

Site Selection Criteria:

- To identify a list of possible storage yard sites for assessment, three basic criteria were developed:
 - Location
 - The site should be located between Deer Park and Ronkonkoma and adjoin the LIRR right-of-way.
 - Size
 - The site should be approximately 1,800 feet long by 300 feet wide to accommodate a 10-track storage yard (each track able to hold a 12-car train) and associated facilities.
 - Use
 - To the extent practical, the site should be vacant or underutilized to minimize impacts to residences and businesses.

Table 1. Mid-Suffolk Yard Site Selection Criteria

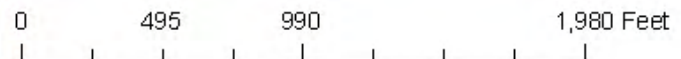
Site No.	Location	Current Use		Efficient Use of Scarce Capital Resources		Operational Considerations			Land Use Issues				RANK
				Cost of New Yard	Time to Construct Facility	Ease of Present/Future Operations	Daily Customers Benefitting from Yard Location	Crews and Employee Facilities	Requires Property Acquisition	Adjacent Land Uses	Consistent with Town/County Plans	Conflicts with Major Infrastructure	
1	Ronkonkoma	LIRR Material Lay Down Storage (adjacent to existing train storage yard)		\$79.2M	By ESA Opening Day	High	21,200	Does not duplicate existing facilities	No	Compatible	Yes	No	1
2	Deer Park - Executive Drive Vicinity	Industrial Park		>\$79.2M	May not be ready for ESA Opening Day	Low	7,900	Duplicates existing crew facilities	Yes	Compatible	No	Yes (Grade Crossings)	2
3	Central Islip - Connetquot River State Park	State Parkland		FATALLY FLAWED SITE - STATE PARKLAND									
4	East of Ronkonkoma	Varies		FATALLY FLAWED - FISCAL CONSTRAINTS									



Pros:

- ✓ Yard would be built on LIRR owned property. No land acquisition.
- ✓ Property is bound by an existing storage yard, MacArthur Airport, Railroad Avenue and the Town of Islip's Compost Facility.
- ✓ Yard location offers full service benefits to Ronkonkoma and all stations west of the Ronkonkoma Branch.
- ✓ Optimizes use of support facilities.

Proposed Ronkonkoma Storage Yard Location

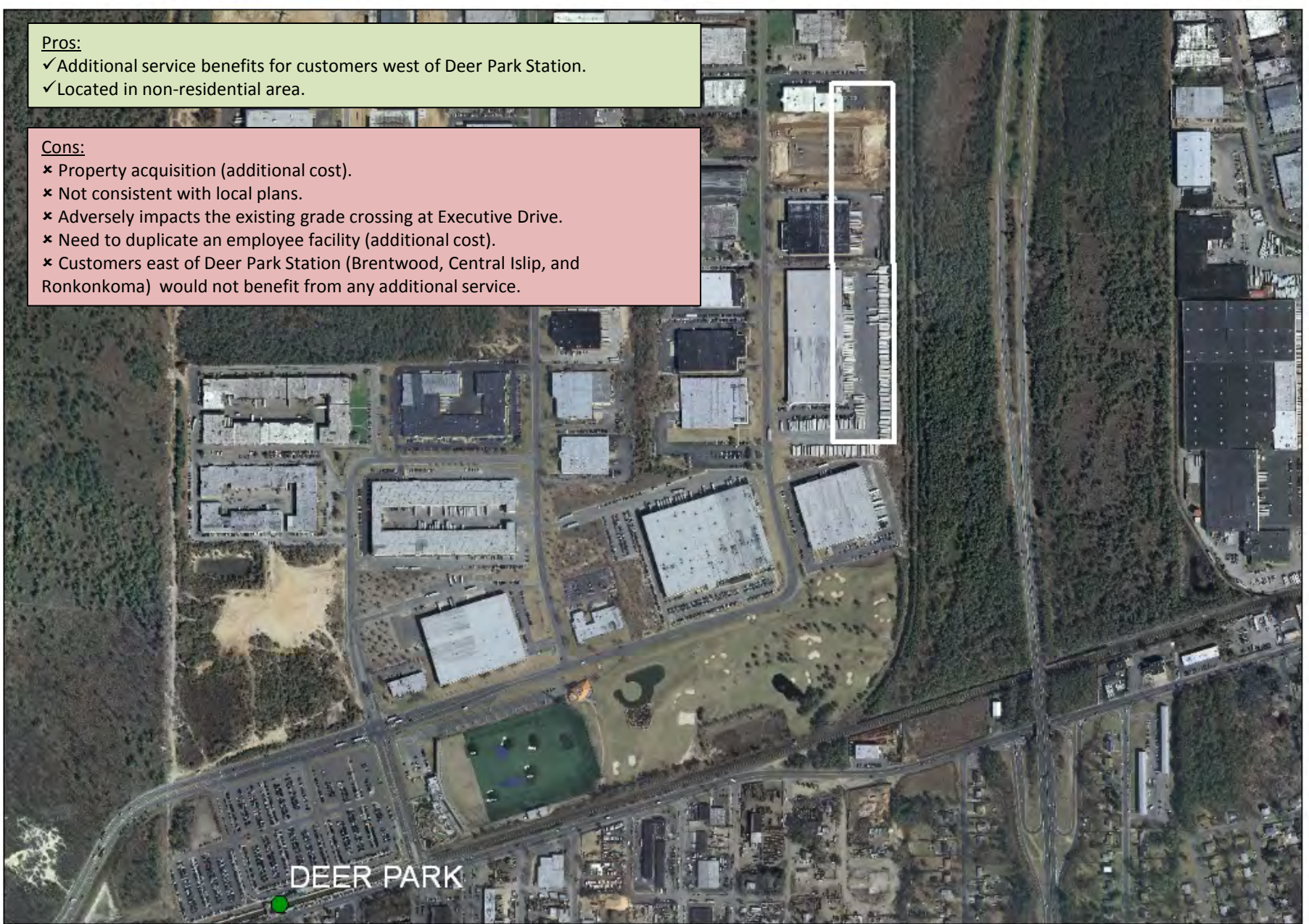


Pros:

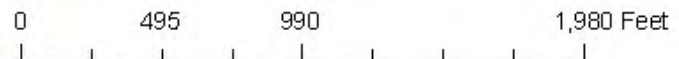
- ✓ Additional service benefits for customers west of Deer Park Station.
- ✓ Located in non-residential area.

Cons:

- ✗ Property acquisition (additional cost).
- ✗ Not consistent with local plans.
- ✗ Adversely impacts the existing grade crossing at Executive Drive.
- ✗ Need to duplicate an employee facility (additional cost).
- ✗ Customers east of Deer Park Station (Brentwood, Central Islip, and Ronkonkoma) would not benefit from any additional service.



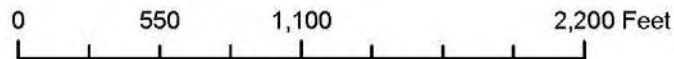
Proposed Deer Park Yard Location



✘ FATALLY FLAWED SITE-STATE PARKLAND



Proposed Central Islip Storage Yard Location



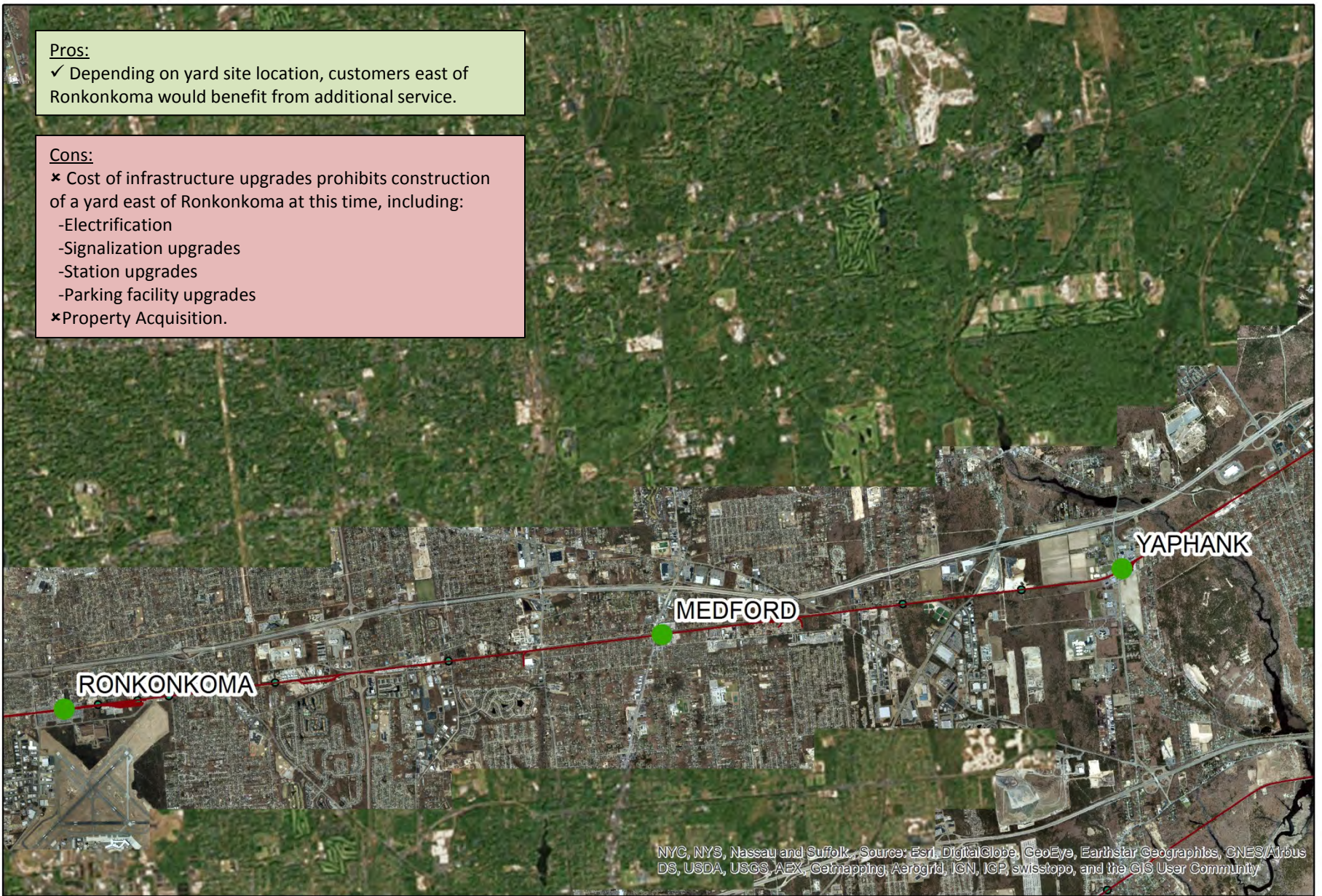
Pros:

✓ Depending on yard site location, customers east of Ronkonkoma would benefit from additional service.

Cons:

✗ Cost of infrastructure upgrades prohibits construction of a yard east of Ronkonkoma at this time, including:

- Electrification
 - Signalization upgrades
 - Station upgrades
 - Parking facility upgrades
- ✗Property Acquisition.



NYC, NYS, Nassau and Suffolk, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Geomapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Proposed Yards East of Ronkonkoma

