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Direct Dial: 718-558-8277
Email: bsaltz@lirr.org

September 4, 2015

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September 11, 2015
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Victoria Rutson, Chief
Section of Environmental Analysis
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

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Re: Long Island Rail Road
--Abandonment in Queens County, New York --
Docket Numbers AB- 837(1X); AB- 837(2X)

Dear Ms. Rutson:

Enclosed for filing in STB Docket Numbers AB- 837(1X) and AB- 837(2X) are an original and 10 copies of The Long Island Rail Road Company's (LIRR's) Environmental and Historic Reports and Certificate of Service prepared pursuant to 49 CFR §§ 1105.7 and 1105.8.

LIRR anticipates filing, on or after September 30, 2015, a Petition for Exemption seeking authority to abandon two segments of rail line located in Queens County, New York. The first segment of rail line (which is a portion of the "Montauk Cut Off") is approximately 0.69 miles (3,643 feet) in length, and is located from approximately railroad milepost 0.0 to approximately railroad milepost 0.69 (located in Long Island City, New York). That segment runs through United States Postal Zip Code 11101. The second segment of rail line (the "Main Line Cut Off") is approximately 0.38 miles (2,006 feet) in length, and is located from approximately railroad milepost 0.82 to approximately railroad milepost 1.2 (located in Long Island City, New York). That segment runs through United States Postal Zip Code 11101. The proceeding for the first segment (a portion of the Montauk Cut Off) will be docketed as No. AB- 837(1X). The proceeding for the second segment (the Main Line Cut Off) will be docketed as No. AB- 837(2X).

Very truly yours,

Brian K. Saltz
Assistant Deputy General Counsel

Enclosures

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BEFORE THE SURFACE TRANSPORTATION BOARD

THE LONG ISLAND RAIL ROAD COMPANY :
ABANDONMENT :
IN QUEENS COUNTY, NEW YORK :

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September 11, 2015
Docket No. AB-837(1X), AB-837(2X)
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ENVIRONMENTAL REPORT

Brian K. Saltz
Assistant Deputy General Counsel
The Long Island Rail Road Company
Law Dept. - 1143
Jamaica Station
Jamaica, New York 11435

Service Date: September 8, 2015

**ENVIRONMENTAL REPORT
(49 CFR § 1105.7)**

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September 11, 2015

(1) Proposed Action and Alternatives.

Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

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On or after September 30, 2015, The Long Island Rail Road Company ("LIRR") proposes to abandon two segments of railroad line located in Queens County, New York. A map of the project area is attached as **Exhibit A**.

The first segment of rail line (which is a portion of the "Montauk Cutoff") is approximately 0.69 miles (3643 feet) in length, and is located between Milepost 0.0 (Exhibit A, Item I) and Milepost 0.69 (Exhibit A, Item A). That segment, located in Long Island City, runs through United States Postal Zip Code 11101. Pursuant to a Transfer Agreement between New York & Atlantic Railway Company ("NYA") and LIRR, NYA has the exclusive right to use the Montauk Cutoff for freight purposes. NYA does not currently operate over the Montauk Cutoff, and there are no longer any active shippers on the line. The freight traffic formerly operating over that segment now operates over the LIRR's Lower Montauk/C Secondary line. NYA has advised LIRR that it will file a petition for discontinuance over the Montauk Cutoff.

The second segment of rail line (the "Main Line Cutoff") is approximately 0.38 miles (2006 feet) in length, and is located between Milepost 0.82 (Exhibit A, Item K) and Milepost 1.2 (Exhibit A, Item J). That segment is also located in Long Island City and runs through United State Postal Zip Code 11101. LIRR does not currently operate over the Main Line Cutoff, and neither NYA nor any other freight carrier has used it.

Following the planned abandonment, LIRR will maintain ownership of both segments of rail line that it seeks to abandon. It intends, no earlier than the summer to 2016, to remove a portion of the Montauk Cutoff that is approximately 0.04 miles (235 feet) in length and is located between Milepost 0.24 (Exhibit A, Item O) and Milepost 0.28 (Exhibit A, Item P). That portion is part of what is known as the "Montauk Cutoff Viaduct."¹ LIRR will procure an outside contractor, which LIRR believes would use iron workers to cut the removed portion into sections and use an overhead crane to remove them. The removal of that portion of the Montauk Cutoff will allow a more economical construction of tracks that will be necessary for storage facilities related to the East Side Access ("ESA") project that will bring LIRR passenger trains into Manhattan's Grand Central Terminal.

¹ Moreover, if additional funding becomes available, LIRR intends to remove an additional portion of the Montauk Cutoff Viaduct through the Skillman Avenue Bridge at Milepost 0.35 (Exhibit A, Item F).

LIRR does not intend, for the foreseeable future, to remove any other portions of the rail lines (including culverts, ballasts and bridges) that it seeks to abandon, although it intends to cut the rails at the Cabin M Bridge (Exhibit A, Item A) and lift the bridge to a vertical position, where it will be welded in place so that it will not be an impediment to navigation on Newtown Creek's Dutch Kills tributary. It will continue to maintain these remaining portions, although the maintenance required is expected to decrease due to the absence of train traffic.

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With regard to the Montauk Cutoff, the Metropolitan Transportation Authority ("MTA"), LIRR's parent company, will be providing the public with a Request for Expressions of Interest ("RFEI") to determine possible future uses. A copy of the draft RFEI is attached as **Exhibit B**.

The only alternative to abandonment would be not to abandon the segments and forego: (a) the savings associated with lower maintenance costs and (b) the opportunity for a more economical construction of tracks necessary for storage facilities related to the ESA project.

(2) Transportation System.

Describe the effect of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

As LIRR does not operate passenger trains over either the Montauk Cutoff or Main Line Cutoff, no passenger traffic will be diverted to other modes as a result of the proposed abandonment.

NYA now moves freight that formerly ran on the Montauk Cutoff on the LIRR's Lower Montauk/C Secondary line. NYA has advised LIRR that it does not expect any freight traffic to be diverted to other forms of transportation as a result of the proposed abandonment. Accordingly, the proposed abandonment will have no adverse effect on local or regional transportation systems or patterns.

(3) Land Use

(i) Based on consultation with local and/or regional planning agencies and/or review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

(ii) Based on consultation with the US Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

(iii) If any action effects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 USC § 10905 and explain why.

On August 4, 2015, LIRR advised the agencies described in (i) above of its proposed abandonment but has not heard back.² Based on LIRR's review of agency planning documents, LIRR believes that the proposed abandonment is consistent with existing land use plans.

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On August 4, 2015, LIRR also advised the National Resources Conservation Service of its proposed abandonment but has not heard back. Based on LIRR's review, LIRR believes that the proposed abandonment would not have any effect on prime agricultural land.

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On August 4, 2015, LIRR also advised the Division of Coastal Services of its proposed abandonment but has not heard back.

As noted above, MTA will be issuing a RFEI to determine possible future uses which may include, but are not limited to, public open space, urban farming, or museum or sculpture garden space.

(4) Energy.

- (i) Describe the effect of the proposed action on transportation of energy resources.**
- (ii) Describe the effect of the proposed action on recyclable commodities.**
- (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.**
- (iv) If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) an average of 50 rail carloads per mile per year for any part of the affected line, qualify the resulting net change in the energy consumption and show the data and methodology used to arrive at the figure given.**

The proposed action: (i) will not affect transportation of energy resources, (ii) will not affect recyclable commodities, (iii) will not result in an increase or decrease in overall energy efficiency, and (iv) will not cause diversions from rail to motor carriage.

(5) Air.

- (i) If the proposed action will result in either: (A) an increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of the line affected by the proposal; or (B) an increase in rail yard activity of at least 100 percent (measured by carload activity); or (C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.**
- (ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either: (A) an increase in rail traffic of at least 50 percent (measured in gross ton per miles annually), or (B) an increase of at least three trains a day on any segment of rail line, an increase in rail yard activity of at least 20 percent (measured by carload activity); or (C) an average increase in truck traffic of**

² Copies of the 22 letters that LIRR sent to various agencies and offices are attached as Exhibit C.

more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by State Implementation Plan. However, for a rail construction under 49 USC. § 10901 (or 49 USC § 10505) or a case involving the reinstatement of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

(iii) If transportation of ozone depleting materials (such as nitrogen oxide and Freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents, and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting material in the event of a collision or derailment.

The proposed action will not result in meeting or exceeding the specified thresholds for increased rail or truck traffic as outlined in (i) or (ii) above, and transportation of ozone depleting materials is not contemplated.

(6) Noise.

If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause: (i) an incremental increase in noise levels of three decibels Ldn or more; or (ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g. schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area and quantify the noise increase for these receptors if the thresholds are surpassed.

Not Applicable.

(7) Safety.

(i) Describe any effect of the proposed action on public health and safety (including vehicle delay time at railroad crossings).

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills, and the likelihood of any accidental release of hazardous materials.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous material spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

There are no foreseeable effects on public health and safety (including vehicle delay time at railroad crossings – there are no railroad crossings on the segments to be abandoned) as a result of the proposed action. Moreover, no hazardous materials will be transported along the segments the LIRR seeks to abandon and there are no hazardous waste sites or sites where there have been known hazardous material spills on the right of way.

(8) Biological Resources.

(i) Based on consultation with the US Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

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On August 4, 2015, LIRR advised the US Fish and Wildlife Service ("FWS") of the proposed abandonment. FWS advised that it would provide any formal comments after the submission of LIRR's environmental report. LIRR does not believe that the proposed abandonment is likely to affect endangered or threatened species of areas designated as a critical habitat.

On August 4, 2015, LIRR also advised the National Park Service of the proposed abandonment.

(9) Water.

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

(ii) Based on consultation with the US Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 USC § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plain will be affected. Describe the effects.

(iii) State whether permits under Section 402 of the Clean Water Act (33 USC § 1342) are required for the proposed action. (Applicants should contact the US Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required).

On August 4, 2015, LIRR advised the US Environmental Protection Agency of its proposed abandonment but has not heard back. LIRR believes that the proposed abandonment is consistent with federal, state and local water quality standards.

On August 4, 2015, LIRR also advised the US Army Corps of Engineers of its proposed abandonment but has not heard back. Based upon its review of Section 404 of the Clean Water Act, LIRR does not believe any permits are required for its proposed abandonment, and does not believe any designated wetlands or 100 year flood plains will be affected.

Permits under Section 402 of the Clean Water Act are not required for LIRR's proposed abandonment.

(10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

LIRR does not expect any adverse environmental impact from the proposed abandonment and, therefore, sees no need for any mitigating actions. However, in the event substantive concerns arise regarding adverse environmental impacts from the proposed abandonment, LIRR will work with this appropriate agency, as required, to mitigate any such impacts.

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All representations made herein are to the best of LIRR's knowledge and are based upon the written responses from the agencies and information otherwise readily available in LIRR's possession on the date of this report.

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THE LONG ISLAND RAIL ROAD COMPANY :
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HISTORIC REPORT

Brian K. Saltz
Assistant Deputy General Counsel
The Long Island Rail Road Company
Law Dept. - 1143
Jamaica Station
Jamaica, New York 11435

Service Date: September 8, 2015

**HISTORIC REPORT
(49 CFR § 1105.8)**

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September 11, 2015

Proposed Action and Alternatives.

Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

On or after September 30, 2015, The Long Island Rail Road Company ("LIRR") proposes to abandon two segments of railroad line located in Queens County, New York. A map of the project area is attached as **Exhibit A**.

The first segment of rail line (which is a portion of the "Montauk Cutoff") is approximately 0.69 miles (3643 feet) in length, and is located between Milepost 0.0 (Exhibit A, Item I) and Milepost 0.69 (Exhibit A, Item A). That segment, located in Long Island City, runs through United States Postal Zip Code 11101. Pursuant to a Transfer Agreement between New York & Atlantic Railway Company ("NYA") and LIRR, NYA has the exclusive right to use the Montauk Cutoff for freight purposes. NYA does not currently operate over the Montauk Cutoff, and there are no longer any active shippers on the line. The freight traffic formerly operating over that segment now operates over the LIRR's Lower Montauk/C Secondary line. NYA has advised LIRR that it will file a petition for discontinuance over the Montauk Cutoff.

The second segment of rail line (the "Main Line Cutoff") is approximately 0.38 miles (2006 feet) in length, and is located between Milepost 0.82 (Exhibit A, Item K) and Milepost 1.2 (Exhibit A, Item J). That segment is also located in Long Island City and runs through United State Postal Zip Code 11101. LIRR does not currently operate over the Main Line Cutoff, and neither NYA nor any other freight carrier has used it.

Following the planned abandonment, LIRR will maintain ownership of both segments of rail line that it seeks to abandon. It intends, no earlier than the summer to 2016, to remove a portion of the Montauk Cutoff that is approximately 0.04 miles (235 feet) in length and is located between Milepost 0.24 (Exhibit A, Item O) and Milepost 0.28 (Exhibit A, Item P). That portion is part of what is known as the "Montauk Cutoff Viaduct."¹ LIRR will procure an outside contractor, which LIRR believes would use iron workers to cut the removed portion into sections and use an overhead crane to remove them. The removal of that portion of the Montauk Cutoff will allow a more economical construction of tracks that will be necessary for storage facilities related to the East Side Access ("ESA") project that will bring LIRR passenger trains into Manhattan's Grand Central Terminal.

¹ Moreover, if additional funding becomes available, LIRR intends to remove an additional portion of the Montauk Cutoff Viaduct through the Skillman Avenue Bridge at Milepost 0.35 (Exhibit A, Item F).

LIRR does not intend, for the foreseeable future, to remove any other portions of the rail lines (including culverts, ballasts and bridges) that it seeks to abandon, although it intends to cut the rails at the Cabin M Bridge (Exhibit A, Item A) and lift the bridge to a vertical position where it will be welded in place so that it will not be an impediment to navigation on Newtown Creek's Dutch Kills tributary. It will continue to maintain these remaining portions of although the maintenance required is expected to decrease due to the absence of train traffic.

With regard to the Montauk Cutoff, the Metropolitan Transportation Authority ("MTA"), LIRR's parent company, will be providing the public with a Request for Expressions of Interest ("RFEI") to determine possible future uses. A copy of the draft RFEI is attached as **Exhibit B**.

The only alternative to abandonment would be not to abandon the segments and forego: (a) the savings associated with lower maintenance costs and (b) the opportunity for a more economical construction of tracks necessary for storage facilities related to the ESA project.

ADDITIONAL HISTORIC INFORMATION

- (1) **A USGS topographic map (or an alternative map drawn to scale and sufficiently detailed to show building and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action.**

A map is attached as **Exhibit E**.

- (2) **A written description of the right-of-way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area.**

The first segment of rail line (which is a portion of the "Montauk Cut Off") is approximately 0.69 miles (3643 feet) in length, and is located between Milepost 0.0 and Milepost 0.69. That segment, located in Long Island City, runs through United States Postal Zip Code 11101. The approximate width of the right of way varies from 75 feet to 125 feet, and is on an elevated man-made embankment approximately 15 feet above street level. The surrounding area is urban.

The second segment of rail line (the "Main Line Cut Off") is approximately 0.38 miles (2006 feet) in length, and is located between Milepost 0.82 and Milepost 1.2. That segment is also located in Long Island City and runs through United State Postal Zip Code 11101. The approximate width of the right of way varies from 75 feet to 125 feet, and is on an elevated man-made embankment approximately 15 feet above street level. The surrounding area is urban.

- (3) **Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area.**

Photographs are attached as **Exhibit F**.

- (4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations to the extent such information is known.**

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LIRR believes that the Montauk Cutoff and Main Line Cutoff were ~~September 10, 2015~~ 1910, and is unaware of any major alterations.

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- (5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action.**

LIRR believes that the Montauk Cutoff and Main Line Cutoff were built so that freight trains from LIRR's North Shore freight yard and Main Line could access the LIRR's Lower Montauk branch without interfering with LIRR passenger trains, which had begun traveling into Manhattan's newly built Pennsylvania Station. Trains have not run over the Main Line Cutoff for at least 25 years and now also do not run over the Montauk Cutoff, with the movement of its freight traffic to the Lower Montauk/C Secondary.

As noted above, following the planned abandonment, LIRR will maintain ownership of both segments of rail line that it seeks to abandon. It intends, no earlier than the summer to 2016, to remove a portion of the Montauk Cutoff that is approximately 0.04 miles (235 feet) in length and is located between Milepost 0.24 (Exhibit A, Item O) and Milepost 0.28 (Exhibit A, Item P). That portion is part of what is known as the "Montauk Cutoff Viaduct."² LIRR will procure an outside contractor, which LIRR believes would use iron workers to cut the removed portion into sections and use an overhead crane to remove them. The removal of that portion of the Montauk Cutoff will allow a more economical construction of tracks that will be necessary for storage facilities related to the East Side Access ("ESA") project that will bring LIRR passenger trains into Manhattan's Grand Central Terminal.

LIRR does not intend, for the foreseeable future, to remove any other portions of the rail lines (including culverts, ballasts and bridges) that it seeks to abandon, although it intends to cut the rails at the Cabin M Bridge (Exhibit A, Item A) and lift the bridge to a vertical position, where it will be welded in place so that it will not be an impediment to navigation on Newtown Creek's Dutch Kills tributary. It will continue to maintain these remaining portions, although the maintenance required is expected to decrease due to the absence of train movements.

With regard to the Montauk Cutoff, the Metropolitan Transportation Authority ("MTA"), LIRR's parent company, will be providing the public with a Request for Expressions of Interest ("RFEI") to determine possible future uses. A copy of the draft RFEI is attached as **Exhibit B**.

- (6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic.**

² Moreover, if additional funding becomes available, LIRR intends to remove an additional portion of the Montauk Cutoff Viaduct through the Skillman Avenue Bridge at Milepost 0.35 (Exhibit A, Item F).

Documents in LIRR's possession include right of way maps, valuation maps, and record drawings. They can be furnished upon request.

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- (7) **An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 CFR 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities).**

On August 4, 2015, LIRR advised the NYS Department of Parks, Recreation, and Historic Preservation of the proposed abandonment. On August 12, 2015, the Deputy Commissioner for Historic Preservation responded that it had reviewed the project in accordance with the New York State Historic Preservation Act of 1980 and that, "Based upon this review, it is the New York State Office of Parks, Recreation and Historic Preservation's opinion that your project will have no impact on archaeological and/or historic resources listed in or eligible for the New York State and National Registers of Historic Places." A copy of that response is attached as **Exhibit D**. Based upon that response and a review of 36 CFR 60.4, LIRR does not believe that the site and/or structures that it seeks to abandon meet the criteria for listing on the National Register of Historic Places, or that there is a likelihood of archeological resources or any other previously unknown historic properties in the project area.

- (8) **A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.**

LIRR is not aware of any prior subsurface ground disturbance or fill, or environmental conditions that might affect the archeological recovery of resources.

- (9) **Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specific non railroad owned properties or groups of properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the locations and type of the site (i.e. prehistoric or Native American).**

If any additional information is requested, LIRR will promptly supply it.

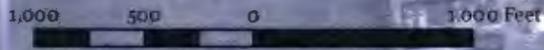
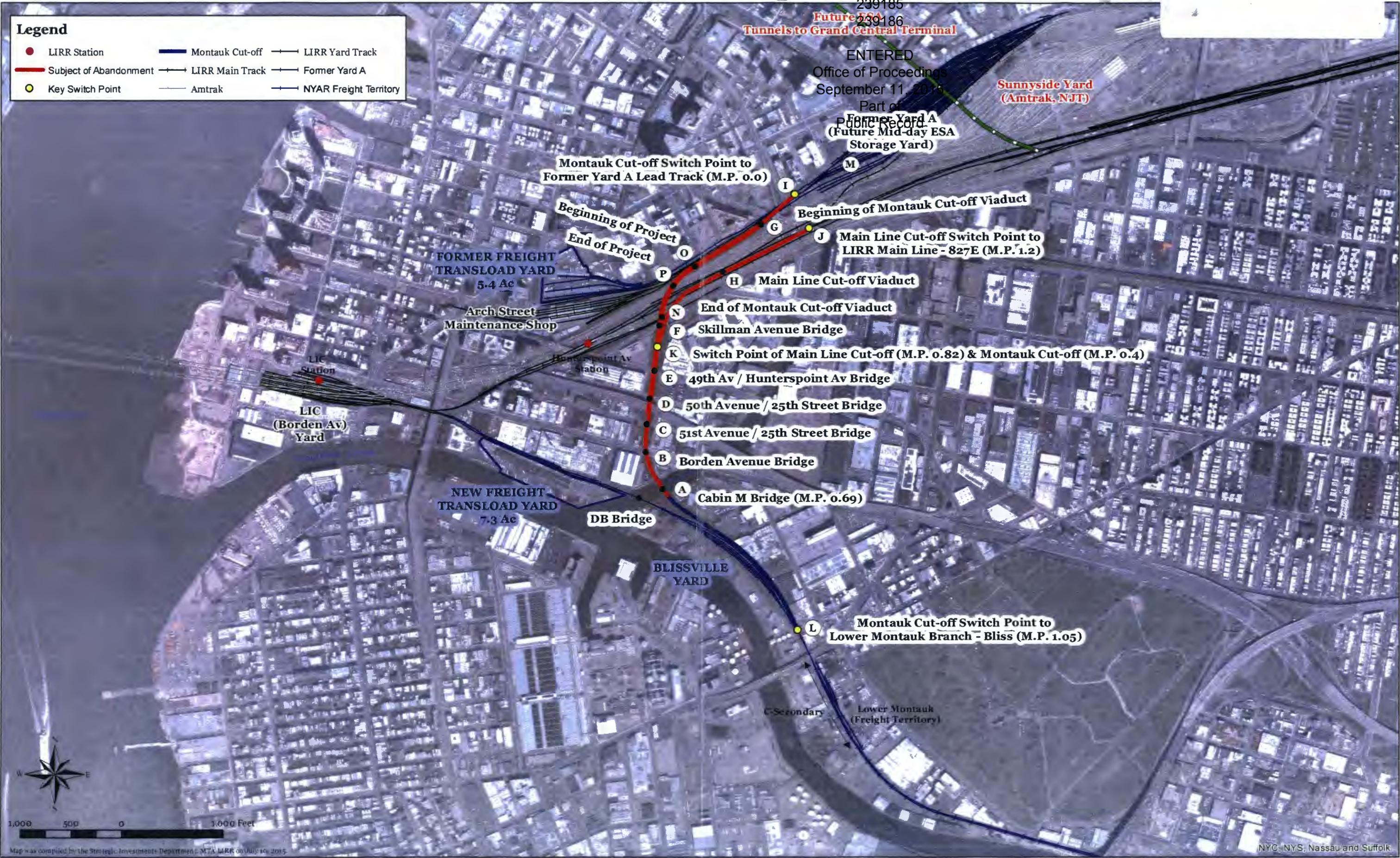
All representations made herein are to the best of LIRR's knowledge and are based upon the written responses from the agencies and information otherwise readily available in LIRR's possession on the date of this report.

Montauk Cut-off / Main Line Cut-off Abandonment Map

EXHIBIT A

Legend

- LIRR Station
- Montauk Cut-off
- LIRR Yard Track
- Subject of Abandonment
- LIRR Main Track
- Former Yard A
- Key Switch Point
- Amtrak
- NYAR Freight Territory



Map was compiled by the Strategic Investments Department, MTA LIRR on July 14, 2015.

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Request for Expressions of Interest

Adaptive Reuse of the LIRR Montauk Cutoff



Purpose and Intent

The Long Island Rail Road (the "LIRR"), a subsidiary of the Metropolitan Transportation Authority (the "MTA"), is in the process of decommissioning an approximately 1/3 mile-long elevated rail road right-of-way called the Montauk Cutoff. The original purpose of the Montauk Cutoff was to connect the LIRR's Lower Montauk Branch, which runs along the Newtown Creek, to the Sunnyside and Arch Street Yards to the north. The Montauk Cutoff is no longer needed for current operations, and there is no operational need for it contemplated in the near future. However, the MTA wishes to preserve this right-of-way in the event it may be needed for operational purposes at some future date.

The purpose of this Request for Expressions of Interest ("RFEI") is to explore the possibility of preserving the Montauk Cutoff right-of-way through leasing or otherwise conveying it to a third party for adaptive reuse if or until such time as it is once again needed for transportation use. Through this RFEI the MTA wishes to identify a range of potential uses for the Montauk Cutoff and to identify possible entities and individuals interested in pursuing an adaptive reuse concept for the Montauk Cutoff.

Specifically, the MTA is seeking expressions of interest from businesses, nonprofits, community groups, and individuals with innovative adaptive reuse concepts, and detailed implementation and operating plans for those concepts. These concepts can include, but are not limited to, public open space, urban farming, or museum or sculpture garden space.

The MTA may use the responses and recommendations generated by this RFEI process to inform a future Request for Proposals ("RFP") process that would offer some form of property interest in the Montauk Cutoff, subject to certain conditions and requirements. The nature of that property interest, as well as the conditions and requirements, have yet to be determined but would be informed by this RFEI process. However, the MTA cannot guarantee that such a RFP will result from this process.

Background

Until recently, the Montauk Cutoff had served to connect freight trains running on the LIRR Lower Montauk branch to the Arch Street Freight Yard on Jackson Avenue. Starting in 2014, however, LIRR and its freight rail contractor, the New York & Atlantic Railway, began the process of relocating its freight customers to the newly-rehabilitated Wheelspur Yard, located along the Lower Montauk adjacent to the Newtown Creek.

With the completion of the relocation in early 2015, the Montauk Cutoff is no longer needed for any current or planned operational purpose. As a right-of-way connection between the Lower Montauk and the Sunnyside Yard, however, it is conceivable that the Montauk Cutoff may be required for future transportation purposes. A sale or permanent disposition of the Montauk Cutoff may disadvantage MTA in the future, and leaving it vacant may invite encroachments and blight. As a result, the MTA wishes to investigate adaptive reuse concepts to preserve the right-of-way for potential future use.

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Property Information

Property Overview

The portion of the Montauk Cutoff under consideration in this RFIE is an Office of Proceedings consisting of raised embankments on five parcels of land connected by for September 4, 2015 Avenue, 50th Avenue, 51st Avenue, and Borden Avenue. The land parcels are shown in Image 1, Part of Public Record below.

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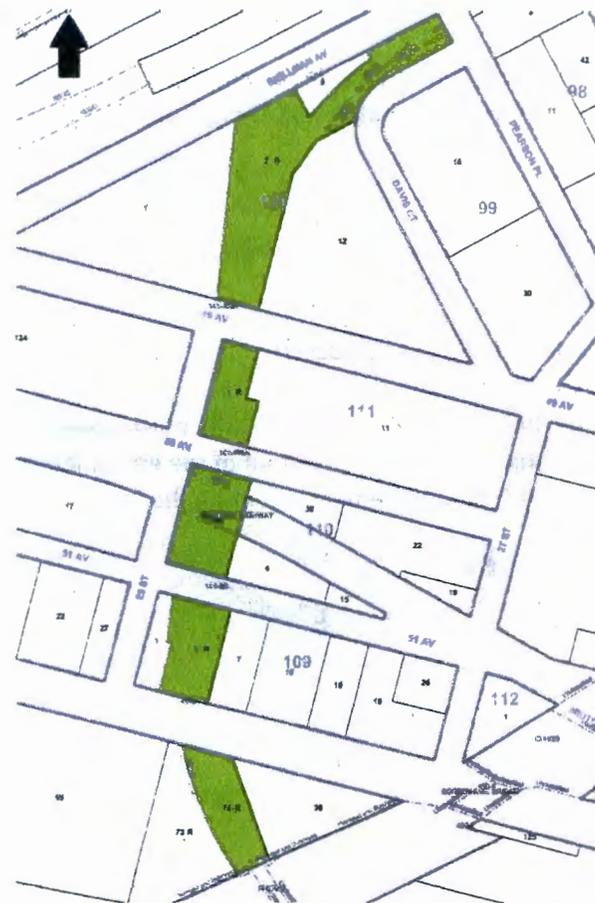


Image 1: The five land parcels of the Montauk Cutoff

Taken together, the Montauk Cutoff comprises approximately 4.2 acres of land over a distance of approximately 1,860 feet, or 0.35 miles. All of the land parcels are elevated on approximately 15 foot embankments. The northernmost parcel Block 100 Lot 2, also contains the remnant of a rail spur that ramps down to grade level at the intersection of Skillman Avenue and Pearson Place.

Current Uses

Although the Montauk Cutoff is no longer being used for railroad purposes, there are some ongoing uses. A community garden group is using the former rail spur occupying a portion of Block 100 Lot 2 at the intersection of Skillman Avenue and Pearson Place pursuant to a year-to-year license agreement. There are also ten advertising billboards located on the embankment and retaining wall of the right-of-way, described in more detail below. Adaptive reuse concepts for the Montauk Cutoff should assume that this advertising will remain in place.

Bridges

There are four street bridges located within the Montauk Cutoff right-of-way under consideration in this RFEI:

- *49th Avenue Bridge:*
- *50th Avenue Bridge:*
- *51st Avenue Bridge:*
- *Borden Avenue Bridge:*

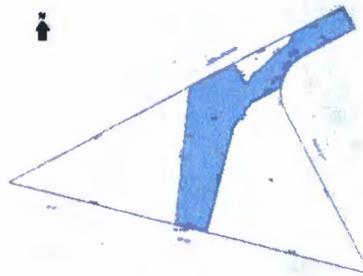
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Any adaptive reuse of the Montauk Cutoff must include the maintenance and upkeep of these bridges, in coordination with LIRR. Uses that involve running vehicles or placing heavy loads on these bridges will not be considered.

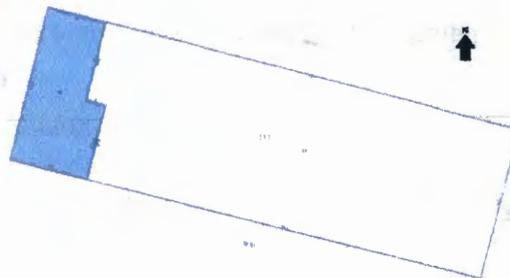
Individual Land Parcels

Information about each of the individual land parcels are as follow:

- Queens Block 100 Lot 2
 - *Land area:* 99,968 square feet (2.3± acres)
 - *Zoning district:* M1-4
 - *Existing Users:* A community garden occupies the northeastern portion of this parcel.
 - *Advertising:* one billboard located at the foot of the embankment on the NW corner, two billboards at the foot of the embankment on the SW corner.



- Queens Block 111 Lot 1:
 - *Land area:* 18,711 square feet (0.43± acres)
 - *Zoning district:* M1-4
 - *Advertising:* two billboards at the foot of the embankment on the NE corner, one mounted sign on the retaining wall on the NW corner, one billboard on the SE corner.

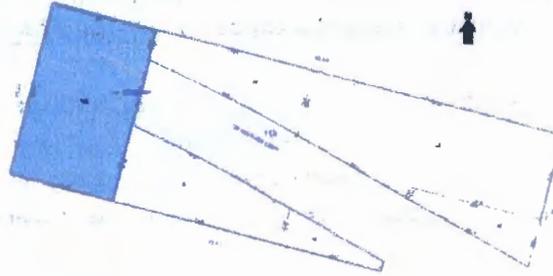


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- Queens Block 110 Lot 1:

- *Land area:* 24,969 square feet (0.57± acres)
- *Zoning district:* M3-2
- *Advertising:* one billboard located at the base of the embankment on the SW corner.



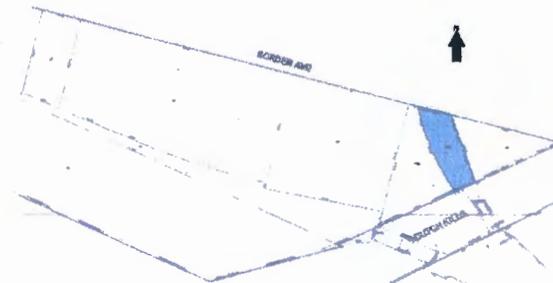
- Queens Block 109 Lot 3:

- *Land area:* 18,000 square feet (0.41± acres)
- *Zoning district:* M3-2
- *Advertising:* one billboard located at the top of the embankment on the SE corner



- Queens Block 68 Lot 74: approximately

- *Land area:* 19,850 square feet (0.46± acres)
- *Zoning district:* M3-2
- *Advertising:* one billboard located at the base of the embankment on the NE corner.



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Submission Requirements

Respondents to this RFEI must submit the following information:

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- *Adaptive Reuse Concept Plan:* Describe the proposed adaptive reuse for the Montpelier cutoff, and identify the people and/or entities that would play significant roles in the reuse. Include site plans and renderings, if available, and demonstrate compliance with applicable local codes.
- *Implementation Plan:* Describe the improvements required to realize and implement the adaptive reuse concept. Provide a sources and uses statement showing the funding required to implement the adaptive reuse concept and where those funds would come from. Include a hypothetical work plan schedule that outlines each step of the implementation process and how long it would take.
- *Operating Plan:* Describe how the site would be used once the proposed adaptive reuse is fully implemented and in place. Include a hypothetical operating budget that itemizes annual operating expenses and describes the sources of operating funding. Include a staffing plan showing the job titles and number of hours per week required for the proposed adaptive reuse.

Site Visit & Information Session

There will be a site visit on Friday, September 18, 2015, at 10:00 AM. To RSVP for the site visit please email John Coyne at jcoyne@mtahq.org no later than 5:00 PM on Monday, September 14, 2015. Only individuals who have RSVP'd for the site visit and have received confirmation will be able to attend.

RFEI Deadline

Responses to this RFEI must be received by or before Friday, December 18, 2015, by 5:00 PM.



Long Island Rail Road

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EXHIBIT C
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Direct Dial: 718-558-8277

August 4, 2015

The Clearing House
1114 Avenue of the Americas
17th Floor
New York, NY 10036

Re: Long Island Rail Road
--Abandonment in Queens County, New York--
Docket No. AB- 837(1X); AB- 837(2X)

To Whom It May Concern:

On or after September 30, 2015, The Long Island Rail Road Company ("LIRR") expects to file with the Surface Transportation Board (the "Board") a petition for exemption ("Petition") pursuant to 49 U.S.C. § 10502 from the prior approval requirements of 49 U.S.C. § 10903, the section of the ICC Termination Act of 1995 that regulates abandonment of rail lines. This notice concerns the abandonment of two segments of rail line located in Queens County, New York.

The first segment of rail line (which is a portion of the "Montauk Cut Off") is approximately 0.69 miles (3,643 feet) in length, and is located from approximately railroad milepost 0.0 to approximately railroad milepost 0.69 (located in Long Island City, New York).¹ That segment runs through United States Postal Zip Code 11101. The second segment of rail line (the "Main Line Cut Off") is approximately 0.38 miles (2,006 feet) in length, and is located from approximately railroad milepost 0.82 to approximately railroad milepost 1.2 (located in Long Island City, New York). That segment runs through United States Postal Zip Code 11101.

Maps identifying the locations of the two segments to be abandoned are attached hereto as Exhibit A. The proceeding for the first segment (a portion of the Montauk Cut Off) will be docketed as No. AB- 837(1X). The proceeding for the second segment (the Main Line Cut Off) will be docketed as No. AB- 837(2X). Based on information in LIRR's possession, the two segments do not contain federally granted rights-of-way. Any documentation in LIRR's possession will be made available promptly to those requesting it.

¹ Pursuant to a Transfer Agreement between New York & Atlantic Railway ("NYA") and LIRR, NYA has the exclusive right to use the Montauk Cutoff for freight purposes. NYA has advised LIRR that it will support the expected petition.

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Pursuant to 49 C.F.R. §§ 1105.7 and 1105.8, along with its Petition, LIRR must file with the Board an environmental and historic report (the "Report") assessing the abandonment. The environmental portion of the Report must address, among other things, the issues listed below, which may be of interest to your agency:

- The effect on any endangered or threatened species or critical habitats.
- The effect on any wildlife sanctuaries or national or state parks or forests.
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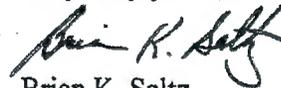
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- Whether any environmental condition exists that could impede archeological activities.

The purpose of this letter is to alert you to the proposed abandonment and to request that you furnish us with any information or comments, or direct any questions to us that you may have regarding the abandonment. If it is your opinion that the above-described abandonment does not raise any concerns from the standpoint of your agency, please furnish our office with a letter to that effect. A copy of your letter will be attached to LIRR's Report to ensure that the Board is fully apprised of your position. We would appreciate a response to this letter as soon as possible so that your views can be incorporated into the Report, which will be sent to you on or about September 3, 2015.

Thank you for your attention to this matter.

Very truly yours,



Brian K. Saltz
General Attorney

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August 4, 2015
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EXHIBIT A

Montauk Cut-off / Main Line Cut-off Abandonment Map



Noted in red are the segments of rail lines to be abandoned.

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Direct Dial: 718-558-8277

August 4, 2015

NYS GIS Clearinghouse
NYS ITS GIS Program Office
1220 Washington Avenue
State Office Campus
Building 7A, 4th Floor
Albany, NY 12242

Re: Long Island Rail Road
--Abandonment in Queens County, New York --
Docket No. AB- 837(1X); AB- 837(2X)

To Whom It May Concern:

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September 11, 2015

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Thank you for your attention to this matter.

Very truly yours,



Brian K. Saltz
General Attorney

EXHIBIT A

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August 4, 2015

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Direct Dial: 718-558-8277

August 4, 2015

NYS Department of Environmental Cons.
625 Broadway
Albany, NY
12233-0001

Re: Long Island Rail Road
--Abandonment in Queens County, New York--
Docket No. AB- 837(1X); AB- 837(2X)

To Whom It May Concern:

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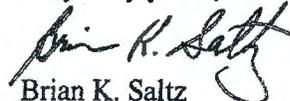
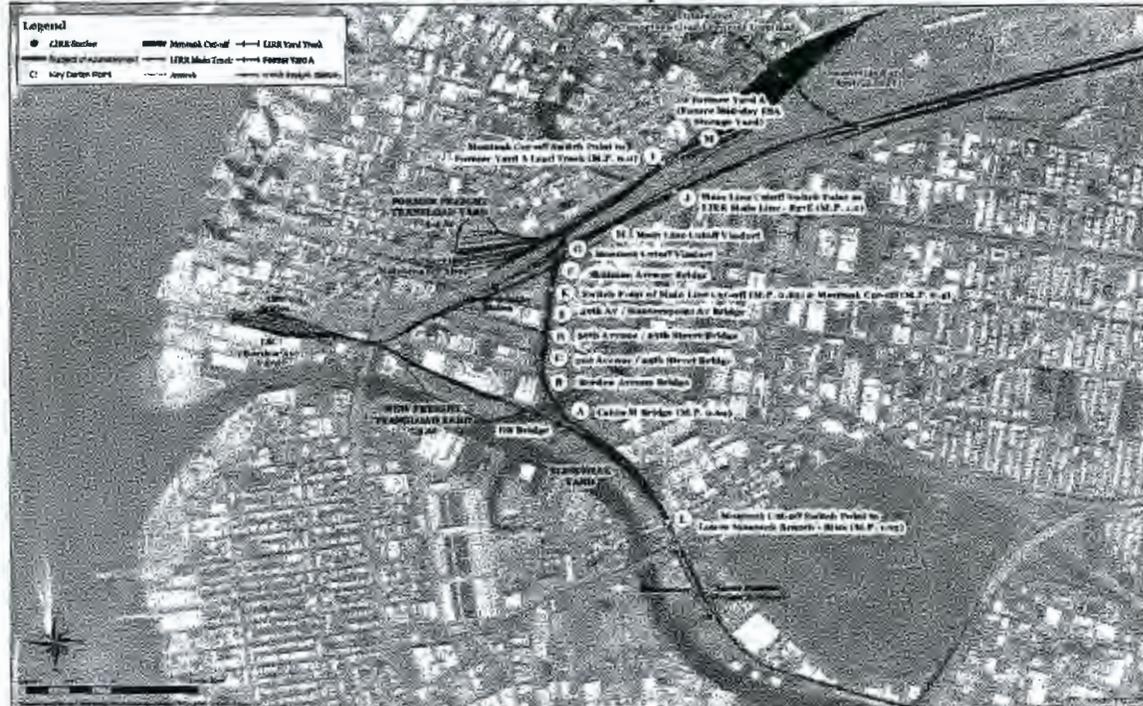

Brian K. Saltz
General Attorney

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Long Island Rail Road

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Direct Dial: 718-558-8277

August 4, 2015

George R. Stafford, Director
Division of Coastal Resources
New York Department of State
41 State Street
Albany, NY 12231

Re: Long Island Rail Road
--Abandonment in Queens County, New York --
Docket No. AB- 837(1X); AB- 837(2X)

Dear Mr. Stafford:

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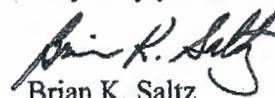

Brian K. Saltz
General Attorney

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August 4, 2015

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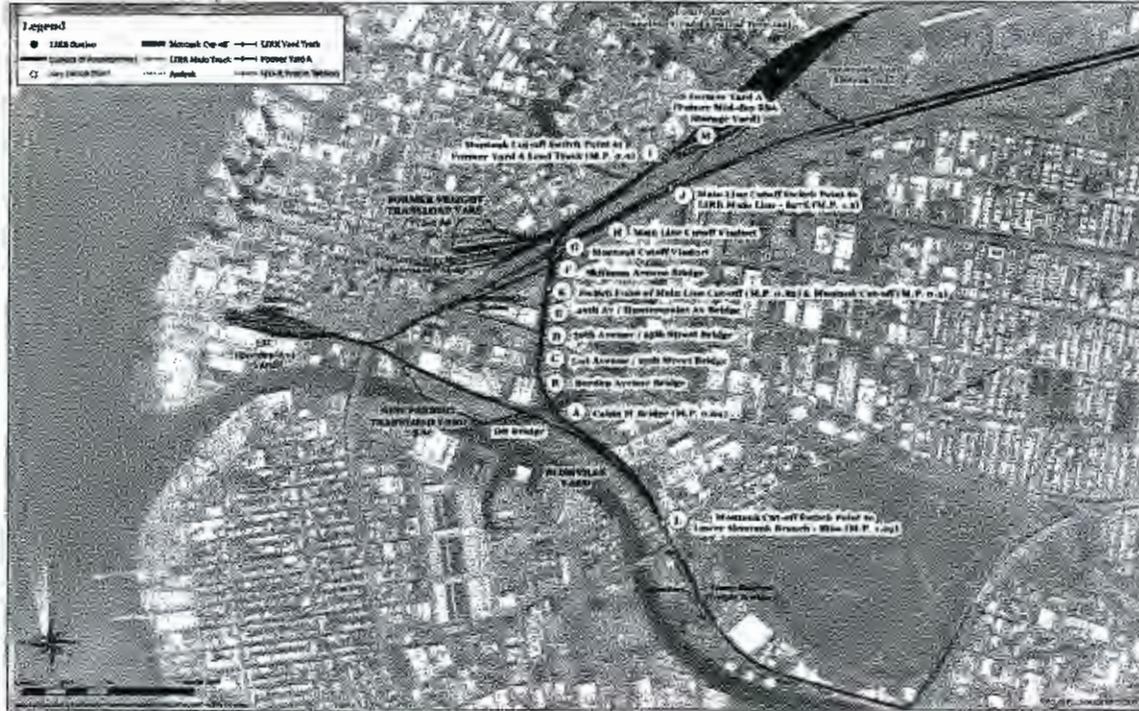
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Direct Dial: 718-558-8277

August 4, 2015

Mayor Bill de Blasio
City Hall
New York, NY 10007

Re: Long Island Rail Road
--Abandonment in Queens County, New York --
Docket No. AB- 837(1X); AB- 837(2X)

Dear Mayor De Blasio:

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Very truly yours,



Brian K. Saltz
General Attorney

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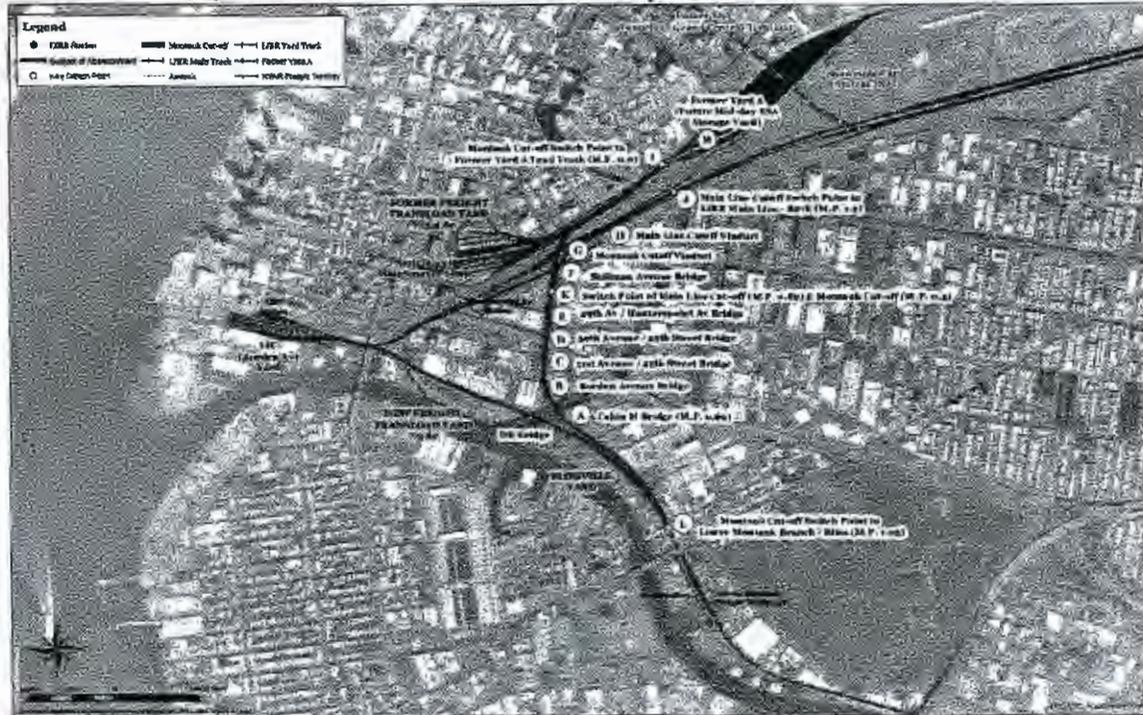
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Long Island Rail Road

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Direct Dial: 718-558-8277

August 4, 2015

Melinda Katz
Queens Borough President
Queens Borough Hall
120-55 Queens Blvd
Kew Gardens, NY 11424

Re: Long Island Rail Road
--Abandonment in Queens County, New York --
Docket No. AB- 837(1X); AB- 837(2X)

Dear Borough President Katz:

On or after September 30, 2015, The Long Island Rail Road Company ("LIRR") expects to file with the Surface Transportation Board (the "Board") a petition for exemption ("Petition") pursuant to 49 U.S.C. § 10502 from the prior approval requirements of 49 U.S.C. § 10903, the section of the ICC Termination Act of 1995 that regulates abandonment of rail lines. This notice concerns the abandonment of two segments of rail line located in Queens County, New York.

The first segment of rail line (which is a portion of the "Montauk Cut Off") is approximately 0.69 miles (3,643 feet) in length, and is located from approximately railroad milepost 0.0 to approximately railroad milepost 0.69 (located in Long Island City, New York).¹ That segment runs through United States Postal Zip Code 11101. The second segment of rail line (the "Main Line Cut Off") is approximately 0.38 miles (2,006 feet) in length, and is located from approximately railroad milepost 0.82 to approximately railroad milepost 1.2 (located in Long Island City, New York). That segment runs through United States Postal Zip Code 11101.

Maps identifying the locations of the two segments to be abandoned are attached hereto as Exhibit A. The proceeding for the first segment (a portion of the Montauk Cut Off) will be docketed as No. AB- 837(1X). The proceeding for the second segment (the Main Line Cut Off) will be docketed as No. AB- 837(2X). Based on information in LIRR's possession, the two

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segments do not contain federally granted rights-of-way. Any documentation in LIRR possession will be made available promptly to those requesting it.

Pursuant to 49 C.F.R. §§ 1105.7 and 1105.8, along with its Petition, LIRR must file with the Board an environmental and historic report (the "Report") assessing the abandonment. The environmental portion of the Report must address, among other things, the issues listed below, which may be of interest to your agency:

- The effect on any endangered or threatened species or critical habitats.
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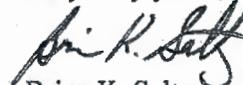
The historic portion of the Report must address, among other things, the following issues:

- Whether any structures located on the two segments should be listed on the National Register of Historic Places.
- Whether any environmental condition exists that could impede archeological activities.

The purpose of this letter is to alert you to the proposed abandonment and to request that you furnish us with any information or comments, or direct any questions to us that you may have regarding the abandonment. If it is your opinion that the above-described abandonment does not raise any concerns from the standpoint of your agency, please furnish our office with a letter to that effect. A copy of your letter will be attached to LIRR's Report to ensure that the Board is fully apprised of your position. We would appreciate a response to this letter as soon as possible so that your views can be incorporated into the Report, which will be sent to you on or about September 3, 2015.

Thank you for your attention to this matter.

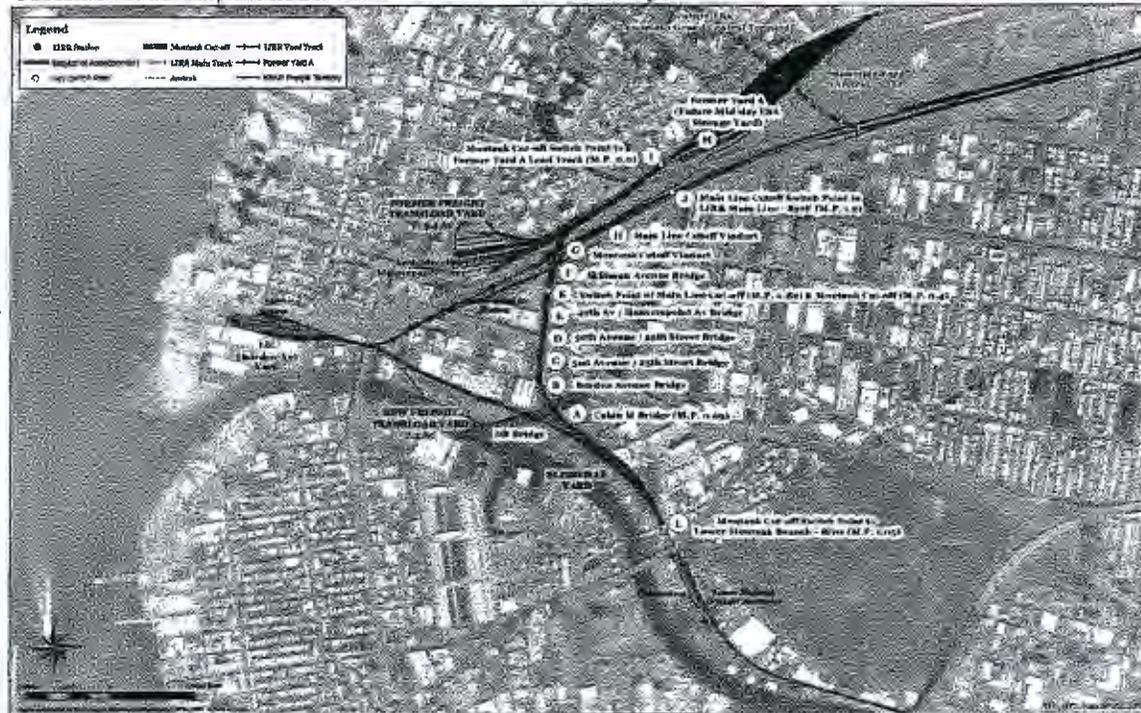
Very truly yours,



Brian K. Saltz
General Attorney

EXHIBIT A

Montauk Cut-off / Main Line Cut-off Abandonment Map



Noted in red are the segments of rail lines to be abandoned.

The portion of the Montauk Cut Off to be abandoned extends from Point I [Montauk Cut Off Switch Point to Former Yard A Lead Track (M.P. 0.0)] to Point A [Cabin M Bridge (M.P. 0.69)].

The Main Line Cut Off extends from Point J [Main Line Cut Off Switch Point to LIRR Main Line - 827 E (M.P. 1.2)] to Point K [Switch Point of Main Line Cut Off (M.P.0.82) & Montauk Cut Off (M.P. 0.4)].

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Direct Dial: 718-558-8277

August 4, 2015

Jimmy Van Bramer
District 26 Representative
The New York City Council
47-01 Queens Blvd, Suite 205
Sunnyside, NY 11104

Re: Long Island Rail Road
--Abandonment in Queens County, New York --
Docket No. AB- 837(1X); AB- 837(2X)

Dear Representative Bramer:

On or after September 30, 2015, The Long Island Rail Road Company ("LIRR") expects to file with the Surface Transportation Board (the "Board") a petition for exemption ("Petition") pursuant to 49 U.S.C. § 10502 from the prior approval requirements of 49 U.S.C. § 10903, the section of the ICC Termination Act of 1995 that regulates abandonment of rail lines. This notice concerns the abandonment of two segments of rail line located in Queens County, New York.

The first segment of rail line (which is a portion of the "Montauk Cut Off") is approximately 0.69 miles (3,643 feet) in length, and is located from approximately railroad milepost 0.0 to approximately railroad milepost 0.69 (located in Long Island City, New York).¹ That segment runs through United States Postal Zip Code 11101. The second segment of rail line (the "Main Line Cut Off") is approximately 0.38 miles (2,006 feet) in length, and is located from approximately railroad milepost 0.82 to approximately railroad milepost 1.2 (located in Long Island City, New York). That segment runs through United States Postal Zip Code 11101.

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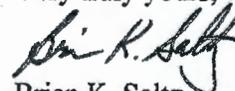
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Thank you for your attention to this matter.

Very truly yours,



Brian K. Saltz
General Attorney

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EXHIBIT A

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Direct Dial: 718-558-8277

August 4, 2015

Venetia Lannon, Regional Director
Environmental Protection Agency, Region 2
1 Hunter's Point Plaza
47-40 21st Street
Long Island City, NY 11101-5407

Re: Long Island Rail Road
--Abandonment in Queens County, New York --
Docket No. AB- 837(1X); AB- 837(2X)

Dear Regional Director Lannon:

On or after September 30, 2015, The Long Island Rail Road Company ("LIRR") expects to file with the Surface Transportation Board (the "Board") a petition for exemption ("Petition") pursuant to 49 U.S.C. § 10502 from the prior approval requirements of 49 U.S.C. § 10903, the section of the ICC Termination Act of 1995 that regulates abandonment of rail lines. This notice concerns the abandonment of two segments of rail line located in Queens County, New York.

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Thank you for your attention to this matter.

Very truly yours,

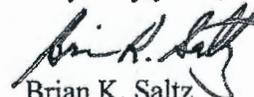

Brian K. Saltz
General Attorney

EXHIBIT A

Montauk Cut-off / Main Line Cut-off Abandonment Map



Noted in red are the segments of rail lines to be abandoned.

The portion of the Montauk Cut Off to be abandoned extends from Point I [Montauk Cut Off Switch Point to Former Yard A Lead Track (M.P. 0.0)] to Point A [Cabin M Bridge (M.P. 0.69)].

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Direct Dial: 718-558-8277

August 4, 2015

Wendi Weber, Regional Director
Regional Office (5)
The U.S. Fish and Wildlife Service
300 Westgate Center Drive
Hadley, MA 01035-9589

Re: Long Island Rail Road
--Abandonment in Queens County, New York--
Docket No. AB- 837(1X); AB- 837(2X)

Dear Regional Director Weber:

On or after September 30, 2015, The Long Island Rail Road Company ("LIRR") expects to file with the Surface Transportation Board (the "Board") a petition for exemption ("Petition") pursuant to 49 U.S.C. § 10502 from the prior approval requirements of 49 U.S.C. § 10903, the section of the ICC Termination Act of 1995 that regulates abandonment of rail lines. This notice concerns the abandonment of two segments of rail line located in Queens County, New York.

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Pursuant to 49 C.F.R. §§ 1105.7 and 1105.8, along with its Petition, LIRR must file with the Board an environmental and historic report (the "Report") assessing the abandonment. The environmental portion of the Report must address, among other things, the issues listed below, which may be of interest to your agency:

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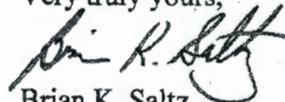
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Thank you for your attention to this matter.

Very truly yours,



Brian K. Saltz
General Attorney

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Direct Dial: 718-558-8277

August 4, 2015

The U.S. Fish and Wildlife Service
70 East Sunrise Hwy, Suite 419
Valley Stream, NY 11581-1233

Re: Long Island Rail Road
--Abandonment in Queens County, New York --
Docket No. AB- 837(1X); AB- 837(2X)

To Whom It May Concern:

On or after September 30, 2015, The Long Island Rail Road Company ("LIRR") expects to file with the Surface Transportation Board (the "Board") a petition for exemption ("Petition") pursuant to 49 U.S.C. § 10502 from the prior approval requirements of 49 U.S.C. § 10903, the section of the ICC Termination Act of 1995 that regulates abandonment of rail lines. This notice concerns the abandonment of two segments of rail line located in Queens County, New York.

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Pursuant to 49 C.F.R. §§ 1105.7 and 1105.8, along with its Petition, LIRR has filed with the Board an environmental and historic report (the "Report") assessing the abandonment. The environmental portion of the Report must address, among other things, the issues listed below, which may be of interest to your agency:

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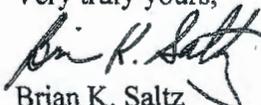
Very truly yours,

Brian K. Saltz
General Attorney

EXHIBIT A

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Direct Dial: 718-558-8277

August 4, 2015

COL David A. Caldwell
Commander, New York District
The U.S. Army Corps of Engineers
Jacob K. Javits Federal Office Building
26 Federal Plaza, Room 2109
New York, NY 10278-0090

Re: Long Island Rail Road
--Abandonment in Queens County, New York --
Docket No. AB- 837(1X); AB- 837(2X)

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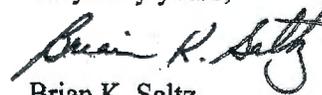
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General Attorney

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Direct Dial: 718-558-8277

August 4, 2015

Mike Caldwell, Regional Director
Northeast Regional Office
National Park Service, U.S. Custom House
Fifth Floor, 200 Chestnut Street
Philadelphia, PA 19106

Re: Long Island Rail Road
--Abandonment in Queens County, New York --
Docket No. AB- 837(1X); AB- 837(2X)

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Thank you for your attention to this matter.

Very truly yours,

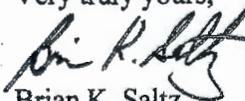

Brian K. Saltz
General Attorney

EXHIBIT A

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Montauk Cut-off / Main Line Cut-off Abandonment Map



Noted in red are the segments of rail lines to be abandoned.

The portion of the Montauk Cut Off to be abandoned extends from Point I [Montauk Cut Off Switch Point to Former Yard A Lead Track (M.P. 0.0)] to Point A [Cabin M Bridge (M.P. 0.69)].

The Main Line Cut Off extends from Point J [Main Line Cut Off Switch Point to LIRR Main Line - 827 E (M.P. 1.2)] to Point K [Switch Point of Main Line Cut Off (M.P.0.82) & Montauk Cut Off (M.P. 0.4)].

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Direct Dial: 718-558-8277

August 4, 2015

Roberta D'Amico
Assistant Director of Communications
National Park Service
1849 C. Street NW
Washington, DC 20240

Re: Long Island Rail Road
--Abandonment in Queens County, New York --
Docket No. AB- 837(1X); AB- 837(2X)

Dear Assistant Director D'Amico:

On or after September 30, 2015, The Long Island Rail Road Company ("LIRR") expects to file with the Surface Transportation Board (the "Board") a petition for exemption ("Petition") pursuant to 49 U.S.C. § 10502 from the prior approval requirements of 49 U.S.C. § 10903, the section of the ICC Termination Act of 1995 that regulates abandonment of rail lines. This notice concerns the abandonment of two segments of rail line located in Queens County, New York.

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Maps identifying the locations of the two segments to be abandoned are attached hereto as Exhibit A. The proceeding for the first segment (a portion of the Montauk Cut Off) will be docketed as No. AB- 837(1X). The proceeding for the second segment (the Main Line Cut Off) will be docketed as No. AB- 837(2X). Based on information in LIRR's possession, the two

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segments do not contain federally granted rights-of-way. Any documentation in LIRR's possession will be made available promptly to those requesting it.

Pursuant to 49 C.F.R. §§ 1105.7 and 1105.8, along with its Petition, LIRR must file with the Board an environmental and historic report (the "Report") assessing the abandonment. The environmental portion of the Report must address, among other things, the issues listed below, which may be of interest to your agency:

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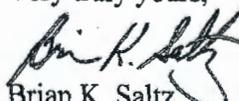

Brian K. Saltz
General Attorney

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Direct Dial: 718-558-8277

August 4, 2015

Greg Kist, State Conservationist
Natural Resources Conservation Service
441 Salina Street
The Galleries of Syracuse, Suite 354
Syracuse, NY 13202

Re: Long Island Rail Road
--Abandonment in Queens County, New York --
Docket No. AB- 837(1X); AB- 837(2X)

Dear State Conservationist Kist:

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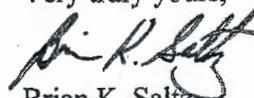
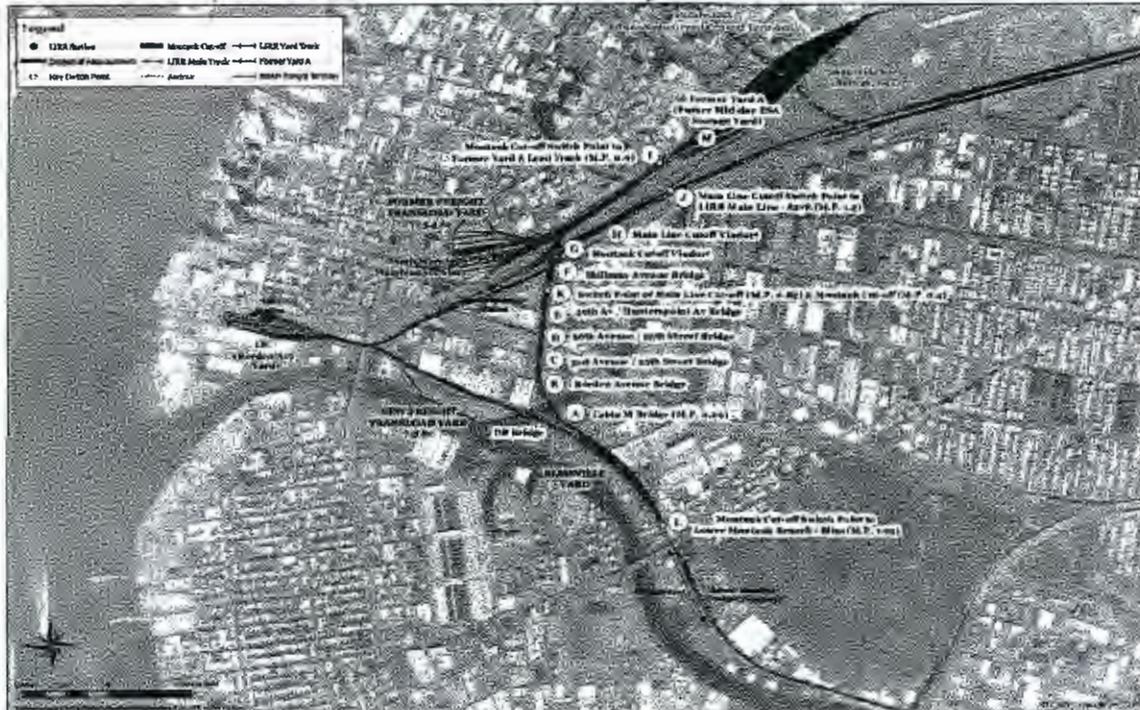

Brian K. Saltz
General Attorney

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Direct Dial: 718-558-8277

August 4, 2015

Daniel J. Martin
Northeast Regional Geodetic Advisor
NOAA, National Geodetic Survey
NOAA/NOS/National Geodetic Survey
Dan.martin@noaa.gov

Re: Long Island Rail Road
--Abandonment in Queens County, New York --
Docket No. AB- 837(1X); AB- 837(2X)

Dear Advisor Martin:

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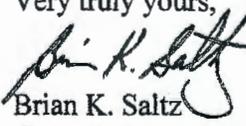
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Thank you for your attention to this matter.

Very truly yours,

Brian K. Saltz
General Attorney

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August 4, 2015
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Long Island Rail Road

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Direct Dial: 718-558-8277

August 4, 2015

Nicole Garcia
Queens Borough Commissioner
NYC Department of Transportation
55 Water Street, 9th Floor
New York, NY 10041

Re: Long Island Rail Road
--Abandonment in Queens County, New York --
Docket No. AB- 837(1X); AB- 837(2X)

Dear Borough Commissioner Garcia:

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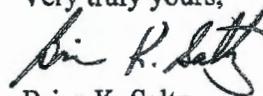
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Thank you for your attention to this matter.

Very truly yours,



Brian K. Saltz
General Attorney

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August 4, 2015
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Direct Dial: 718-558-8277

August 4, 2015

NYS Department of Transportation
NYSDOT Main Office
50 Wolf Rd
Albany, NY 12232

Re: Long Island Rail Road
--Abandonment in Queens County, New York --
Docket No. AB- 837(1X); AB- 837(2X)

To Whom It May Concern:

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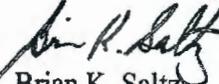
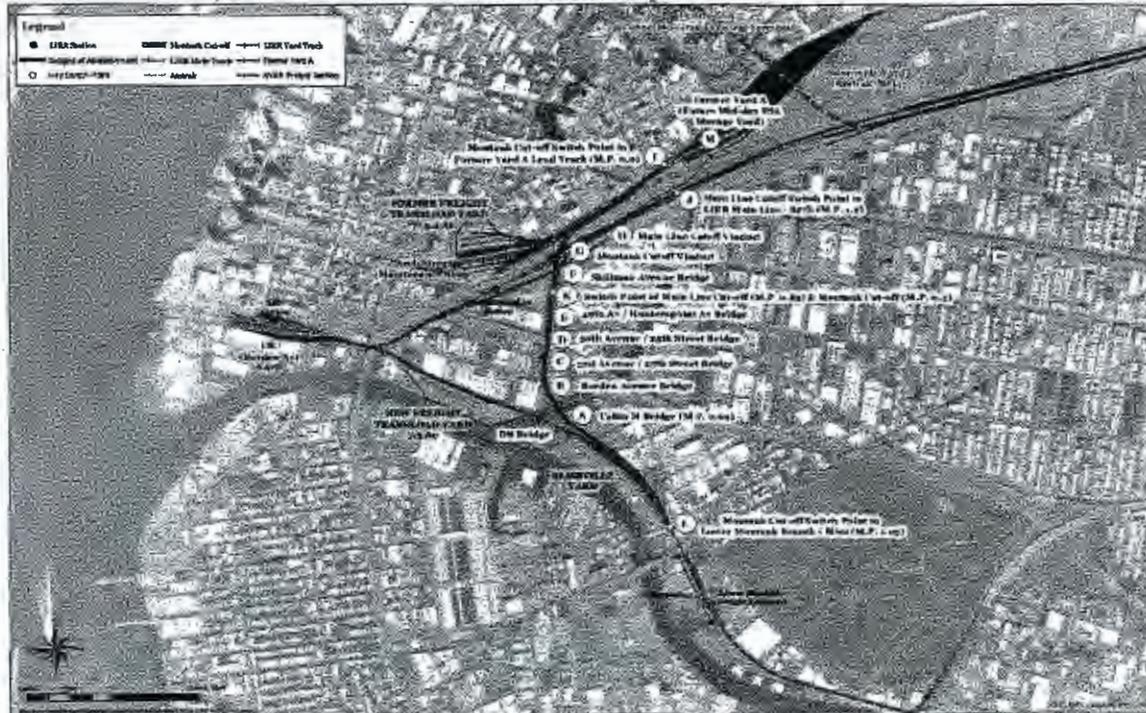
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Jamaica Station
Jamaica, NY 11435-4380
718 558-8264 Tel
718 558-0658 Fax

Patrick A. Nowakowski
President

Richard L. Gans
Vice President General Counsel & Secretary

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Direct Dial: 718-558-8277

August 4, 2015

Daria Merwin
CLG Unit
NYS Division for Historic Preservation
Peebles Island State Park
P.O. Box 189
Waterford, NY 12188-0189

Re: Long Island Rail Road
--Abandonment in Queens County, New York --
Docket No. AB- 837(1X); AB- 837(2X)

Dear Ms. Merwin:

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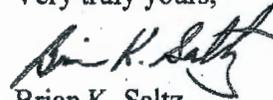
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Brian K. Saltz
General Attorney

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Jamaica Station
Jamaica, NY 11435-4380
718 558-8264 Tel
718.558-0658 Fax

Patrick A. Nowakowski
President

Richard L. ...
Vice President - General Counsel & Secretary

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September 11, 2015
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Direct Dial: 718-558-8277

August 4, 2015

Philip A. Perazio
Archeology Unit
NYS Division for Historic Preservation
Pebbles Island State Park
P.O. Box 189
Waterford, NY 12188-0189

Re: Long Island Rail Road
--Abandonment in Queens County, New York --
Docket No. AB- 837(1X); AB- 837(2X)

Dear Mr. Perazio:

On or after September 30, 2015, The Long Island Rail Road Company ("LIRR") expects to file with the Surface Transportation Board (the "Board") a petition for exemption ("Petition") pursuant to 49 U.S.C. § 10502 from the prior approval requirements of 49 U.S.C. § 10903, the section of the ICC Termination Act of 1995 that regulates abandonment of rail lines. This notice concerns the abandonment of two segments of rail line located in Queens County, New York.

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MTA Long Island Rail Road is an agency of the Metropolitan Transportation Authority, State of New York
Thomas F. Prendergast, Chairman and Chief Executive Officer

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August 4, 2015
Office of Proceedings
September 11, 2015

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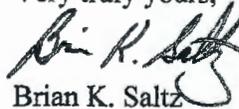
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The purpose of this letter is to alert you to the proposed abandonment and to request that you furnish us with any information or comments, or direct any questions to us that you may have regarding the abandonment. If it is your opinion that the above-described abandonment does not raise any concerns from the standpoint of your agency, please furnish our office with a letter to that effect. A copy of your letter will be attached to LIRR's Report to ensure that the Board is fully apprised of your position. We would appreciate a response to this letter as soon as possible so that your views can be incorporated into the Report, which will be sent to you on or about September 3, 2015.

Thank you for your attention to this matter.

Very truly yours,



Brian K. Saltz
General Attorney

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August 4, 2015
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EXHIBIT A

Montauk Cut-off / Main Line Cut-off Abandonment Map



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Direct Dial: 718-558-8277

August 4, 2015

Ruth L. Pierpont
Deputy Comm'r for Historic Preservation
NYS Division for Historic Preservation
Peebles Island State Park
P.O. Box 189
Waterford, NY 12188-0189

Re: Long Island Rail Road
--Abandonment in Queens County, New York --
Docket No. AB- 837(1X); AB- 837(2X)

Dear Deputy Commissioner Pierpont:

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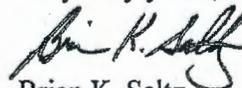
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Thank you for your attention to this matter.

Very truly yours,



Brian K. Saltz
General Attorney

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239186

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Jamaica Station
Jamaica, NY 11435-4380
718 558-8264 Tel
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Patrick A. Nowakowski
President

Richard L. ...
Vice President - General Counsel & Secretary

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Direct Dial: 718-558-8277

August 4, 2015

Greater Astoria Historical Society
Quinn Building
35-20 Broadway, 4th Floor
Long Island City, NY 11106

Re: Long Island Rail Road
--Abandonment in Queens County, New York --
Docket No. AB- 837(1X); AB- 837(2X)

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MTA Long Island Rail Road is an agency of the Metropolitan Transportation Authority, State of New York
Thomas F. Prendergast, Chairman and Chief Executive Officer

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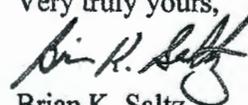
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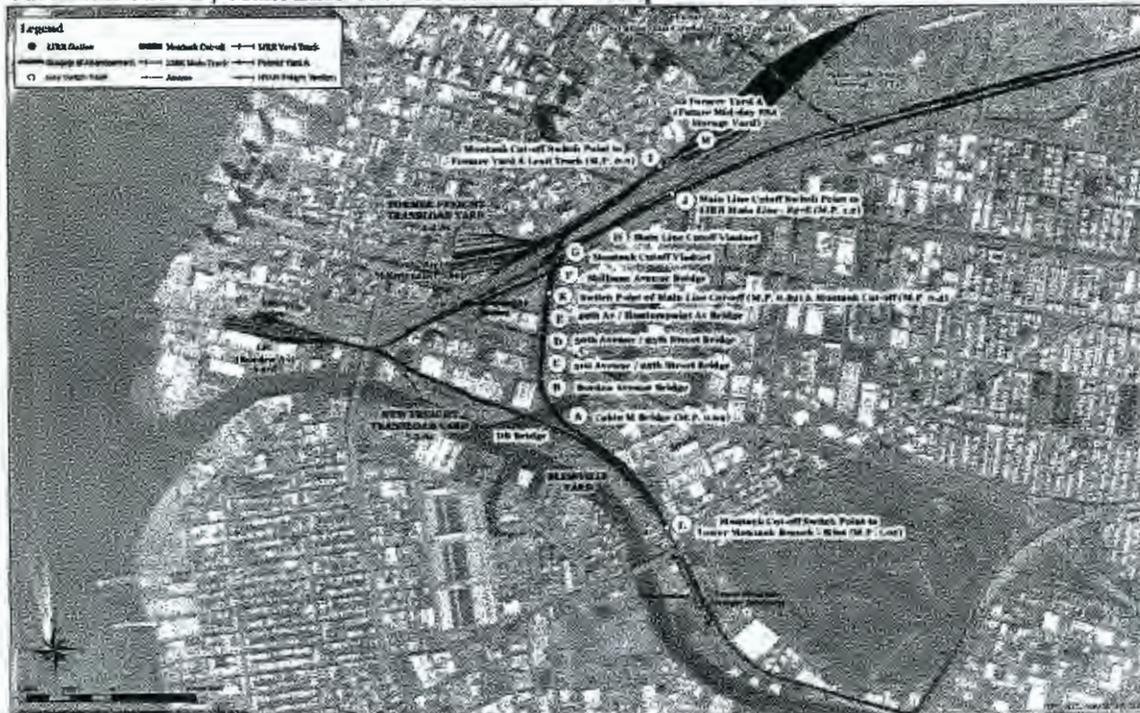
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General Attorney

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Jamaica Station
Jamaica, NY 11435-4380
718 558-8264 Tel
718 558-0658 Fax

Patrick A. Nowakowski
President

Richard L. G.
Vice President, General Counsel & Secretary

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Direct Dial: 718-558-8277

August 4, 2015

Queens Historical Society
143-35 37th Avenue
Flushing, NY 11354

Re: Long Island Rail Road
--Abandonment in Queens County, New York --
Docket No. AB- 837(1X); AB- 837(2X)

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September 11, 2015

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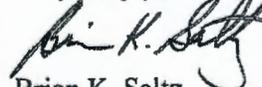
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Very truly yours,



Brian K. Saltz
General Attorney

August 4, 2015
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ANDREW M. CUOMO
Governor

**Parks, Recreation,
and Historic Preservation**

ROSE HARVEY
Commissioner

EXHIBIT D

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Office of Proceedings
September 11, 2015
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August 12, 2015

Mr. Brian K. Saltz
General Attorney
MTA Long Island Rail Road
Jamaica Station
Jamaica, NY 11435

Re: MTA
LIRR Abandonment of Two Rail Segments, Queens
Montauk Cut Off and Main Line Cut Off, Queens, NY
15PR04573
Docket No. AB-837(1X0); AB-837(2X)

Dear Mr. Saltz:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the project in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the OPRHP and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8) and its implementing regulations (6 NYCRR Part 617).

Based upon this review, it is the New York State Office of Parks, Recreation and Historic Preservation's opinion that your project will have no impact on archaeological and/or historic resources listed in or eligible for the New York State and National Registers of Historic Places.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

Ruth L. Pierpont

Deputy Commissioner for Historic Preservation

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • www.nysparks.com

Montauk Cut-off / Main Line Cut-off (Long Island City, NY)

EXHIBIT E

Legend

-  Subject of Abandonment
-  LIRR Track
-  Amtrak
-  NYAR Freight Territory

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Office of Proceedings
September 11, 2016
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CERTIFICATE OF SERVICE
ENVIRONMENTAL AND HISTORIC REPORTS ENTERED

The undersigned hereby certifies that copies of the foregoing Environmental and Historic Reports in STB Docket Numbers AB-837(1X) and AB-837(2X) for the two segments of rail line located in Queens County, New York were served by first class mail on September 8, 2015 on the following:

Office of Proceedings
September 11, 2015
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Victoria Rutson, Chief
Section of Environmental Analysis
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

NYS GIS Clearinghouse
NYSITS GIS Program Office
1220 Washington Avenue
State Office Campus, Bldg. 7A, 4th Floor
Albany, NY 12242

The Clearing House
1114 Avenue of the Americas
17th Floor
New York, NY 10036

Greater Astoria Historical Society
Quinn Building
35-20 Broadway, 4th Floor
Long Island City, NY 11106

Jimmy Van Bramer
District 26 Representative
New York City Council
47-01 Queens Blvd, Suite 205
Sunnyside, NY 11104

Mayor Bill de Blasio
City Hall
New York, NY 10007

Venetia Lannon, Regional Director
Environmental Protection Agency, Region 2
1 Hunter's Point Plaza
47-40 21st Street
Long Island City, NY 11101-5407

Roberta D'Amico
Assistant Director of Communications
National Park Service
1849 C Street NW
Washington, DC 20240

Christopher Allen
US Fish and Wildlife Service
340 Smith Road
Shirley, NY 11967

Mike Caldwell, Regional Director
Northeast Regional Office
National Park Service, US Custom House
200 Chestnut Street, 5th Floor
Philadelphia, PA 19106

Wendi Weber, Regional Director
Regional Office (5)
US Fish and Wildlife Service
300 Westgate Center Drive
Hadley, MA 01035-9589

Greg Kist, State Conservationist
Natural Resources Conservation Service
The Galleries of Syracuse
441 Salina Street, Suite 354
Syracuse, NY 13202

Daniel J. Martin
Northeast Regional Geodetic Advisor
NOAA, National Geodetic Survey
NOAA/NOS/National Geodetic Survey
Dan.martin@noaa.gov

Nicole Garcia
Queens Borough Commissioner
NYC Department of Transportation
55 Water Street, 9th Floor
New York, NY 10041

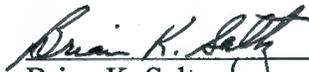
Philip A. Perazio, Archeology Unit
NYS Division of Historic Preservation
Pebbles Island State Park
PO Box 189
Waterford, NY 12188-0189

Daria Merwin, CLG Unit
NYS Division of Historic Preservation
Pebbles Island State Park
PO Box 189
Waterford, NY 12188-0189

Ruth L. Pierpont
Deputy Commissioner, Historic Preservation
NYS Division of Historic Preservation
Pebbles Island State Park
PO Box 189
Waterford, NY 12188-0189

George R. Stafford, Director
Division of Coastal Resources
New York State Department of State
41 State Street

Dated: Jamaica, New York
September 8, 2015



Brian K. Saltz

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239186
Albany, NY 12231
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NYS Dept of Environmental Conservation
Office of Proceedings
625 Broadway September 11, 2015
Albany, NY 12233-0001
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NYS Department of Transportation
50 Wolf Road
Albany, NY 12232

Melinda Katz, Queens Borough President
Queens Borough Hall
120-55 Queens Blvd
Kew Gardens, NY 11424

Queens Historical Society
143-35 37th Avenue
Flushing, NY 11354

Col. David A. Caldwell
Commander, New York District
US Army Corps of Engineers
Jacob K. Javits Federal Office Bldg
26 Federal Plaza, Room 2109
New York, NY 10278-0090