

**APPENDIX M**  
**Agency Correspondence Letters Post-DEIS**



## Long Island Rail Road

December 24, 2018

Mr. Richard Browne  
New York Arena Partners  
c/o Sterling Project Development  
4 World Trade Center, 49<sup>th</sup> Floor  
New York, New York 10007

Re: The Long Island Rail Road Company ("LIRR") / Proposed Belmont Park Redevelopment Project (the "Project") / Combined Notice of Proposed Lead Agency Designation, Positive Declaration, Public Scoping and Intent to Prepare a Draft Environmental Impact Statement, dated February 27, 2018 (the "Combined Notice") issued by New York State Urban Development Corporation, dba Empire State Development ("ESD") - Passenger Rail Service

Dear Mr. Browne:

I am writing in response to your inquiry regarding the level of passenger rail service LIRR is prepared to provide in support of events occurring at the arena (the "Arena") which is to be constructed as part of the Project, as described in the Combined Notice. We understand from you that the Arena is expected to be operational as of October of 2021.

LIRR is prepared to provide the following service in support of such events, subject to the conditions and limitations described below:

### Before Events

- Two (2) ten-car eastbound shuttle trains from Jamaica Station to the existing LIRR Belmont Racetrack Station.
- Based on current LIRR schedules, anticipated departure times of the shuttle trains are 6:16 pm and 6:58 pm for evening events. These times are subject to change based on LIRR schedules in effect at the time event service commences. Travel duration is approximately 10 minutes.
- Event participants will be able to use existing LIRR peak period service for travel from Penn Station to Jamaica, and transfer to the shuttle trains at Jamaica for travel to Belmont.

### After Events

- Two (2) 10-car shuttle trains from existing LIRR Belmont Racetrack Station to Jamaica. Departure times to be determined by LIRR based on commuter schedules, event times and track capacity.

### Fares

- Reasonable and appropriate fares for event service (Penn-Belmont and vice versa, or Jamaica-Belmont and vice versa), consistent with LIRR's then existing fare policy as approved by the MTA Board, shall be set by LIRR. Fares for event service are subject to change as and when such fare policy is changed.

### Conditions and Limitations

Provision of the above-described service is subject to the following:

1. Because of demands on LIRR's existing passenger fleet, the service will be provided by M-3 electric railcars in "as is" condition, without improvements or upgrades. The M-3 railcars are approximately 34 years old. Any desired upgrades or refurbishment of these railcars would have to be funded by Third Party Funding (that is, from a source other than the LIRR or its parent, the Metropolitan Transportation Authority ("MTA")).
2. The service will utilize existing hand-thrown manual switches to access the Belmont Branch from the LIRR Main Line, and to access the various station tracks at Belmont Racetrack Station. If more reliable service, utilizing remotely controlled switches, is desired, the design, procurement and installation of such switches must be funded by Third Party Funding. LIRR projects that automation of the switches can be completed within thirty-three (33) months from the date adequate Third Party Funding is made available to LIRR for the design, procurement and installation thereof.
3. Provision of this service does not include any capital improvements to LIRR Facilities or infrastructure, as there is no MTA or LIRR funding available for such improvements in connection with the service.
4. The provision of this service is subject to:
  - Availability of equipment and crews;
  - A sustained source of funding in LIRR's operational budget, for the provision of such service; and
  - Delays, cancellations, or short trains due to weather; equipment or infrastructure failure; accident; derailment; fire, flood, earthquake, strikes, civil unrest, or other events beyond LIRR's reasonable control and customarily considered to be force majeure; or other operational needs to support regular scheduled commuter service offered by LIRR. The LIRR does not commit to

providing bus service in the event rail service is disrupted due to any of the foregoing.

5. The service described above is projected for the first year of Arena operation after it is completed, based on the description of event scheduling provided by ESD and the Project sponsor. LIRR expects that it will review the service provided, and its patronage, with the Arena operator on an annual basis, and that an agreement will be entered into annually with the Arena operator and/or the Islanders with specific dates and times for event service during the ensuing year, which may be different from the level of service described above.

This letter summarizes the parameters of, and the conditions and limitations on, the provision of event passenger rail service in support of events at the Arena. It is not, and shall not be deemed, a binding agreement by LIRR to provide such service. Such agreement will only arise upon the execution and delivery by LIRR, ESD and the Project sponsor(s) of a definitive service agreement and such other instruments as shall be required by LIRR, and the fulfillment of the terms and conditions set forth therein.

Sincerely,



Phillip Eng  
President

cc: T. Conoscenti  
New York State Urban Development Corporation  
d/b/a Empire State Development  
633 Third Avenue  
New York, New York 10017

D. Betty  
M. Hoffer



OFFICE OF THE COUNTY EXECUTIVE  
THEODORE ROOSEVELT EXECUTIVE & LEGISLATIVE BUILDING

June 19, 2019

Thomas Conoscenti  
Vice President, Real Estate Development  
Empire State Development  
633 Third Avenue  
New York, NY 10017

Dear Mr. Conoscenti:

I write on behalf of the Administration of Nassau County Executive Laura Curran regarding the Belmont Park Redevelopment Project.

County Executive Curran has repeatedly voiced the County's commitment to ensuring our residents can enjoy world class entertainment, recreational and sports options, including a first-class venue to house our beloved New York Islanders. The new Belmont Arena Project represents an exciting economic development opportunity for Nassau County, promising an influx of over a billion dollars in new revenue, translating into jobs for our residents and tax dollars to support our schools and roads.

The County appreciates the efforts of the Empire State Development project team to address the concerns outlined by the Nassau County Department of Public Works in comments filed on the draft Environmental Impact Statement ("EIS") earlier this year, focusing on transportation, stormwater and drainage, land use and zoning and other aspects of the environmental review.

As you know, one of the County's principal concerns has related to the plan for analyzing and addressing traffic volumes generated by the proposed project and whether additional mass transit options could be included to mitigate potential adverse impacts on County roadways. We also wished to ensure that NICE bus service in the vicinity of the Project Site would be enhanced.

Our teams have met several times and we have received additional technical information on these topics, most notably a detailed presentation on your strategies for mitigating traffic in the area, inclusive of the Transportation Management Plan's ("TMP") draft

Demand Management Strategies and Monitoring Plan for the proposed project. Additionally, we understand that the final EIS will incorporate enhanced LIRR service to the area, helping to reduce traffic demand generated by the Project Site. We further understand that the Project design will include new stations and bus cut-out areas along Hempstead Turnpike to improve traffic circulation and allow more convenient bus service for employees and patrons.

Based on this information, we are confident that your strategies proposed as part of the TMP, including improved rail and bus services, will further mitigate traffic congestion. It is our understanding that the project team will be responsible for costs associated with the TMP, and any updates/revisions will be shared with the County as the project progresses.

Finally, we also note that our concerns about the other technical areas, including storm water and drainage, have been addressed to our satisfaction.

We appreciate your team's efforts to address the County's concerns and look forward to continuing to work with you and the project developer as this important project moves forward.

Sincerely,



Evlyn Tsimis  
Deputy County Executive for Economic Development



Department of Transportation

POLLY TROTTENBERG, Commissioner

To: Rachel Shatz, Vice President  
Planning & Environmental Review  
Empire State Development

From: Naim Rasheed, Assistant Commissioner  
Traffic Engineering & Planning

Date: June 18, 2019

Re: Belmont Park Redevelopment Project

A handwritten signature in blue ink, appearing to read "Naim", is written over the "From:" line of the email header.

The New York City Department of Transportation (NYCDOT) has reviewed the transportation analysis contained in the Draft Environmental Impact Statement (DEIS) for the Belmont Park Redevelopment Project. Since issuance of the DEIS, we have held a number of meetings and discussions with representatives of Empire State Development (ESD) and its EIS project team, as well as representatives of the developer of the proposed project, New York Arena Partners (the "Applicant"), to further discuss the transportation components of the proposed project. We have also requested additional information relating to the DEIS analysis and proposed mitigation measures, and have reviewed these materials, as well as the draft demand management strategies. The Applicant has committed to implementing a Transportation Management Plan (TMP) which will include demand management strategies, an operations plan, and a draft monitoring plan for the proposed project. ESD will present operation and monitoring plans to NYCDOT as the proposed development progresses.

ESD has advised NYCDOT that a new LIRR station is being developed on the Main Line, north of the Project Sites as a mitigation measure to reduce traffic. NYCDOT agrees that the addition of this train service is an effective measure to reduce vehicular traffic to the project site by greatly expanding mass transit options for the public.

The TMP details a number of other measures designed to reduce peak hour traffic volumes, including alerting motorists to congestion through the use of roadway variable message signs and customized apps such as Waze and Google Maps. The TMP also commits to using shuttle buses to more remote park-and-ride locations and to provide access from other LIRR lines. The TMP provides for an ongoing monitoring program after the proposed project commences operation to assess the effectiveness of the array of mitigation strategies proposed in the TMP. NYCDOT is pleased to hear that the Applicant has committed to involving NYCDOT as a stakeholder member in connection with the TMP.

Rachel Shatz  
Belmont Park Redevelopment Project  
June 18, 2019

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NYCDOT concurs that the traffic volumes projected in the FEIS for the mitigated condition are reasonable and the TMP represents a range of effective strategies which will identify measures to mitigate significant adverse traffic impacts to the maximum extent practicable.

The Applicant will be responsible for costs associated with the TMP, as well as the design and implementation of the recommended mitigation measures. If TEAs are required within New York City, it is the responsibility of the Applicant to provide funding and coordinate with NYPD. In addition, the Applicant will obtain all approvals necessary from the New York City Department of Parks and Recreation (DPR) to implement the proposed mitigation. NYCDOT will participate in the review process relating to proposed geometric reconfiguration, reconstruction, signal design/installation and construction drawings. The Applicant should submit all relevant materials such as drawings/design as per AASHTO and NYCDOT specifications, LOS analyses, etc. for NYCDOT review and approval. Prior to undertaking the TMP, as well as any monitoring, the Applicant will submit a scope of work for NYCDOT review.

We look forward to continue working with ESD and the Applicant on development and implementation of the TMP including demand management strategies, monitoring plan and an operations plan.

c: D/C E. Beaton, B/C N. Garcia, A/C R. Zack, A/C C. Ukegbu, H. Semel (OEC), H. Roth, J. Simeon, A. Silvestri, M. Griffith, S. Ahmed, M. Samuelsen-Jaiswal, K. Sommer, File



**Department of  
Transportation**

**ANDREW M. CUOMO**  
Governor

**MARIE THERESE DOMINGUEZ**  
Acting Commissioner

**JOSEPH T. BROWN, P.E.**  
Regional Director

June 5, 2019

Thomas Conoscenti  
Vice President, Real Estate Development  
Empire State Development  
633 Third Avenue  
New York, NY 10017

Dear Mr. Conoscenti:

The New York State Department of Transportation (NYSDOT) has reviewed the transportation analysis contained in the Draft Environmental Impact Statement (DEIS) for the Belmont Park Redevelopment Project.

NYSDOT appreciates your consideration and incorporation of comments provided by the Department into the Final Environmental Impact Statement (FEIS). Based on our comprehensive review of the DEIS, and the additional discussions with the project team and developer, NYSDOT has concluded that the travel demand measures identified in the Demand Management Strategies section of the DEIS represent a diverse range of actions intended to mitigate congestion. NYSDOT has no additional recommendations, at this time, beyond those included in the draft document. NYSDOT also concurs that the traffic volumes assumed in the FEIS for the mitigated condition are reasonable and reflect a significant commitment to mitigate adverse traffic impacts.

The Department looks forward to working with Empire State Development and New York Arena Partners on the implementation of the Transportation Management Plan, including the demand management strategies, monitoring, and the proposed site operations, in accordance with your plans. If you have any further questions or need additional information, please feel free to contact me or M.T. Vijayendran, Regional Traffic Engineer, at (631) 952-6632.

Sincerely,

Joseph T. Brown, P.E.  
Regional Director

Cc: George Paralemos, Assistant Commissioner  
M. T. Vijayendran, Regional Traffic Engineer