

THE NASSAU HUB STUDY ALTERNATIVES ANALYSIS/ENVIRONMENTAL IMPACT STATEMENT

Stakeholder Committee Meeting
July 14, 2010

MEETING SUMMARY

The first Stakeholder Committee meeting was held Wednesday, July 14, 2010, at the Nassau County Theodore Roosevelt Legislative and Executive Building in Mineola, NY. The purpose of this initial meeting was to welcome the Stakeholder Committee members to the Study, provide them with an overview of the Study's history and the work plan, and discuss the Committee's role in the Nassau Hub Study Alternatives Analysis/Environmental Impact Statement (AA/EIS) process.

The meeting commenced at 6:45pm with Mr. Satish Sood, Deputy Commissioner of the Nassau County Planning Department, welcoming the Committee members and thanking them for their participation. Mr. Sood turned the meeting over to Mr. Patrick J. Foye, the Deputy County Executive, to provide some opening remarks.

Mr. Foye welcomed the members on behalf of County Executive Edward Mangano and thanked all for their participation in this important undertaking.

Mr. Foye also thanked the County's Congressional delegation for securing the federal funding used for this Study, and noted that the County would not be in a position to undertake the Study without the support of Senator Schumer, Congresswoman McCarthy, Congressman King and Congressman Bishop. Mr. Foye then introduced the elected officials attending or represented at the meeting.

Mr. Foye went on to discuss the importance of this Study to the County. He referenced the current congestion on the area roadways and noted that it will only get worse if nothing is done to address the problem. In discussing the Study's preliminary regional study area, Mr. Foye noted that it encompasses two of the County's greatest economic development assets, including the Nassau Coliseum property in Uniondale and the Grumman property in Bethpage.

Mr. Foye further stated that he and the County are committed to an effective, responsible and transparent use of the Study's funding and to developing a transportation strategy for the Hub that improves mobility, supports the creation of jobs, enhances sustainable economic development opportunities and advances the greening of Nassau County.



Mr. Foye concluded his remarks by expressing his and the Study Team's interest in the Stakeholder Committee's input and active participation throughout the Study, and again thanked everyone for their involvement in the Study.

Mr. Robert Brickman from the Nassau County Planning Department was next introduced and he reviewed the agenda, provided an overview of the Study Team and funding partners and reviewed the history of studying the Nassau Hub.

Mr. Brickman indicated that this Study is a joint effort being undertaken by the Federal Transit Administration (FTA) and Nassau County, with New York State serving as a third funding partner. He then introduced the Study's consultants and outlined their respective roles: Jacobs Civil Consultants, Inc. will be leading the technical studies for the AA/EIS from their Garden City office and PB Americas will provide the County with technical and program management support throughout the Study.

Mr. Brickman discussed the role of the Stakeholder Committee, which is to review Study information, provide feedback and serve as a liaison between the Study Team and the Stakeholder Committee members' organizations. He also noted that the Stakeholder Committee will meet at several key milestones during the Study with the next meeting anticipated for this fall.

Mr. Brickman summarized the history of the project, related initiatives in the Hub area, and the primary and preliminary regional study areas. He also noted that the regional study area is still considered preliminary, as it may be refined as the Study progresses.

Mr. Brickman then provided an overview of the findings and outcomes of the 2006 Major Investment Study (MIS), the precursor to this effort. Mr. Brickman stated that the MIS was sponsored by the County and sought to identify transit improvements that would benefit the Hub area. The MIS concluded that transit improvements could help address mobility problems and shape economic development opportunities in the Hub.

Mr. Brickman stated that transit-improvement scenarios identified in the MIS will be revisited and expanded upon as this Study progresses. Mr. Brickman closed his portion of the presentation by stating that this Study will identify a range of transit options to address worsening traffic congestion while supporting economic development opportunities, and that the AA/EIS will be done in conformance with the FTA's process and requirements in order for Nassau County to remain eligible for future federal funding.

Mr. Jeffrey Stiles, Project Manager of the AA/EIS Consultant Team, then provided an overview of the Study work plan, the preliminary Study goals and the process by which transit alternatives will be developed, screened and evaluated. Mr. Stiles emphasized that the Study Team will seek the input of the Stakeholder Committee throughout this process.



Mr. Stiles then completed the presentation with a summary of the Study's timeline and the near-term Study activities, and again emphasized the Study Team's interest in active participation by the Stakeholder Committee.

The meeting was then opened to Stakeholder Committee members' questions. Questions asked during the meeting are summarized here:

- Why is the Stakeholder Meeting being held in the summer when no one is around?
 - Scheduling of the meeting was dependent on when the Study funding was received and the Study was initiated, and on the FTA's process requirements. As such, we could not hold the meeting any earlier and we did not want to wait until the fall to hold the first Stakeholder Committee meeting.
- Does the loop alternative from the MIS include the Town of Hempstead?
 - Yes and any potential loop will consider the Town of Hempstead as the Hempstead Intermodal Center is the largest transit hub in Nassau County.
- Once the alternatives are narrowed down, who is responsible for choosing the Locally Preferred Alternative (LPA)?
 - Selecting an LPA is accomplished through a formal alternatives evaluation process, which we plan to do as an interactive and transparent process. The Study Team will provide information to and seek input from the public through each step to facilitate public involvement. The Study Team will incorporate the public's input during the process and, based on the evaluations and input, the LPA will be selected, consistent with the defined Study goals.
- Where was the Origin/Destination Survey conducted?
 - Study Team members rode Long Island Bus routes in the Hub area over a two-week period.
 - Follow-up question: Where is the Hub area?
 - The Hub area is shown on the Study Area map. The Origin/Destination Survey was conducted within that area and also on routes that extend beyond that area. The FTA requires an Origin/Destination Survey to obtain travel data that are then used to help refine the travel forecasting model used in the Study.
 - Follow-up question: Could you do a survey in a particular area for a more extensive survey?



- We will be conducting a Stated Preference Survey in the fall. If you have any suggestions on where these surveys can be administered, please let the Study Team know.
- Follow-up question: What languages were the surveys conducted in?
 - English and Spanish.
- Is the Study Team open to options other than rail and bus?
 - A multi-modal approach is key to the Alternatives Analysis. We will include both pedestrian and bicycle circulation within the Study. Please provide suggestions that you think warrant consideration.
- Will the website have the Stakeholder Meeting presentation and summary?
 - The presentation and summary, as well as the boards displayed at the Stakeholder Committee meeting, will be posted on the website. Presentations given at the first meeting of the Study's Technical Advisory Committee (TAC) and the upcoming public meeting will also be posted.
- How does the Lighthouse project affect this Study?
 - This Study is separate from the Lighthouse project, but this Study does need to consider what is ultimately decided for the Coliseum property and area. This means that the Lighthouse project does not drive this Study, nor is this Study necessarily dependent on the Lighthouse project outcome. However, if no formal decisions about the Coliseum property have been made by the time the detailed analysis begins, then development assumptions will have to be made to estimate the impact the site may have on the demand for transit service.
- Any future surveys should look at "hidden" non-English- and non-Spanish-speaking enclaves, e.g., Indian, Korean, and French-Creole.
 - The Study Team did not find any language-related difficulties while administering the recent Origin/Destination Survey but will keep that in mind when preparing for the Stated Preference Survey. The Study website has an online tool to translate its contents into 20 different languages.
- How will you engage those people in outlying Hub areas that participate in mass transit to the Hub?
 - If Stakeholder Committee members have ideas on how to do better outreach to such constituencies, please let the Study Team know. The Study Team invited the elected officials and community representatives beyond the immediate Hub area to the Public Meeting but would certainly appreciate the public's input on how else to approach these communities.



- Follow-up question: Is this study an alternative to LI Bus?
 - No, but the Study will look at LI Bus' full network and may identify options for service enhancements, route changes or other improvements in the Hub to make services more efficient and better serve the public.
- NuHealth is one of the larger employers in the Study Area. Its facility is 630 acres just outside the primary study area. NuHealth is planning to invest \$600 million over the next 3-5 years, with 500-1000 additional employees and new infrastructure. Please incorporate this information into the Study and consider expanding the study area to include the facility. We have patient and employee data that can be useful in the Study and our Draft Environmental Impact Statement (DEIS) is on the NuHealth website, so please take time review it. We are happy to collaborate with the Study Team and looking forward to working with them.
 - The Study Team has already begun looking at the NuHealth DEIS, and will contact the facility for further information to appropriately incorporate it in the Study.
- Hofstra's new medical school is scheduled to be open soon. The Study Team should reach out to Hofstra and all of the local colleges.
 - The Study Team is doing outreach to major institutions and employers in and near the Hub area. In addition, Hofstra is a member of this Stakeholder Committee.
- Are there Disadvantaged Business Enterprises (DBE) on the project?
 - The County has a defined DBE goal that we are complying with.

Besides transit, is it possible to include intersection improvements and roadway improvements?

- While the Study is funded to primarily address transit, it will also look at the transportation system as a whole and, if roadway improvements should accompany transit improvements, that will be considered. The Team will be looking at transit options that can help alleviate traffic problems.
- Has a study like this been done in the rest of the country? What is their success?
 - Hundreds of these types of studies are being done in the U.S. at any given time. Some examples in the region include the East Side Access Project for the Long Island Rail Road, which started with this process. The 2nd Avenue Subway Project and projects of New Jersey Transit and



Metro-North also began as such transit studies. Many studies move on to the next phase of project development but some do not.

- What is the population density of the current study area?
 - The Study Team does not have that information readily available but it will be included in the Study's Problem Statement, which describes the problems to be addressed in the Study for which transit improvements will be identified and evaluated.
- I work in the Hub but come from the South Shore. Can we have something surrounding the Hub (parking structure, park and leave, etc.) to help those commuting within the Hub?
 - This Study will look at travel within the Hub as well as travel to and from the Hub from all points in the County.
- Previous Long Island improvements have focused on east/west travel versus north/south and we would like to see more focus on north/south travel.
 - The Study will look at north/south, as well as east/west, travel.
- Will the taxi industry be involved in the Study; will the Study make suggestions about more or fewer medallions, etc.?
 - Taxis are an element of the Hub's transportation system, and no transit system can take everyone everywhere. The Study Team welcomes the taxi industry's participation. Please let us know how to better involve them in the Study.

Following the question-and-answer period, Mr. Brickman inquired whether the attendees preferred that future meetings be held in the evening or daytime. With a show of hands, there appeared to be no consensus. Mr. Brickman closed the meeting with a reaffirmation of the County's commitment to the Study and thanked the Committee members for attending.

Attachments:

1. Meeting Agenda
2. Sign In List
3. Presentation

