaica Station	Jamaica, NY 11435-4380
Honorable George Maragos	County Comptroller	Nassau County Comptroller's Office	240 Old Country Road	Mineola, NY 11501
Mr. Thaddeus Jankowski	County Assessor	Nassau County Department of Assessment	240 Old Country Road	Mineola, NY 11501
Dr. Maria Torroella Carney, MD, FACP	Commissioner of Health	Nassau County Department of Health	106 Charles Lindbergh Blvd	Uniondale, NY 11553
Mr. Carnell Foskey	Commissioner	Nassau County Department of Parks, Recreation and Museums	Administrative Building, Eisenhower Park	East Meadow, NY 11554

Ms. Shila Shah-Gavnoudias, P.E.	Commissioner	Nassau County Department of Public Works	1194 Prospect Avenue	Westbury, NY 11590-2723
Honorable Edward P. Mangano	County Executive	Nassau County Executive's Office	1550 Franklin Avenue	Mineola, NY 11501
Mr. Joseph J. Kearney	Executive Director	Nassau County Industrial Development Agency	1100 Franklin Avenue, Suite 300	Garden City, NY 11530
Mr. Brian Nevin	Senior Policy Advisor and Communications Director	Nassau County	1550 Franklin Avenue	Mineola, NY 11501
Mr. James Callahan	Commissioner of Emergency Management	Nassau County Office of Emergency Management	100 Carmen Avenue	East Meadow, NY 11554
Mr. Ralph Fumante, Jr.	Chairman	Nassau County Open Space and Parks Advisory Committee	59 Woodland Drive	Oyster Bay Cove, NY 11771
Jeffrey Greenfield	Chair	Nassau County Planning Commission	100 County Seat Drive	Mineola, NY 11501
Mr. Lawrence W. Mulvey	Commissioner of Police	Nassau County Police Department	1490 Franklin Avenue	Mineola, NY 11501
Mr. Joel Ettinger	Executive Director	New York Metropolitan Transportation Council (NYMTC)	199 Water Street, 22nd Floor	New York, NY 10038-3534
Mr. Peter Scully	Regional Director	New York State Department of Environmental Conservation	50 Circle Road	Stony Brook, NY 11790-3409
Mr. Daniel E. Shapiro	First Deputy Secretary of State	New York State Department of State	1 Commerce Plaza, 99 Washington Ave	Albany, NY 12231-0001

Mr. Subimal Chakraborti	Director	New York State Department of Transportation (Region 10)	250 Veterans Memorial Highway	Hauppauge, NY 11788
Marc Boucher		New York State Department of Transportation, Transit Bureau	50 Wolf Road, POD 54	Albany, NY 12232
Mr. Francis J. Murray, Jr.	President & CEO	New York State Energy Research and Development Authority	17 Columbia Circle	Albany, NY 12203-6399
Ms. Ruth Pierpont	Director	New York State Historic Preservation Office	Peebles Island Resource Center P.O. Box 189	Waterford, NY 12188-0189
Honorable Kate Murray	Supervisor	Town of Hempstead	1 Washington Street	Hempstead, NY 11550
Honorable Jon Kaiman	Supervisor	Town of North Hempstead	220 Plandome Road	Manhasset, NY 11030
Honorable John Venditto	Supervisor	Town of Oyster Bay	54 Audrey Avenue	Oyster Bay, NY 11771
Mr. Arthur Connolly	Engineering Division Leader	United States Army Corps of Engineers	26 Federal Plaza, Room 2109	New York, NY 10278-0090
Ms. Judith A. Enck	Regional Administrator	United States Environmental Protection Agency (Region 2)	290 Broadway	New York, NY 10007-1866
Rowan W. Gould	Acting Director	United States Fish and Wildlife Service, Long Island Field Office	3 Old Barto Road	Brookhaven, NY 11719
Honorable Robert J. Rothschild	Mayor	Village of Garden City	351 Stewart Avenue	Garden City, NY 11530
Honorable Wayne J. Hall, Sr.	Mayor	Village of Hempstead	99 Nichols Court	Hempstead, NY 11550

Honorable Scott P. Strauss	Mayor	Village of Mineola	155 Washington Avenue	Mineola, NY 11501
Honorable. Peter I. Cavallaro	Mayor	Village of Westbury	235 Lincoln Place	Westbury, NY 11568

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