

NEW YORK STATE LEGISLATURE

July 18, 2016

Patrick Nowakowski
President
MTA Long Island Rail Road
Jamaica Station
Jamaica, NY 11435-4380

Dear Mr. Nowakowski:

We are writing in response to our July 8, 2016 meeting where we met with representatives of the East End Towns and Villages and Suffolk County to discuss public transit needs of the East End, both short term and long term. We wanted to take this opportunity to thank you for your participation and willingness to help advance our public transportation needs on the East End. We have taken a moment to outline the agreed upon a set of actions to jointly pursue below.

Short Term Actions

1. The Long Island Rail Road will recommend the restoration of year-round weekend service to Greenport on the North Fork to the MTA Board. Currently no such service exists during the winter season. This recommendation must be approved by the full MTA Board.
2. The LIRR and South Fork elected officials will establish a planning process immediately to re-institute the "South Fork Commuter Connection". The commuter connection provided increased commuter service on the LIRR during morning and evening rush periods between Speonk and Montauk.
3. The LIRR and North Fork elected officials will establish an immediate planning process to provide increased service for North Fork residents between Ronkonkoma and Greenport, in addition to the restoration of year-round weekend service.
4. These efforts to increase service on both forks will be coordinated by the East End Supervisor's and Mayors Association with the State Legislators.
5. The East End Transportation Council will be the planning entity used by the East End Supervisors and Mayors to affect these planning processes. The Suffolk County Planning Commission will assist in these efforts.

Long Term Actions

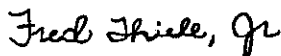
1. The Long Island Rail Road has begun a long range planning process to assess the future needs of the Long Island Rail Road through 2040. East End local governments and elected officials are committed to full partnership with the LIRR to assess future needs on the East End.
2. As part of such long range planning efforts, all parties agree that infrastructure improvements to increase service are a critical part of the long range needs that must be evaluated.

Private/ Public Cooperation

1. All parties agree that in order to successfully increase train service to the East End, all East End stakeholders must be involved in the implementation of both short term and long term actions. These stakeholders include but are not limited to Towns, Villages, the business community, major employers, civic organizations and environmental organizations.
2. Connectivity to and from rail stations will be a critical element of successful short and long term transportation plans.
3. The implementation of a successful integrated East End public transit system cannot be accomplished solely by the LIRR or East End local governments and elected officials.
4. Suffolk County, the operator of the county's bus system, must be integrated into increased rail service and other public transit efforts.
5. Private transportation providers must also be integrated into the system to fill the gaps which cannot be provided by public transportation.
6. An organizational structure is needed involving all stakeholders, both public and private, to implement a comprehensive integrated East End public transit system.

In closing, we very much look forward to continuing to work with the Long Island Railroad and the MTA to advance these very important initiatives. We are confident the North and South Fork Workgroups which will be meeting shortly.

Sincerely yours,



Fred W. Thiele, Jr.
Member of Assembly



Kenneth P. LaValle
Member of Senate



Anthony Palumbo
Member of Assembly

cc: East End Supervisors and Mayors Association