

**Attachment A-1:  
Web and Email Comments on Draft  
Scoping Document**

Name	Scoping Comment
<b>Katherine Hsu</b>	I am a Mineola resident who takes the LIRR either to Penn Station or Atlantic Terminal for work daily. I applaud this initiative to construct a third rail and support it fully. The cascade of delays and troubles, especially due to weather or accidents, is a tremendous headache to all customers of the LIRR, especially when childcare needs are involved. The more and better service the LIRR offers, the more likely I am to consider living in Nassau County permanently. Without improved service, my family and I will have to consider relocating to either Brooklyn or Queens for more reliable access to work. Please press ahead with your plans and complete as soon as possible! I know that thousands of LIRR riders will be grateful.
<b>Dan Baggott</b>	What impact is expected for service to Bellerose Station which currently has one island platform? If the current westbound Hempstead track through the station is converted to eastbound mainline service it seems that the westbound capacity of the entire Hempstead line and specifically Bellerose Station would become significantly constrained during peak hours.
<b>William Kaplan</b>	What would be the feasibility of modifying the Willis Ave crossing to include the elimination of the grade crossing of the Oyster Bay branch as well, including constructing an underpass at 2nd St.? I realize these are not on the mainline, however I could see the benefits of eliminating these crossings as well, especially while this current construction is underway. I realize that may involve modifying the driveway access point for one residential development and possibly creating an easement for access to the auto body shop from the Western Beef parking lot, however I hope those tradeoffs could be managed in the best interests of transit around Long Island without requiring additional commercial land acquisition.
<b>Michael Weinman</b>	While I endorse the concept of a third main track between Queens Interlocking and Divide Interlocking, I strongly recommend consideration of restoration of a two-main track line over the former Central Railroad between Garden Interlocking on the Hempstead Line and B Interlocking at the convergence of the Main Line and the Central Branch. Much of this right of way is available, little has been built on, and it would permit a high speed access route to the Main Line to Ronkonkoma without the need for traversing the busy neighborhoods and grade crossings of the existing route through Mineola and Hicksville.
<b>Jay Becker</b>	Having traveled in Europe, I noticed that the railroad crossings in some countries (Sweden, for example) are super-safe as an entire fence or gate, moves across the road, preventing any vehicle from getting on the tracks when a train is crossing. It is impossible for a car to go around or through this moving gate-which closes off the road. I suggested this years ago here, but never even got a response. It would solve the problem of car -train crashes, while at the same time prevent pedestrians from crossing the tracks when a train is approaching.
<b>Jonathan Chung</b>	I like your scoping document but there are things that needs to be addressed. First of all, I would like to see not all grade crossings removed for example the one near New Hyde Park station. The New Hyde Park Rd can be an underpass.
<b>John Murphy</b>	Any improvements to the tracks must include a sound wall
<b>Stephen Quigley</b>	I am a daily commuter on the LIRR to Mineola and back from Babylon. There is only one train in the AM that makes these stops due to the lack of track capacity on the main line west of Hicksville. We travel west on the east bound track in the AM because of the lack of westbound track space at 8AM. In going west on the east bound track, we prohibit reverse commuter trains until my train clears the track. The potential reverse commuters in the AM and PM is untapped due to the lack of trains. The amount of people who take the train to Winthrop Hospital, the Courts, among other places in Mineola would increase tremendously if reverse commuters were accommodated. Building a second track between Ronkonkoma and Farmingdale will help the reverse commuters but the problem presents itself when the train gets to Hicksville. Thus, a third track is needed. PS. try driving west on the Southern State Parkway, Northern State and LIE during the rush hour and you will see why a third track is needed!
<b>Thomas Redmond</b>	In regards to the Proposed Third Track, in College I did an Urban Design project on Mineola Downtown. A big portion of this project involved preparation for the Third Track. I would like to share my plans with appropriate representatives of the LIRR. I would be happy to help share my suggestions regarding the Third Track. I believe these suggestions would help in preparation and in public opinion within Mineola regarding the Third Track Proposal. I have recently reviewed plans currently proposed for Mineola Grade Crossings. There are similarities in my plans however, I believe I can offer an alternative to the plan for Main Street. This would be a permanent crossing closure similar to (Option 1) under Main Street Crossing in the Scoping Document. I look forward to possibly being able to assist in making the Third Track a reality.

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<b>Stan Young</b>	My house is located at 506 6th Ave. in New Hyde Park. I have 4 yes or no questions regarding the third rail expansion of the LIRR. 1. At my residence will noise pollution be increased? 2. At my residence will air pollution be increased? 3. At my residence will I experience more vibration in my house? 4. Won't my property value decrease?
<b>Haroon Chohan</b>	Will sound barriers, similar to ones found along major highways, be built along the railroad to prevent or reduce noise levels from train horns and increased railroad traffic?
<b>Harvey Spencer</b>	I think this is way overdue. Anything that goes wrong on one of the tracks during rush hours is a disaster. I use the LIRR to get to JFK airport reliably rather than take the car – but if there is a problem, I miss my flight which can be to anywhere in the world. If I travel into the City, I use the LIRR and when the link to Grand Central is completed will not have to change to the subway at Hunterspoint Ave anymore. This should also help with overcrowding on the subway. I have to believe that eliminating grade crossings has to potentially reduce accidents and will smooth the flow of traffic in places like New Hyde Park. BTW you should also eliminate the problem at Jamaica that makes non-stopping express trains have to slow to around 5mph while traveling through the station. Solving this will help with scheduling, improve time to Penn and allow more efficient use of rolling stock.
<b>Rose Viscovich</b>	Where is the new track being built? Where will the construction trucks, backhoes, etc. be stored? Will homes along the route be affected and in which way?
<b>Robert Vassalotti</b>	1) Sidewalks beneath LIRR overpasses should be on both sides of the road.....One sidewalk creates a dangerous condition: Two sidewalks would eliminate the need for pedestrians and cyclists to cross the road just north or south of the over-pass to access the sidewalk people crossing the road north or south of the overpass [if only one sidewalk] creates a hazard and slows down traffic. 2). Merillon Ave. Station: Needs a pedestrian underpass near Roxbury Road for commuters to access the north side of the platform from Garden City without having to walk all the way around to Nassau Blvd. [similar to the underpass at Nassau Blvd. Station. 3) Merillon Ave. Station: It needs a true station-house like at Nassau Blvd. or some other type of heated and cooled shelters along the north platform. South platform needs a couple of shelters.
<b>Christopher Reyes</b>	I am a resident of Floral Park, and I live very close to the Floral Park station with the Rail Road directly behind my residence. I moved here knowing there will be some noise from the trains going by. With this project, I anticipate a lot more noise. Therefore, I am writing to request a noise retaining wall be built along with the new track that is being added. It is of great importance that this wall be built to keep the noise to a minimum. I trust that this matter will be treated with great importance
<b>Robert Vassalotti</b>	Is it possible to see the comments that I have already posted? NEW COMMENT: A) Lengthening Platforms: Hopefully the modernization of stations along the route will include the lengthening of platforms to eliminate the need to "be in the forward two cars" or "not be in the forward two cars".....as the situation often exists at New Hyde Park and Merillon Ave. stations.
<b>Tanya Lukasik</b>	I am a resident of Nassau County, and the founder of a large community-based organization of over 2,000 local residents, many that reside along the LIRR Main Line corridor. I have a series of questions regarding the scoping document released May 6, 2016, and would like to speak to a professional representative regarding these pertinent items, as soon as possible, considering these recently advertised scoping sessions are scheduled for next week. I am listing several key questions, in the interim: 1) In relation to the SEQRA process for the "Project," was an Environmental Assessment Form (EAF) initially completed? If so, where is this form located, housed, and how can a copy be requested and shared with the general public? 2) In addition, in relation to the SEQRA process for the "Project," was a Positive Declaration issued? If so, where is this form located and housed, and, how can a copy be requested and shared with the general public? As per DEC regulations, this Positive Declaration, if issued, must be published per NYS law. 3) There is little emphasis or detail provided on the specifics of the actual third track for the "Project," absent items including but not limited to ArcGIS mapping imagery of the main line track corridor, the legal and spatial definition of the Right of Way (ROW), existing conditions of the ROW along the main line, infrastructure within the ROW, as well as build options, schematics, and alternatives for the third track from Floral Park to Hicksville. Where is this outlined representative information and data for the third track, by itself, independent of the grade crossings? Is this information and data contained in a separate report, as it is absent from the scoping document published on this site? If there are additional reports or sources of pertinent data, how can this data be obtained, particularly in advance of the scoping sessions to be held next week? 4) Is there a secondary public session scheduled to be held on the scoping of the third track facet of this



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	proposal, (independent of the grade crossing information), shortly after the public hearing scheduled for next week, a scoping document substantially and almost disproportionately containing mainly grade crossing data? Please contact me to review these questions in greater detail, as well as discuss several other pertinent items in advance of the public scoping session to be held next week. Time is of the essence, hence, I would sincerely appreciate a response by the end of business close today. Thank you for your attention to this matter and I look forward to your reply.
<b>Lionel Chitty</b>	Our organization is in favor of the 3rd track but this support is contingent upon the current parking and traffic issues being addressed in order for the community to fully support this effort. Hicksville parking is at capacity and this is a SERIOUS concern. Further discussion and solutions on this issue are welcomed.
<b>Michael D'Arco</b>	1. Concern over increase in noise 2. Concern regarding expansion in right of way between New Hyde Park Road and Mineola Blvd. southward
<b>Sean LeBlanc</b>	A truly modern LI would mean commuters on the north shore of Suffolk can use the Port Jeff branch for a fast and reliable commute, rather than having to drive 30 mins to use the Ronkonkoma main line. With this project, will there be faster service from Port Jefferson? There are plenty of commuters in my situation hoping for a better commute from that area.
<b>Lauretta Johnson-Miele</b>	As a resident who will be significantly/negatively impacted by this project and its estimated (typically underestimated) 5 year timeframe, I am writing MTA to voice my strong opposition to the plan...there has been inadequate evidence of its need and/ or benefits to the local and greater LI community while lots of push ( and "consultation" monies spent) by the governor to have this under his tenure belt based upon unfounded ideals...where is the evidence that more people will commute by train because a third track exists? For the thousands of us who live in the adjacent community to Covert Ave, 12th St and New Hyde Park Rd. crossings, our home values will diminish (it is already an area severely noise polluted by two train lines, Huntington and Hempstead lines, and air traffic to/from JFK that potential home buyers are very disinclined to purchase) and the daily commutes by car to work and livelihood will be virtually road blocked... I'd like the governor/MTA to do the road passageway math for someone living in this area....not pretty when all would need to utilize a circuitous detour of residential streets at high volume times and throughout day ( talk about congestion, safety and modernization for LI residents!!!) to simply access their necessary north- south destinations. Businesses along Covert Ave in Stewart Manor/ Floral Park and along New Hyde Park Rd will be severely disadvantaged by this long term blockage. Along with my neighbors, I will be at the public hearings with hope that the input received will be taken seriously... We have agreed that this matter will impact our voting behavior in relation to the politicians and public figures who are seemingly ramrodding this project (these hearings notwithstanding, the plan has moved forcibly forward by the powers that be). Ps. Let me also say, I find it unacceptable that your so called contact for comment here is electronically limited only to three predetermined areas!!
<b>Michael Carbone</b>	Will the MTA have to use Eminent Domain and seize private property to carry out this project? If so what and where will that occur?
<b>Christopher Murphy</b>	As a resident of Long Island that would be directly affected by the installation of a third rail road track, I feel that a sound wall would be an immense improvement to this project. This would not only provide a quieter and more private state of living but will also remove the sight of trains going through town. Please accept this consideration.
<b>Harry Lascarides</b>	There are many who ride the trains that stop at Mineola at 4:53am and 5:37 am. By the time they come you are standing usually all the way to Penn. Any way of adding a train in between say 5:15 or so. That would help the congestion.
<b>Kevin Fehn</b>	This is a project that is long overdue for the Island. The addition of a third track will enable the RR to provide reverse rush hour service to the public allowing for a better commute and allowing for the growth of business on the Island. In the event of a service disruption, there will be flexibility to maintain some service. In addition, this should eliminate the crossings on the west end of the main line eliminating traffic bottle necks in these communities.
<b>Renee Borges</b>	You are wasting the taxpayer's money by trying to resurrect this. This proposal was vehemently opposed 8 years ago, what makes you think anyone has changed their minds? An additional track would come way too close to all the residential homes along Main and Merrilion, causing not only a noise and pollution issue but also a huge safety issue. In addition a lot of these homes are valued at close to, or more than 1 Million dollars, how do you plan on compensating homeowners for their loss in property value once an additional line is added, practically in



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	their backyard? BTW, there is no demand for a "reverse" commute. Businesses are relocating from Long Island due to the big tax burden, the trains are empty heading East.
<b>Dan Knopf</b>	We need to do everything we can to make our mass transit world class. We need to be thinking out of the box and progressing much more rapidly. Why don't we have smart phone pass readers like Japan transit, and the US airports? It would save a lot of time and money once the investment is made. Add more tracks, get the east side access done. Make it a pleasant and efficient experience and ridership will increase tremendously along with Revenues. Thank you for proposing the 3rd track for the 9.8 miles. Let's keep progressing and get the Cars off the roads!
<b>Moris Townsend</b>	No third rail. Spend money on repair of existing infrastructure.
<b>Anita Abbenda</b>	My home is adjacent to the north side of the LIRR in Carle Place where you intend to build a third track. I was told by LIRR representatives that they might have to remove the trees along the tracks and add a reinforcement wall to support the new track. This is one main concern of mine as well as my neighbors on this block. These trees are a part of our community landscape and we prefer they are not removed. We do not want to open our doors and have to look at a brick wall.
<b>James D'Ambrosio</b>	It is extremely important that this project move forward. In both the short- and long-term, increased rail capacity will increase ridership, get more cars off the road, and help the environment. As a daily commuter (Northport to Penn Station) I can tell you first hand that commuters (myself included) would like increased capacity to provide more trains and travel options while increasing efficiency. Long Island commuters and local travelers will benefit alike. As for the inevitable challenges against this project (most likely civic associations), besides protesting, what do they have to offer to improve the environment and economy? What is their solution? What about their friends and neighbors that depend on the Long Island Rail Road for their livelihood and getting to work in New York City?
<b>Kim Spelman</b>	Why not include completion of 2nd track out to Ronkonkoma in this project? Cheaper now than later.
<b>Barbara Cashin</b>	I, along with so many of my neighbors in Garden City, am adamantly opposed to the LIRR Expansion Project because it will negatively affect my property value. I've lived here for over 40 years, so I am aware of whether or not we need this project to move forward. My conclusion is that there is no need for this expansion to a third rail, especially when knowing that the "bad" results definitely overshadow the good results, if there are any.
<b>Stephen Petrillo</b>	I reside in the Village of New Hyde Park at 558 Stewart Ave. I am a home owner on the SW corner at the intersection of Stewart Ave & Premier Blvd (1 block west of Covert Ave, south of the LIRR grade crossing). There are several east-west streets - west of Covert Ave - between the Main line & Hempstead branch tracks, but Stewart Ave is the only street which connects westward with Plainfield Ave in Floral Park. The other streets north and south of Stewart Ave are dead ends and do not lead into Floral Park to the west. Whenever LIRR service is disrupted - and grade crossing gates are down for prolonged periods of time on Covert Ave - cars seeking to go north, regularly bypass the Covert Grade crossing by using my street (Stewart Ave) to travel westward to Plainfield Ave in Floral Park, then proceed northward (there are no grade crossings in Floral Park. Tracks are elevated). Traffic volume in this condition is very high and very disruptive for me and my neighbors at our homes (difficult to back-out of driveways / speeding vehicles / noise, etc.). The DEIS / EIS must account for construction traffic impacts during the Covert Ave grade crossing elimination. As such, the conditions described above must be accounted for, and mitigated wherever / however possible for me and my neighbors.
<b>Tom Diamante</b>	Stony Brook University and its medical center - demands better quicker connections to NYC. Ignoring the needs of the university is silly. I am not an employee of the university - I do use the LIRR to get to NYC for business. The time it takes to get to Penn. is the same as it was when LIRR was originated. I actually saw this on a schedule at the Li museum! Please run some express trains to connect NYC to all that is happening at Stony Brook.
<b>Kenneth Schlechter</b>	As the President of the Floral Park Sports Association I would like to officially declare my opposition to the third rail project. We support over 200 youth by running a community roller hockey league that is adjacent to the rail road tracks that will be affected by the implementation of the third rail. By adding this so called "third rail" our league will be put in jeopardy. Given that I feel that there is only a perceived benefit for having this third rail, I do not think that implementing this outweighs the negative impact on not only our league but all of the surrounding communities.

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<b>Maryann Helldorfer</b>	Traveling w a suitcase on the LIRR is clumsy. The rack is too narrow to put luggage, even my size which is small enough to bring on a plane. The Conductor asked everyone to get the luggage out of the aisle. It didn't fit between seats nor on the rack. Some Stony Brook students returning from Winter break had really big bags. Would have taken up to two seats. If it is so important to keep the aisles clear couldn't there be an area in each car to hold the bags, like the space on Auto Trains? A thought for the next design of train cars.
<b>Mary Ellen Testa</b>	Where is the money for this project coming from? Will commuters have to foot the bill via an increase in ticket prices?
<b>Jeffrey Lane</b>	My biggest issue regarding this project, is that it is too narrow in scope. I think there are several other opportunities where LIRR holds right-of-way that could and should be developed in support of a more robust and modern rail transportation system. I fully support the current proposals.
<b>Adam Julius</b>	I am in full support of the third rail mainline track. As having used LIRR at Mineola and where I live in Forest Hills, this project has a huge benefit and impact on ridership and will cut down on delays for drivers in the Mineola area and by other crossings and enhance ridership safety due to elimination of crossings and provide much needed redundancy of track and schedule improvements. In fact partial third rail was already built in some segments as well as elimination of many crossings and the project just needs to commence and be completed. The scope report was on point and showed the best ways to get this project completed which will also have strong economic benefits.
<b>Robert DiGiacomo</b>	This project should absolutely be completed. The addition of a 3rd track is a no brainer, having been stuck on many a train behind a disabled train, or a train that is moving very slowly due to multiple stops. The elimination of grade crossing is a win for drivers and train commuters. How many countless times do we hear about drivers going around downed crossing gates or ignoring gates altogether. The removal of these grade crossing will improve commuter and driver safety. This is not the time for NIMBY's who live near a train track to complain this will take some of their property or reduce the value of their property. You chose to purchase a home near a railroad track, so if you are opposed to this project put your house up for sale and move. For the hundreds of thousands of commuters who ride the LIRR on a daily basis a 3rd track is an absolute must, and it is quite hard to believe that we have waited till 2016 to even begin the planning and discussion of this absolutely necessary addition to our mass transit system. The time to act is now and approve this project and move forward into the future of a more efficient and safe LIRR. Also with the Grand Central Tunnel access project proceeding, this plan to add a 3rd track is an absolute must. Proceed with this project, and let the NIMBY's voice their complaints, but the majority rules and the majority of people feel this is a must for the future of the LIRR and Long Island.
<b>Christine Grincato-Turnbaugh</b>	First, for the enormity of the proposed project, allowing only 5 weeks for the communities to become aware and informed in a meaningful way of the important issues involved, is not a sufficient amount of time. A more reasonable period of time should be allotted for this purpose. I am suggesting a minimum of 90 days. In addition, can you provide me with the following figures: The current total number of passenger trains that travel on this 9.8 mi segment of the main line during weekdays, in one week? The current total number of passenger trains that travel on this segment of the main line, on a weekend? The current total number of trains carrying freight that travel on this segment of the main line during weekdays, in one week? The current total number of trains carrying freight that travel on this segment of the main line, on a weekend? Upon completion of this project, what is the total anticipated number of passenger trains that will operate on this segment of the main line during weekdays, in one week? Upon completion of this project, what is the total anticipated number of passenger trains that will operate on this segment of the main line, on a weekend? Upon completion of this project, what is the total anticipated number of trains carrying freight that will operate on this segment of the main line during weekdays, in one week? Upon completion of this project, what is the total anticipated number of trains carrying freight that will operate on this segment of the main line, on a weekend?
<b>Thomas Ryder</b>	I wish to strongly voice my complete and utter disagreement with the proposed project. My neighbors and I, along with the Village of Garden City Mayor and local politicians all do not want this project. This is yet another example of Albany sticking its nose where it doesn't belong. The will of the people is overwhelming against this project. The only public outcry is to shut the third rail proposal down. The local residents did not ask for this project, nor will we stand for it. Stop this project. We do not want it!!!
<b>Anthony Healy</b>	The third track project is completely unnecessary and ill conceived. So far, the information that is being supplied does not provide any details as to how the 3rd track is to be installed. My house borders the track and having the trains closer to me is going to cause enormous problems with vibration. I'm a US Army and I don't appreciate



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	having the house and property values destroyed by the LIRR. To me, it is very obvious that the only purpose for this is to use the 3rd track for freight trains 24 by 7.
<b>Mike Zacchea</b>	Dear Senator Martins: I read your message and came away convinced that you are not taking the position that your constituency demands. Your voice should be loud and clear in opposition to the Governor's deception regarding the LIRR Third Track. This project will permanently degrade the environment and quality of life of the taxpayers of Floral Park, Stewart Manor and New Hyde Park. Your voice should be the loudest in condemning the Governor's use of the promise of above grade crossings as a way to buy community acceptance. I do not hear your voice Senator Martins. Please put the will of the people above your personal ambitions.
<b>Bruce Temple</b>	The magnitude of this project is so large that the amount of time that has been left for the scoping process is inadequate. The scoping meeting times and places appear to indicate the attempt to push this project through at any cost. This is supposed to be a project for a third track. Why does the scoping document have so little information on that very thing; the third track? There are plenty of renderings of the grade crossing removals and discussion of the construction plans yet some of the renderings for the grade removals show ONLY TWO TRACKS. This project should NOT proceed until the third track is shown in renderings and much more information about that third track is divulged to the public. I for one would like to know where the third track is going to be put! Stop trying to railroad the communities and push this project ahead at all costs. Everyone needs more information to be able to make an informed decision.
<b>Diane Bentivegna</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 251 & 270)
<b>Gina Iannello</b>	Please don't disrupt our little town with another unnecessary rail. Many of us live and work in our town. Putting another rail will take jobs from us. It will disrupt businesses, homes and our new beloved pool structure. Rail will bring more noise and pollution to our flower lined streets that we love. Our line runs through the center of our town and alongside many homes. Putting another would jeopardize that. The benefits do not outweigh the harm. We r not asking for it nor are the other bordering towns. Sometimes moving forward with progress on paper is not the best solution in the real world. My family and I feel strongly about stopping this madness.
<b>Michelle Dounis</b>	I am vehemently opposed to the creation of an additional train line running through Garden City. I live a half mile from the Hempstead train line, and half mile from the New Hyde Park train line, and can already hear trains from each line as they pass through. An additional line with more train traffic would create greater noise pollution. Additionally the new track would be an eye sore and likely involve the removal of trees which make our town beautiful. I would recommend updating the trains and existing tracks so they don't break down as frequently, as this appears to be the main source of delays and congestion.
<b>Kathy Grillo</b>	The third rail honestly is not helping our communities. Traffic along NHP Rd and Covert Ave are bad enough without construction making it so much worse. People who use these roads will not be able to get to work to pay the inefficient state employees. The money spent on this could easily be put towards upgrading the switching units & buying new trains which would make LIRR much more efficient. Let's face it during a snow storm the third rail will not help and we all know that. Why are you throwing our money away on this nonsense? No one wants freight trains in their backyard. This is not the Midwest with open fields for freight trains to travel. What happens if an explosion occurs along this line and many lives are lost? The impact this will bring to our communities will be a very dangerous one. The commuting times of those traveling on the LIE is not because of trucks. If you have ever traveled on the LIE, the trucks are what keeps traffic moving. The idiots who don't know how to drive on the LIE are the ones who hold up traffic. Those who use the LIE will never use the LIRR because they know how terribly it is being managed as a state institution. Those in NHP say NO!!!!
<b>Schuyler Gordon</b>	As a resident of New Hyde Park, I believe this project is long overdue and I am ashamed of our state and local elected representatives who seem to be focused exclusively on blocking its progress. It may not matter to the elected, who do not use the LIRR each day to commute to the city, but those of us who use the system on a regular basis are all too familiar with the delays, service cancellations, and general havoc wrought by uni-directional peak service. The third track will allow more predictability and reliability for passengers traveling to and from New Hyde Park and Garden City Park, which would not be nearly as popular or successful communities if it were not for the close proximity of transit options. Ensuring its quick completion should be the #1 priority of our local leaders.
<b>Kenneth Makowski</b>	As a resident of Garden City (Land of No), I fully support the 3rd track project and despite the opposition you will here at upcoming meetings. I rarely get involved in controversial issues, however this is a no brainer for the



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	future of Long Island and the overall metro area. It's inevitable and should have been done a long time ago. It will only cost more in the future. Poll the people who actually use the LIRR, (we have 5 train stations in Garden City), and ask how many times they have been delayed when one track is not in service. The people who complain are the same people who won't mind having access to Grand Central or being only 20 min to the AirTran. I live next door to the commuter parking lot on the North side of the Nassau Blvd. train station which is 60 seconds from my front door. I knew what I was getting into when I purchased my home. I don't even hear the train anymore. Just wanted to let you know there are people who fully support this project.
<b>Anthony Gullo</b>	As a resident of Mineola and a college student having lived here all my life, I would like to say that I fully support the LIRR expansion project. Traffic here on LI has steadily gotten worse and I believe that in order to provide infrastructure for the upcoming century, we must expand the LIRR. I believe that eliminating the crossings and creating a 3rd track is an excellent idea and believe that the LIRR should proceed with it.
<b>Jennifer Cunha</b>	I am concerned about increased street traffic on New Hyde Park Road during the construction phase. We live a half block from NHP Rd. (one block south of the crossing) and I cross the tracks up to 10 times a day. I am used to the traffic in the morning and try to "time" my trips over the tracks when there is a small break in train traffic. During the day is not much of a problem. During the morning and evening commutes however, traffic is much worse as cars attempt to make a left onto Clinch or merge with traffic going North. This causes enormous backups, that cause many cars to miss an opportunity to get over the tracks before yet another train causes the gates to come down. That turn should not be permitted during morning and evening rush, but I'm sure that would upset homeowners near Clinch. Another concern is that the construction will take much longer than anticipated. Very few construction projects seem to be completed on schedule. My son is starting Kindergarten at the Road School, which is only 1/2 mile north of our house. I can imagine it being faster to walk there during this construction, as one lane on NHP Rd. is planned to be closed. It is a 12 minute walk to the school, so 24 minutes for me round trip. When the weather is nice that may be fine, but when it is snowing and bitterly cold I would not want to make my son walk. We will have to put up with traffic that is worse than it is now (hard to imagine), for perhaps a year or more. Other concerns: Our house was built in 1913. When trains go by the house rattles, especially when freight trains pass. A third track will only mean increased trains and increased vibrations. This a nice community. I like that the trains are at grade level. I have been walking over the tracks with my son-- who loves the trains--since he was a baby. He is now 5. The creation of these dark tunnels that we will have to walk through or over to get to Jericho Turnpike, will change the feel of the neighborhood. This project makes me strongly consider moving out of the area.
<b>Philip Heckler</b>	I support the 3rd track but only IF it includes a parking garage in Hicksville. The main growth industry in Hicksville is commuter parking lots which degrade the downtown and hurt the tax base.
<b>Jannette Urciuoli</b>	Here are my questions: 1) What is the length and timeline of construction, as well as staging and sequencing of the project? 2) How and where will traffic be re-routed during construction and what will be the impact those traffic patterns are expected to have on the affected communities? 3) Will new freight rail traffic be coming through my communities following the project's completion, and if so, how often and what types of materials?
<b>Charles Gary</b>	Many people are discussing concerns about noise, increased freight train frequency, construction inconveniences etc. However, I am confident all will be reasonably addressed in a forthcoming environmental impact statement (EIS), including mitigation techniques. We must let the SEQRA process play out and not jump to uniformed conclusions. It must be noted that Eminent Domain is used by virtually all levels of government (Village, Town, State...) for a variety of public purposes by following a similar statutory process. My request is for the MTA to provide an example of what service might look like with East-Side Access and the third track in place. For example, instead of representing service will increase _%, or, reverse commuting will be more reliable, provide an example of what a Mineola, Hicksville, Huntington, Ronkonkoma (with the second track complete from Farmingdale, east) time table could look like. If residents could actually see the schedule and say, wow, this will have a positive effect for my commute, or my trip to a show, sporting event, the airport, it would go a long way to garner further support for the project, while allowing for the process to play out.
<b>Jason Plass</b>	As a commuter from Wyandanch to Penn Station, I fully support both the Floral Park-Hicksville third track project and the Farmingdale-Ronkonkoma double track project. Both projects will improve the quality of life for Long Island commuters. I would hate to see such improvements beneficial to a large share of Long Islanders sidelined by a few voices. Without a quality commute, the entire Long Island economy and community suffers.

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<b>Susan Citro</b>	I am completely opposed to this project. We here in Mineola are happy to be living here. We do not want a third track. Please Forget About It!
<b>Nathan Kerr</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 2)
<b>Angela &amp; Frank Cifarelli</b>	Regarding your email to me on the LIRR Third Track Project: Without details about this enormous project that you listed in the email - all of these issues that you listed are extremely important and very pertinent - I don't see how the project can go ahead without specific answers to these questions - so far this does not sound good to me. Please keep on top of this for the answers and as usual I see that your concern for the community is paramount.
<b>William Christiano</b>	We have returned from the morning meeting at The Inn At New Hyde Park and found it to be very informative. My wife and I listened to the many speakers on both sides of the issue. We have spoken to more than one of the LIRR representatives and are keeping an open mind on this issue. We would like more specifics and details. The same questions were raise about ten years ago and still the LIRR is not forthcoming.
<b>Doug Olenick</b>	As a daily commuter I'm curious about how much service interruption the work would entail? Also, how long is the project expected to take? Was any thought given to the off and on proposal to add a second track and electrify the Port Jefferson line instead of moving ahead with this idea?
<b>Daniel Puleri</b>	I would like to understand the impact to LIRR schedules. When will they be available?
<b>Dr. Natale Henry Cipollina</b>	The At- Grade or some kind of passage way for autos and pedestrians across or under or over the Rail tracks at New Hyde Park Road and Covert Ave. in the border between Garden City and the eastern part of northern New Hyde Park and between the southern part of New Hyde Park and the western part of Northern New Hyde Park MUST be maintained as it is vital to the integrity of both business and community and religious organizations health and maintenance. Something similar to what exists at the Nassau Blvd. underpass of the LIRR at the Merilon Train station between Garden City and the community of Garden City Park will do nicely... In any event- these two crossings are essential to the history and continued vitality of these affected communities. For example there are critical public transportation links of the N-25 bus route at the New Hyde Park Road crossing that is absolutely necessary for the economic and business health of Northwell LIJ and further northern communities' businesses for their support employees -- many of whom cannot afford private cars or any increase in their already arduous commutation! In terms of the heavy reliance on this bus route and the access that this bus must have for these commuters, many of whom would be covered under both the Voting Rights Act and the Civil Rights Act- could prove disastrous not only in terms of negatively affecting their rights under these two underlying civil rights protective legislation, but could put the MTA, the county and affected towns of Nassau and the villages of Garden City and New Hyde Park as well as the State of New York vulnerable to expensive and embarrassing litigation. In addition to these concerns, the loss of any private property of either a commercial or a residential nature in these few blocks could put both the School Board districts that rely on the tax base of these properties for their continued stability in terms of funding for the present and immediate future as well as the long term viability of these funding sources! All of these should be addressed by our elected representatives as well as the appointed officials of the State agency and the MTA. I look forward to receiving responses specifically to these matters as I have raised them before any ground breaking or design phase has been finalized.
<b>Loraine Fusco</b>	I have many concerns about adding the third tracks through many of our neighborhoods. The construction and change in traffic will interfere with travel and commuting. Widening the space for the tracks will take away land from parking and pedestrian walks. To me, this is an ill-advised project. It seems like it would take a very long time to complete, and would cause a lot of inconvenience. It will certainly be an eye-saw for a long time.
<b>Christine Orkwis</b>	I did attend the hearing today at the New Hyde Park Inn and came away wondering why the questions posed were not answered. I do not think that the public has been given adequate reasons as to why the third track is needed. I cannot understand how an additional track will lessen delays. I don't think another track is going to convince people to take the LIRR rather than their own car. I think people actually choose their own car over mass transit because the cost of the RR does not make it enticing. I really do not think the reverse commute is an issue. If you observe the trains going the opposite direction of the rush they are empty. How will an additional track make a (let's say) 7:15AM train to NYC less crowded? I do defiantly see that the elimination of the street level crossings would benefit traffic congestion but I think the public is being misled on the reasons for building



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	an additional track. I think the money could be better spent on upgrading and improving the system to run more efficiently & timely on the existing tracks.
<b>Tony Vasheo</b>	You know, and all of us in the affected areas know, that you are attempting to build a freight line. Tell the truth, and abandon the deception. Take your freight from Hicksville and dump it east of Hicksville. Everyone along the route sees the trash which is transported. Stop ruining communities, or dig up your own back yard.
<b>Sara Glasser</b>	Great idea. Need the third track to the area. Update and expand.
<b>Jennifer Kerrane</b>	The idea of going through with this project when so many taxpayers are against it is ridiculous. Please listen to the local assembly representative, as well as Nassau and Suffolk residents. We are already penalized so much. Say NO to the third rail.
<b>Elizabeth Aboulafia</b>	My property borders the LIRR right of way east of New Hyde Park Road and I have grave concerns regarding the disruption during the construction period. I have three small children that enjoy playing in my backyard which will be impossible when the retaining walls are being built. I am also very concerned about the loss of sunlight exposure resulting from the retaining walls. In addition, I am extremely concerned about the noise during nighttime construction and pile driving. My bedroom window is right behind the tracks and overnight construction will be disruptive to me and my family. In addition, the exposure to dust and rodents that will result from digging up the tracks is extremely concerning given the potential environmental hazards and impact on my property. I have many concerns about the construction and the unrealistic construction schedule in light of the fact that most of the construction will be done on LIRR right of way and likely require track de-energization and electric traction support crews to support all construction activities. It is critically important that LIRR provide dedicated ET support during construction at each grade crossing. These issues that will impact residents need to be addressed because as currently constituted this project will be a nightmare for me and other residents who live along the LIRR right of way. Please take these considerations into account.
<b>Brian Conlon</b>	I think it makes more sense to allocate resources to fixing current problems with the LIRR than to start a new project with existing problems. Here are some suggestions. Fix/repair the switches at Jamaica. This always seems to be the primary problem during commute. Improve the East River tunnels, which is another source of problems when it comes to delays. Additional cars during rush hour. Or renovate the cars currently running. Some have been running for many decades at this point and are subject to equipment problems, again a source of delays to the commute. Both Nassau and Suffolk have stagnant or slightly declining populations. I do not see how adding a third track will solve a need given this. Also there was recently a project to repair the sidewalk at the Merillon Ave underpass. This took close to 4 months. This seems to be a small project. I can't imagine how long a project of this magnitude will take and how many disruptions it will cause to existing commutes and livelihoods. We all know projects take longer than expected and typically come in over budget. This could take the better part of a decade to implement. How do account for the costs involved to during this period for a "benefit" that may not exist by the time this project is complete. Also there is no need to combine the underpass project with the third rail.
<b>Robert Aboulafia</b>	Serious concerns about impact on construction because I live along the LIRR right of way. Overnight construction will be extremely disruptive. Pile driving during nighttime hours is unacceptable. Environmental impacts including but not limited to rodent control and dust control need to be addressed as they will have a huge negative impact on my family and 3 small children. Also have concerns regarding construction delays due to need to de-energize tracks or have LIRR electrical traction support during construction activities on LIRR right of way. The expedited construction schedule is unrealistic. Concerned about noise and other pollution during construction of retaining walls. This project is going to have a huge negative impact.
<b>Vikram Chaudhary</b>	My concern with the expansion of project is that when there is 3rd line, my house being in the vicinity of New Hyde Park station, there will be tremendous increase in the amount of noise pollution and vibration. Right now when train passes and honks it disturbs so much. When there will be extra 3rd line there is bound to be more vibration along with noise. I bought my house for the suburban peace and quietness, I have the feeling the peace and quietness is going to get lost. There will also be increase in traffic which itself takes the time from the kids which they should be spending outside the house. Also considering the financial viability, the expansion will affect the long term value of my property. Being a middle class family, I consider my house as my asset and would not like to lose on the value. Also I understand no measures are being taken to control the amount of noise like any dampening acoustic devices.



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<b>Dan McGuigan</b>	I moved to New Hyde Park (& stayed on Long Island) due to its' proximity to NYC, where I work. The other reason is its' proximity to the LIRR & the ease of taking the train vs driving in. Judging by the number of fellow residents I see getting on the train, it would appear a lot of people agree with me on that. Not just in NHP, but a large proportion of Long Island residents, particularly in Nassau County. Whether people want to admit it or not, it's unlikely most people would remain on LI if they didn't work in NYC. That's just the way it is. The LIRR needs to keep pace w/the times- there's an obvious surge in the number of commuters who take the train. I can tell by the difficulty it is in trying to find a seat on a regularly crowded train...& I take a 5:58am train no less. The later trains are worse. The LIRR needs a 3rd track. I am 100% in favor of a LIRR 3rd track & would like to see it happen.
<b>Diane Brenes</b>	I oppose the third rail. How will this affect my property value? The traffic that will flow past my house, I already have a hard time getting off my block. If they close 12th street, how will that affect emergency response time to my home and then to the hospital? This is an inconvenience for me, my neighbors and all the residents of my village. What about crime? More people coming from outside areas to park and take the train now will roam my streets. Why can't 2nd or 3rd lines have this inconvenience, why does it have to be a main line? Too many questions and all smoke and mirrors. And when the project is complete it will be obsolete, because then there will be magnetic rail and all will be scrapped. Why can't we already use magnetic rail as Europe does. This cause little noise, less vibration and would put us in the future and be more efficient. Now there's a thought.
<b>Marek Kowalski</b>	I wanted to know if there is a plan to make LIRR trains stop in Glendale NY. Near Glendale there is only the M train which either comes late or there are problems with it every once in a while, I know there used to be one and not only do i think, a lot of people think you should reopen the LIRR stop.
<b>Lee Lubarsky</b>	I live on Long Island and work in Manhattan. The consistent delays on the LIRR turn my 45 minute train ride into one of nearly an hour. Without a third rail to ease congestion, the LIRR is quite literally taking away hours with my children every week. And there are hundreds of other parents just like me. Please strongly consider the third rail project.
<b>Laura McNamara</b>	Attended last night's meeting, your argument about young people leaving LI because of the difficult commute is total fabrication. Young people leave because of the high taxes and the PRICE of the commute. We live right next to the tracks in Mineola and will be severely impacted. We worked our whole lives to buy this house. We care for an elderly grandmother in this house! You act like you're doing us a favor by not buying our house. I'd rather you buy it. You will destroy our property values by moving it closer. Our foundation is already cracking due to vibration, especially from the freights. If you use our block as a staging area, where will we go? We cannot afford to pay our mortgages and rent while you do your project?! You do not maintain your property as it is. We have trees and weeds growing into our property and rats!!! From you!!!! We will be overrun with rats once you start digging! Don't give me needs of the many outweigh the few. And bundling the project with raising the crossing also a crock. Raise the crossings all across LI then come back to us about expansion. How much do you think people will pay to ride your RR? Traffic will increase not decrease because people can't afford to pay hundreds to commute. And you will do it fast and efficiently! Since when? Lastly when was the last time we had delays due to congestion between Floral park and Hicksville? I ride the train every day. The delays are signal trouble, accidents at crossings, medical emergencies & broken tracks and you know it. Fix what you already have in place then talk to me about expansion.
<b>Sasha Abraham</b>	I fully support the Third Track project, which is a critical need on Long Island and crucial to its future.
<b>Kristina O'Leary</b>	I live in Garden City and my house is the last house on Whitehall Blvd next to the train tracks. I want to verify that the existing 3rd track that is there is what will be used in this expansion project and that no other land will be taken from that area. Also, the fence that is currently there is not maintained well by the railroad. For the last 12 years I have hired someone to come and do repairs that the fence myself. I want to be assured if now there are more trains and traffic coming through that a new fence/wall/sound proofing will be put into place there. There are many high school students that cut through that area and walk very close to those tracks. I am very worried with increased trains going by and poor fence maintenance that there will be pedestrian accidents in that area.
<b>Steve Ilardi</b>	1. I don't think the crossing should be eliminated at South 12th Street. What studies have been done as far as emergency vehicle response? What impact will this have on the east-west avenues between Stewart Ave & Jericho Tpke? 2. What impact will be felt on the Hempstead Branch IF this plan takes place? Is there a plan to increase service during construction? Will shuttle buses bring people between the mainline to the Hempstead

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	branch during construction? Is there a plan to curtail or change service on this branch at the completion of the project? Will there still be two-track service direct to/from the city zone 1?
<b>Constantin Stanca</b>	<p>Please save our tax dollars and just close South 12th Street completely. Nobody needs the vehicle trench, not for \$100,000,000. It will completely impact all the neighborhood. Just build a pedestrian bridge. We would like our tax money to be better spent to reduce the noise and the earthquakes produced by LIRR (destroying our houses for 1 mile north or south of the railroad) by replacing 100-year unstable old tracks, adding more modern cars like in Switzerland, Germany, France or Japan which are 50 years ahead, to not mention some third-old country being ahead. When trains are NOT on-time there, top-level executives resign and publicly apologize. Please bring us in 21st century before adding a third rail and transporting nuclear waste through our neighborhood.</p> <p>Regarding the grade crossing at South 12th St, this could be closed even now and it would create new parking spaces, reduce the risk of accidents and the unbearable noise created by the train engineers honking excessively when going through the station at MUCH HIGHER speeds than they should (another Metro North-like catastrophe is to happen). LIRR should monitor the excessive speeds and use of honking. It is not reasonable to see trains passing with 80 miles an hour through a community ... Shouldn't trains travel with some speed limits where it is possible to have pedestrians or cars crossing? Don't you have the technology to record speeds over GPS coordinates and determine abusive use of speed. Even the abusive use of noise can be easily quantified by installing a few dollars sensors in each station. I am still waiting to hear a meaningful response to the following questions: The length and timeline of construction, as well as staging and sequencing of the project; How and where will traffic be re-routed during construction and the impact those traffic patterns are expected to have on the affected communities; Whether new freight rail traffic will be coming through the communities following the project's completion, and if so, how often and what types of materials; The impact to LIRR service during construction and the duration of those impacts; Whether existing train stations along the mainline will have to be completely rebuilt to accommodate a third track; and The impact to the hundreds of thousands of commuters who use the mainline every single day during the construction period.</p>
<b>Dominick Vecchio</b>	I want to reference the LI Railroad Ellison Ave Bridge upgrade completed about 2 weeks ago. The construction blocked off Ellison Avenue for about 14 months. It caused excessive traffic on Cherry Lane in Carle Place for the entire construction process. We do not want further disruptions and this latest one was a disaster.
<b>Joseph Padilla</b>	Long Island needs the work and the 3rd rail track to help with traffic.
<b>Michael Fontanetta</b>	I am very concerned that the project will have a negative impact on my family's quality of life and my home's property value. I have lived for the past 12 years about 600 feet south of the Merillon train station. My house shakes from the vibration of the trains causing structural damage to the plaster walls and ceiling as well as the concrete foundation of the house. Despite having triple pane windows in the house, you can still hear the trains passing by. A third rail will exacerbate these problems causing more damage to the house on a larger scale. Also, Merillon / Main Avenue is a beautiful tree lined street that covers the unsightliness of the tracks and trains passing by. To lose the open space, grass and trees in order to make room for the third rail, would take away from the aesthetics of the neighborhood. We already suffer from excessive noise pollution from the direct aircraft route overhead from planes landing and taking off at JFK International Airport. Given that we have invested so much in our home, this project will decrease our property value, add to the noise pollution, reduce the aesthetics of the neighborhood; thus, reducing the quality of my family's life, which was the very reason we moved to the area.
<b>Pedro Quintanilla</b>	Figure 42. Scenario 1B. Recommend that green field next to tracks and Urban Avenue in the South West corner considered to be used for soccer/football field and made part of Bunky Reid Park and made accessible to the community.
<b>Vincent Strynkowski</b>	I am generally in favor of the LIRR expansion project between Floral Park and Hicksville, but I have some concerns. I live in the Village of New Hyde Park and am only a few blocks south from the main line as it crosses Covert Ave. It is imperative that the project sticks to the footprint of the existing double tracks. It is also important that during the construction, roadways such as Covert Ave. and South 12th St. remain unobstructed for the many vehicles that use those roadways. We value our quality of life and disruptions and chaos must be minimized.
<b>Elizabeth Aboulafia</b>	Good afternoon, I attended the scoping session last night at the New Hyde Park Inn. I am a resident of Garden City living on Greenridge Avenue (just east of New Hyde Park Road). My property is directly adjacent to the LIRR



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	right of way. Based on the picture below which was presented at last night's scoping session, am I to anticipate that if this project proceeds, one of the tracks will be significantly closer to my property line than it currently is? This image is deeply disturbing particularly given that I have three small children who play in my backyard on a daily basis. The concept of infringing in this manner without any compensation to the affected residents is extremely problematic to me and additional clarification is needed as to, among other things, how close the southern-most track would be to the end of the LIRR right of way and how the LIRR/MTA proposes to compensate and address these concerns with affected residents.
<b>Carol Ann Doner</b>	I have been commuting from Ronkonkoma on and off (mostly on) since 1980, before the electrification of the main line. All these years later and my commute isn't that much shorter, time wise. I think the third rail between Hicksville and Floral Park would be instrumental in making life easier on the thousands of commuters in Suffolk. We spend many hours and many dollars on the LIRR.
<b>Mike Brown Jr.</b>	Anything that is going to improve LIRR service is fine for me. I am an everyday commuter to/from NYC.
<b>Patricia Casey</b>	I object to the 3rd Rail Project. The current railroad tracks behind my home already cause enough vibrations that the mortar between the bricks of my exterior wall have been repaired several times. The workmen servicing the existing tracks leave tons of garbage from their lunch and work materials and there have been track fires behind my garage as well as my neighbor to the property just east of mine. We certainly do not need more waste left behind to cause more or larger fires. The addition of the 3rd rail will destroy what property value is left for people near the railroad- it is already depressed due to foreclosures in the community.
<b>Alvin Su</b>	I live one block from the rail road crossing on South 12th Street. I truly believe that the RR crossings have to be eliminated as the majority agree. For the third track, I don't have enough facts to make an intellectual decision so I'm neutral to that. Just from my observation, the advantages of eliminating the railroad crossing will resolve the ff: traffic congestion, noise from the gates and horns, it will also reduce vibration due to the elimination of track to street level transition, commuters coming from the south side don't have to dangerously cross the tracks, frustrated commuters cannot cross to catch their train heading west bound. Regarding 12th street proposal, I have some few comments. Option #1: I do believe that this is a better option than option #2. As a driver, I'll be able to adopt my driving habit by taking covert or NHP road going toward north. However, I disagree for the proposed 3 story parking structure. I also feel that the travel distance for the Handicap ramp is crazy on that scheme. Rather than all that, I prefer to keep everything the way it is so there will be no change to the neighborhood. Just close the crossing and provide an under pass for pedestrian and handicap ramp such as the one in Stewart Manor (Jefferson Street). The underpass is not obtrusive and very convenient to get across. No property taking, no drastic change expect for commuters which, should adopt to this change. Option #2:I totally oppose to this option. It's too obtrusive and it will take away the grass by the sidewalk. This neighborhood will end up like queens. Also no parking in front of residential properties is not acceptable. What are we going to do with deliveries, guest and all that? It will also decreased the value of my property. If closing south 12th street will affect traffic to Covert and NHP road that necessitate keeping S12th street open, I have an idea that is less obtrusive and zero full or partial property taking and most importantly, neighboring house's streets will not be affected. Please see attached 2 options. I labeled the file name A and B. Option A: – The only inconvenience for this is that drivers have to make few extra turns instead of going straight. But since there's no RR crossing, the traffic should flow. – No changes on 2nd avenue except for removing few parking spaces. – 3rd avenue will have one way lane but always have to option to use the parking lot to cross both ways. – No change to VHP Parking – No full or partial property Taking. • Neighborhood sidewalk will have the grass area. – HC Ramp and Pedestrian underpass are non-obtrusive and convenient for commuters to cross (like the one I mentioned in Stewart Manor). Option B (Same as option A except for the ff):– Extend VHP parking lot to 3rd avenue. This may require parking spaces reconfiguration. – Since 3rd avenue is not heavily use, close 3rd avenue and traffic in both direction can use the parking lot to cross to S 12th street. As you can see from both of these options, it seems feasible. It's a little inconvenient for driver to drive around but I think it's a better option than the one presented.
<b>Bill Murphy</b>	The LIRR runs directly behind my house in Westbury. My backyard runs parallel with the tracks. The diagram of the third track shows the line being placed on the north side of current tracks and more towards my property. I would like to know how this will be accomplished. Are the tracks to be shifted or are they going to cut into the slope and put up a retaining wall? Also the freight trains going thru shake my entire house, will there be anything done to reduce this? Lastly this track is already an extremely busy line any extra trains will greatly impact the



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	quality of life at my home and the value of my property. Is there any talk of compensation for those who will bear the burden financially for this third track expansion thru decreased property value and nightmare living conditions during the construction?
<b>David Sussman</b>	What happened to the plan to add another track from Great Neck to Port Washington?
<b>Andy Maas</b>	I have read the briefing document closely, but there is nothing in there in terms of changes to the Merrillon Avenue station. Can you please provide me with an overview of what is happening to that station?
<b>Andy Maas</b>	There is nothing in the scoping document or any other documents on the changes to the Merrillon Avenue station, and a number of residents of Garden City are very, very concerned about this effort. Can you please send me what changes are planned for Merrillon Avenue? In particular, what are you changing with regards to the street overpass? It is currently at 11 feet. Will that change?
<b>Manuel Velez</b>	<p>More time is needed to fully disclose, disclose and vet all issues with respect to presenting all impacts of the project directly, indirectly intended and consequential. Grade crossing elimination should not be held hostage by the 3rd track project. The return on the investment of the billions of dollars that this project will require must make sense to the MTA, the LIRR and to all elected officials who need to represent all taxpayers and residents. The addition of the 3rd track will invite freight and while the MTA response has been that "freight is not the purpose", the MTA is very well aware that freight companies and private disposal materials companies (hazardous, flammable, and other dangerous) will have the right to use that available track once built. The current controls and monitoring of the use and frequency of use and weight and speed of the freight trains is not enforced; once increased in use, it will be of great detriment to all communities along the line and will impact residents throughout those communities will be impacted and are not aware of it because the MTA says "it's not about freight". The grade crossings on several other LIRR lines should be eliminated, not just along the main line corridor. The grade crossing eliminations on the main line also welcomes and invites increased freight use. This project is a tremendous effort with enormous cost with only ancillary benefit to communities and riders. However it has a direct positive impact on increasing freight primarily for the removal of hazardous debris and other contaminants all along our communities passing by homes, schools and other public places. Bypass, and reverse commutes are nice ideas but can be resolved today without the addition of a third track. The mismanaged maintenance and scheduling and over budget projects is a clear indication that a project of this size must be fully thought through and must be fully disclosed with respect to all impacts and purposes direct, indirect and ancillary so that public is aware and has proper time to discuss and provide input. The third track is a wasteful spend without the proper disclosure and discussion.</p>
<b>Patricia D. Eren</b>	<p>I am writing to add my voice to the already numerous voices you've heard regarding the Third Rail project. I am the Director of the Floral Park Public Library. The library abuts the railroad and I have numerous concerns on how this construction will affect the library. I do believe more information and time are necessary for a better understanding of what is intended. The library boasts 9,740 registered borrowers, all of whom include adults, seniors, children and youth of Floral Park as well as neighboring communities. Last year, there were approximately 140,000 visits to the library. Loss of parking and severely limited accessibility would have a devastating effect on the running of the library. We provide such vital community serves as job search assistance, computer Wi-Fi access, reading and study facilities, education and community outreach programs, to name just a few. The loss of these services for an extended period of time would be crippling. The anticipated upset to traffic patterns and street access could also endanger the welfare of the children, youth, elderly, and handicapped library visitors. Traffic congestion would raise legitimate concerns for the safety of these library patrons. The noise of construction, increased train and freight traffic noise as well as the potential threat to air quality levels also raise safety concerns for the users of our library. Also, there is major, justifiable concern that the necessary extended construction work required to install the third track could cause structural damage to the much loved, highly valued 1936 red brick cupola topped library building. I ask, therefore, that you consider addressing these and the many other concerns presented before undertaking this Third Rail Project.</p>
<b>Ron Troy</b>	<p>As pleased as I am that this project has come back to life, I am both interested and concerned. The third track is very badly needed for many reasons, starting with reliability, and then having decent intervals between west bound trains on the PJ and other lines in the PM. The PJ line needs double tracking but this somewhat needs to come first. I'm concerned because I hear absolutely no viable detail about what the project will look like - how 3 tracks will now fit the right of way when earlier plans couldn't make that happen. Or how all the grade crossings will be eliminated; this alone is a good reason for the project but we hear little to no detail on how it might be</p>

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	done. Or how the construction will be done, how impact on homes next to the track will be minimized, or how LIRR will finally get a construction project that won't run several times over on time and price, how corruption and feather bedding will be kept out. Or how the work will fit into the PTC project. Also, once done, will schedules eventually reflect the elimination of this serious bottleneck, so that average speed on the PJ line on some trains will finally exceed 30 MPH? The key to all this; start giving us viable, believable and up to date detail.
<b>Dipto Chakraborty</b>	I live with small children on the South 12th Street at New Hyde Park, close to the 12th St. railroad crossing. Already because of the rail traffic we have to put up with the noise of the passing trains. (Constant flights of airplanes to and from JFK above us and helicopters make it even worse). If there is a third track, in addition to the increase in noise level due to an increased rail traffic I will be directly affected by the project because of construction work planned. If you try to build an underpass, the construction work will be on the 12th street right in front of my home on the street. How will I drive in and out from my house? You may not take over any residential property, but what happens to approach to my home? I totally oppose that option of building an underpass. If you block the 12th street permanently, my pain will be less. But the noise of construction work, movement of construction vehicle and equipment and the people for months on the 12th street will be major problem for me. Even when there is minor LIRR construction work at the NHP station area from time to time, we the homeowners living close by, get impacted for several hours. This time it will be for months. Do you guys have any plan for compensating families like us for bearing the brunt? It is easy for others to talk big about benefits, because they are not directly impacted. I do not think the third rail will benefit me or our community instead of adding hassles for us.
<b>Cynthia Perez</b>	I have been a resident of the Village of Floral Park for 31 years and have commuted to Manhattan via the LIRR all of that time. I have also been a daily rider of the MTA subway. It is clear that transportation issues abound throughout the New York area, but a project such as the third-track should not be a priority when the associated budget dollars could more favorably impact the NYC subway system that has seen significant growth, crowding, and a suffers from a deteriorating infrastructure. In all of the 31 years that I have waited on the Floral Park platform for Manhattan or Brooklyn bound trains, I have never seen more than a handful of people waiting for LI bound trains or even riding those trains. The premise that more people would use these trains for reverse commuting if a third track were built is flawed because riders will likely need cars to move around the areas they are commuting to. Bus service is slow and generally not the transport of choice for those reverse commuters who would like to shop, eat, or explore the areas in which they work or live. In an ideal world, expansion of LIRR service and upgrading the NYC subway service could both be accomplished. However, with limited resources, it makes sense to apply those funds to the dire needs of the NYC subway system for the biggest impact to the region's economy.
<b>Joanne Bonafede</b>	I attended the meeting on May 24th. I listened to both sides and at this time I think there would have to be much better communication with the residents that live in the area where the renovations will take place. I live near the Merriln train station. I would like to see what Main Avenue will look like after the project is completed. I am against the freight trains being used to bring hazardous materials and the disturbance it will cause. I believe the LIRR should be maintained but this project is too costly at this time. New York has many other issues of importance to address first.
<b>Chuck Bisulca</b>	I am IN FAVOR of adding the third track between Hicksville and New Hyde Park, as planned. I am also in favor of adding the second track between Farmingdale and Ronkonkoma. The Ronkonkoma line is in dire need of improvements and these projects are much needed to reduce the numerous cancellations on this line. I am also IN FAVOR of eliminating as many grade crossings as possible, which are a primary cause for many of the service delays on the Ronkonkoma line.
<b>Patrick Maloney</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 2)
<b>Susan Jones</b>	My property is adjacent to the proposed third rail expansion and the Ellison Ave. Bridge and I would like to know the following: Is each home surveyed and owner's notified of how much land will be taken? How long is this project going to take? Will there be an increase in freight traffic? Will homeowners in this area receive a variance on the height of fences to block the view of train traffic?
<b>Chris Swendsen</b>	No third track program would be complete without fixing this problem which is ongoing. The MTA think there's only electric train and they giving more benefit to electrified areas of the railroad rich people who live near non electrified lines of the Long Island Railroad have to drive through and create traffic to and extra pollution as well



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	<p>as the need to build more parking lot and building. When will the MTA treat all their rail commuters fairly? The MTA should stop the two class system when it comes to commuter rail. The first class are the electrified lines who in general have more through train service to a Manhattan terminal such as Penn Station or Brooklyn. The second class rail lines are the non-electrified rail lines which have limited or no through train service to a NYC terminal such as Penn Station without changing trains. This problem can be fixed without expensive electrification. Please read the information below for details. It's a shame that the Long Island Railroad doesn't have interstate train service between Metro-North's Upper Hudson Division and the Long Island Railroad Upper Port Jefferson Branch via Penn Station. This would give more through service to Penn Station from non-electrified areas. It will also give Hudson Division and LIRR customer's better access to Yankee Stadium. It would also stop to need for people to drive from non-electrified areas of the North Shore to Ronkonkoma. People keep talking about the east side access to Grand Central but that is for electric trains only not for diesel. To say it can happen Amtrak ran a train from Albany Rensselaer to Shea Stadium on June 14th 1997. Most of this route includes Metro-North Hudson Division, which is part of Amtrak Empire Corridor. People have to realize if given the track space you don't need electrification to go to Penn Station what you needed to empower locomotives which Amtrak and Metro-North use extensively. Through service between Metro-North and the Long Island would also increase track space for various railroads who use Penn Station? This also can be done for trains operating east of Babylon east of Ronkonkoma and even the Oyster Bay branch which is not electrified East of East Williston. If there are any problems with crews between both railroads, can be changed at Penn Station between Metro North and the Long Island Railroad to operate in each other's territory. This is done somewhere between Metro North and New Jersey Transit when they operate the football train between Secaucus junction and New Haven. People have to remember as I said before the Eastside Access is only for electric trains. The talked about this and their assessment book between 2014 and 2034. They proposed with the right equipment have train from various railroads operate on each other's territory. Electrification is too expensive and it doesn't include rolling stock.</p>
<b>Nicholas Mirro</b>	<p>The LIRR transportation infrastructure is 3rd world. I am in favor of the proposed 3rd track expansion project. The economic survival of Long Island depends on this capital improvement coming to fruition. This project is a much needed boost to our stale economy. This project is a long term jobs creator. Traffic congestion is choking our roadways. We can no longer ignore the need for improved mass transit. We the residents of Nassau County should not let it slip through our hands. As a Hicksville resident my major concern is our downtown hub. On Long Island the Hicksville railroad station is the 2nd busiest station with Jamaica station being the busiest. A bus terminal at this location should also be considered in order to reduce car commuters. This project will need to address/include an additional multi-level parking garage reducing the need for the numerous on grade private and public parking lots surrounding this area. In order to ease the increase in traffic on route 107 the state needs to allow trucks over 53 feet that have recently been banned from South Oyster Bay Road by the town of Oyster Bay to once again be permitted to use the less congested roadway. The state can overrule the town's decision. Trucks using South Oyster Bay Road will have easy access to the huge Grumman commercial complex. Route 107 has become a north-south highway that has crippled our downtown. Easing some of the truck traffic will improve pedestrian safety and walk ability to the railroad station and surrounding stores in our downtown.</p>
<b>Haroon Chohan</b>	<p>(See Attachment A-2: Web and Email Comments Attachments - Page 3)</p>
<b>Matthew Zeidman</b>	<p>I would like to comment regarding the proposed addition of a third track to the Long Island Rail Road's main line. As a commuter who normally rides the LIRR's main line 5 days a week, I can attest to the benefit a third track would bring if it allows additional trains to run during peak travel times. Every evening, my train home is packed to capacity, with every seat taken and people standing in the vestibules and aisles. Normally, the LIRR employees do not even bother checking tickets until after passengers changing trains exit at Jamaica, because the aisles are impassable before then. With the growing population, this is not sustainable; as time passes, trains will continue to grow more crowded, not less crowded. Please do not be discouraged by the vocal opposition to the proposed expansion. Quite frankly, many of the opponents to the plan are members of what I call the "not-in-my-neighborhood crowd," who will summarily dismiss any proposed project that would potentially inconvenience them in the slightest. These opponents generally do not ride the LIRR and consider any improvement to the railroad's capacity completely irrelevant. Their uninformed, selfish, shrill voices should not prevent you from making this much-needed improvement to the railroad's infrastructure. Thank you very much for your time. I hope you decide to continue with the proposed expansion.</p>



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<b>Steve Strauss</b>	1. Your drop-down menu for states omits the District of Columbia as a choice. 2. EIS should detail the implications of not advancing the project including no reverse peak service, limited ability to take advantage of East Side Access and continued traffic gridlock on Long Island due to inadequate intra-island LIRR service. 3. EIS should include the value of higher speeds from the elimination of at-grade crossings and the safety value of elimination of at-grade crossings. 4. EIS should present the service plan options that third-tracking will allow.
<b>Yvonne Varano</b>	I don't see a single compelling argument in this document for adding a third rail. Long Island is a suburb that its residence would like to remain a suburb and this project will only serve to change Long Island into a city environment. I know for the politicians it is all about the tax revenue that can be generated but where is the discussion about quality of life for the residence? What about those residence that are going to see an increase in trains rumbling through their backyards? And what about the decrease in property values that will occur? What is the response to these residence? In 10 years there will be more tax revenue? With Nassau County being the highest taxed county in the country residence are still wondering where all the money goes. What services do we get and what benefits are there for us? There is no discussion about making changes in Jamaica which is where all the switching problems occur. Anyone who has ever rode the LIRR knows that the trains travel quickly until they get to Jamaica. Then there is a painfully slow process to get through Jamaica before continuing your journey either East or West. Why not address the real problem before adding more capacity at an enormous cost that will only add to the expense of commuters? Again more money out of residence pockets with little to no return. But let's face it, the Governor and those that companies that will be building this and see large amounts of money come into their pockets are going to jam this down the residents' throats anyway because that is how our government operates. It does not operating for the benefit of the majority but rather for the benefit a few select individuals or firms.
<b>George Kaufer</b>	I would like to request that a station in the New Cassel hamlet be looked into. Right now, New Cassel residents have a very long walk to the stations in Westbury and Hicksville, and the only alternative is to take the n22 or n24 bus, which adds travel time even when the buses run on-time. New Cassel is a relatively transit-dependent area, with a 14.8% poverty rate, and 15.6% of households not having a car available to them, as per the 2009-2014 American Community Survey. The population density is also fairly high, at almost 10,000 people per square mile. A location should be chosen that obtains the right balance of maximizing the catchment area, while minimizing the amount of property acquisition required. Perhaps somewhere in the vicinity of the Urban Avenue crossing would be best, since you plan to acquire two properties at the southwest corner of the intersection of Urban Avenue with the LIRR tracks anyway. Additionally, I believe you should look into reactivating the old Central Branch as a way of providing even more redundancy within the LIRR system. I'm not sure how feasible it would be or whether it would be worth the cost and community disruption (which is obviously the whole purpose of these studies), but it would allow Ronkonkoma Branch trains to have an alternate route to reach the Main Line, while also potentially providing LIRR service to areas such as East Meadow and Levittown. Additionally, it would provide LIRR access to the Nassau Hub area (Roosevelt Field Mall, Nassau Community College, etc.). Of course, the cost-benefit analysis would have to be conducted to determine this.
<b>Mary Lane</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 13)
<b>Nicholas Episcopia</b>	As Mayor of Garden City, NY, I have been working with my fellow main line Mayors in opposing the present plan. The LIRR President himself said that the archaic Jamaica switches were the real cause of delays and they had to be replaced. None of my colleagues or residents can understand why this is not being done before any third track is considered. Residents are very upset about the disruption to their quality of life and want to see a full plan not just statements about how "design build" is the answer for everything.
<b>Andy Maas</b>	How will this planned expansion going to impact Merrilon Ave. station. There are detailed drawings of every other station but nothing on Merrilon. Will the bridge that extends above Nassau Blvd. be higher than the current 11' 6" it currently is? I would appreciate a response that is not automated.
<b>Andy Maas</b>	You have provided no details on how the Merrilon train station will be impacted by this proposal. If it is indeed a proposal and you really want us to voice our opinion you have to give us more information about your plans. Please detail for me what you plan to do with Merrilon. Please. It's the fair and right thing to do.
<b>Susan Rizzo</b>	First of all I would like to say I am in favor of the Long Island Rail Road Expansion Project Floral Park to Hicksville and appreciate the time and efforts of everyone involved. I attended the first project scoping meeting held May 25th at Antun's in Hicksville and intend on attending future meetings as well. I am a Birchwood Court resident (Roslyn Road in Mineola) and would appreciate the correct information regarding my following concerns. Please

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	<p>confirm that our garages which run parallel to the tracks will not be affected by this project. Previously they were in jeopardy of being acquired for the sake of the project. Please confirm that whatever work is intended to be done to the Main Street and Willis Avenue ground crossings will eliminate the current noise generated from bells and train horns at all hours. I would appreciate knowing the length and timeline of construction for this project. I am concerned about the type of material being transported on the tracks. Please confirm that they are not hazardous to the health of individuals, are not explosive or cancer causing materials. Assuming this project is approved, what will the hours of work be during the week? Please be gracious enough to take into consideration the majority of residents like myself hold a 9-5 job and need our 8 hours of sleep during the night. Please have the work cease no later than 10:00pm and commence no earlier than 6:00am. The noise of the tools and the bright lights make it impossible to sleep. Please take whatever steps are necessary to ensure the project will not create a situation where vibrations will be felt by nearby residents when trains pass by. Please take whatever steps are necessary to ensure the prevention of a rodent infestation to Birchwood Court as a result of the ground being disturbed while the work is being done.</p>
<b>Angel Giraldo</b>	<p>I don't believe based on information released that this project's benefits out way the negative impact it will cause to the effected communities.</p>
<b>Stu Weiss</b>	<p>I have had personal experience suffering from the lack of the much needed third track. On the night of September 15, 2015, following a derailment in which the Mickey Mouse freight operation tipped a car on its side west of Hicksville, I was headed for Ronkonkoma and told to take an Oyster Bay train to Mineola. There I sat on a bench for nearly two hours not knowing if I was going to get home. I finally walked in my door at 3AM. None of this would have happened if we had the third track, and this is simply the emergency aspect of track capacity. Since it is public policy to encourage commuters to switch from private autos to public transportation, it is incumbent on the MTA to provide the requisite infrastructure for the LIRR to operate efficiently. I read the entirety of the current proposal and found it to be well conceived. I also note that opposition is concentrated among those who do not stand to benefit, particularly the selfish and disingenuous louts of Floral Park. Debate on the third track stretches back to the earlier project over ten years ago. The present proposal has answered all of the objections raised then and now it is time to turn a deaf ear to those who would obstruct for the sake of obstruction and build it -- NOW!</p>
<b>Andy Maas</b>	<p>As you assess the impact this third track will have on the community, i would like to request that you keep the Merrilon Avenue overpass over Nassau Blvd the same height. We do not want that overpass to be raised up. Raising that overpass will have a significant negative impact on the community and will force a number of home owners to sell their properties. The reason for this is that right now large trucks do not come down nassau blvd. This is important because the roads leading up to that overpass -- from Hempstead turnpike through garden city south -- can't handle large trucks. It's a small community of residential shops. It is also a single lane road. As it gets closer to the station it becomes two lanes, but truck traffic originates from hempstead turnpike. It is also worth noting that the station was just enhanced with new walkways and railings and a number of other improvements. Also, there seems to be the capacity to simply extend the track on the south side without the need to change the height. I sincerely hope you do not increase the height of the overpass. If that's the case i will certainly need to sell my house because i don't want to have massive trucks rolling down nassau blvd. If you do plan i making that drastic change i hope you will give us ample notice so i can make the necessary arrangements. Thank you.</p>
<b>Domenica Macchia</b>	<p>Sorry, I vote no for this project.</p>
<b>Kent Reiter</b>	<p>We the people of Nassau County, NY, request that United States Environmental Protection Agency oversee the environmental investigation of the damage we will be subjected to physically, environmentally and mentally instead of the NY State authorities and Governor Cuomo. King Cuomo can not be in charge of the whole project unless this is the USSR and not the USA. The railroad is governed by federal regulations and not the whims and fancy of Governor Cuomo. Nassau County is not responsible for the garbage and freight that Suffolk County needs to run through our neighborhoods. Run your freight line on the expressway where it belongs and get it off a passenger railway. There isn't much else to comment on because the scoping document says nothing about the third track. It doesn't say anything concrete at all other than "design and build" or in other words "we will tell you when we get there . "</p>
<b>Howard Kaufman</b>	<p>I have been commuting from Hicksville (or at times Syosset) station for most of the last 30 years. I am strongly in favor of the third track project. Regular commuters encounter far too many occasions of service disruptions.</p>



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	While many are due to signal or switching issues, and at times disabled Amtrak trains (around the East River crossings), with respect to which the Third Track Project might not provide any benefit, there are other instances when service in Queens and Nassau is limited to one track due to a disabled LIRR train or a rail condition. These inevitably create bottlenecks and long delays. Moreover, the Main Line would benefit by the ability to add more rush-hour trains (AM and PM) that would be afforded by an additional track, particularly as East Side access via Grand Central Station nears reality and additional commuters are added. There is one additional element that I believe ought to be addressed in the context of the Third Track Project. Parking around the main line stations is incredibly challenging outside of the summer season and holiday weeks. The scope of the Project should be expanded to work with villages and hamlets to enable the LIRR to provide additional parking resources.
<b>Andressa Lopes</b>	We are residents of Garden City and commute to Manhattan every day. I am against the third track as it will affect our village negatively. Construction and the extra noise caused by the third track is definitely not wanted. Eliminating the grade crossing however will bring improvements as trains wouldn't have to slow down at crossing areas, it would improve traffic in all towns and minimize risk of accidents. I truly hope our opinion is heard and considered.
<b>Christine Kempski</b>	I have reviewed the scoping document and fully object to this project moving forward. I object to the disruption such large-scale construction would cause and to the resulting permanent changes. The changes would have a negative impact on the character of our neighborhood changing the sight lines and causing a "highway interchange" appearance. Although the LIRR would stay within its right-of-way, the notion of an added third track is simply disproportionate with the amount of space available (this is a residential area!). Currently, when freight trains pass through, the vibrations are felt in our homes; this would worsen with an additional track. If indeed there is a call for reverse commute, why not construct a light rail system along the LIE. Affected community residents, like my family, feel our rights and interests would be impinged (property values, quality of life) for the sake of commerce. We fully object.
<b>John Murphy</b>	As a resident of Floral Park who lives next to the tracks what is important if this project goes forward is the construction of sound barrier walls this would make it possible to hold a conversation in my backyard while the train passes. People who live close to the tracks this is our main problem. Sound barrier like the ones on the LIE would greatly increase the quality of life of all people who live close to tracks.
<b>Ann Marie Cartwright</b>	I am a resident of Floral Park for 20 years & I would like to express my concerns regarding the third track. I feel it would be a hardship for the residents of Floral Park. The traffic flow would be interrupted. It already takes time to exit out of Floral Park during rush hour. I also have concerns with environmental issues. Chemicals such as agent orange were used along the tracks & pesticides which will be disturbed resulting in the residents being exposed to these thus resulting in health risks. I live one block from the tracks & my house now shakes when the trains pass & cracks in the walls result with construction & more train traffic I will damage to the home will result. Local businesses will be affected by this project, they may even go out of business. The improved grade crossings are a good idea however the third track should & must be taken out of this plan. Thank you. Ann Marie Cartwright
<b>Bruce Hecht</b>	There are a number of reasons that I am against the third track program. 1-The excessive traffic on local streets that will be created by the closure of New Hyde Park road, Covert Avenue, etc 2-The extent of the FULL project is unknown since this information is not provided in the document 3-Additional freight traffic that will pass through the village (NHP) 4-The time listed for the entire project (3 years) is, in reality, GROSSLY understated. 5-There will be excessive noise, air pollution, etc 6-The idea of running more trains will only create a bigger logjam at Jamaica station which at this time is unable to maintain an on time schedule. 7-The negative economic impact on the village.
<b>Linda Schroeder</b>	I visited the scoping meeting at the new Hyde Park Inn. My question is regarding the alleviation of backup of trains going into Jamaica station. Are there plans to expand Jamaica station to accommodate the additional trains forecasted for a third track? Without the expansion of Jamaica, I do not see how scheduling can be improved.
<b>Christine Thorpe</b>	There is no doubt that the elimination of the grade crossings is long overdue and should result in a safer and more efficient ride. The addition of the Third Track is in theory also a good idea. However, the needs of ALL LIRR riders and the communities that the railroad runs through have to be considered. Currently, the average commute time during peak periods for Floral Park riders is 38.5 minutes for a distance of 16.7 miles or .43 mph. For Ronkonkoma riders, the distance is 50.3 miles with an average commute time of 76 mins or .67 mph. Western Nassau residents already have significantly slower service and there is no plan in this scoping document



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	for any improvement in service to the communities that must bear the brunt of this project. Floral Park has a platform for the Main line and yet we have ONE peak train per day that stops there. For the evening peak commute NO trains stop at Floral Park. Again, an example of how the Main line impacts our town without enhancing our ride. The Floral Park station and its THREE platforms are a disgrace and in a state of disrepair but there is nothing in this scoping document to upgrade or repair the station and platforms. The Village of Floral Park just completed a MAJOR renovation of our pool facility that abuts the right of way. It does not seem logistically possible for this third track not to impact the facility. Again, there needs to be consideration given to the Village of Floral Park residents not to destroy this facility or endanger the residents. Finally, this is not a THIRD track for Floral Park; it is a FIFTH track. If you want communities to be on board then please work with the residents to enhance our service quality and commute too.
<b>Joseph Moodt</b>	This project is absolutely absurd. You are holding back information so that you hope there is not a public outcry to oppose the project. That is calculated and unfair. You need to show a need for the project, you need to show total costs for the project, you need to show the plans for the entire project and you need to advise exactly what land will be used. Your scoping sessions are useless as there is no dialogue with the public. That is also a strategic way to try and push your ball forward. I have received communications from many Garden City Residents who feel the same way. So this is completely unacceptable and I request that you stop with this project now. You need to do this the right way and be transparent about the entire project and then hear from the public and then come to a decision.
<b>Dina Moody</b>	I oppose the third track plan. You have done nothing to prove we need it.
<b>Archie Cheng</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 36)
<b>John Culbertson</b>	I want to confirm my firm's support for this important LI project. As a commuter who has witnessed these limitations of the LIRR system, I can say without a doubt this modernization project has to be implemented as soon as possible. As a proponent for Transit Oriented Development, we need a robust LIRR transit system to compete for the workforce of the future as well as those jobs that are created when companies realize that there exist Long Island communities that can supply these workers.
<b>John Ellsworth</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 156)
<b>Beatrice A. Brzostowski</b>	I have been riding the LIRR for over 25 years. I do not think the ADDITION OF ONE TRACK between Floral Park and Hicksville will do much to ease traffic congestion, during the rush hour time frame, if you use this newly created line to send more trains East. The only way it can work is for West travel use, otherwise you only create the same or more traffic problems. LI currently has mostly low paying jobs, so I don't know why, how the MTA can predict an increase in jobs on LI based on improved transportation on the LIRR and local buses. L.I. has mostly service and retail jobs. Suffolk buses and Hart (Huntington buses) Only serve the main roads and Shopping Centers. If you get off a train or bus, you would have to take a taxi to arrive at your final destination. I have tried to obtain work locally and using buses is not possible. For example if you work off route 110 and want to get to an office or hotel, the bus will not stop anywhere near your destination. Also, if you simply want to go across the road (110 or Jericho Tyke.) there is so much traffic, that even with a light it is very dangerous. I do not cross these roads, too much intersecting traffic. Buses in Suffolk county often serve minority communities and are used mostly by this population and handicapped residents. The same is true, I believe of Nassau buses, If I use Mineola station as an example. Any increase in low wage jobs can cause an increase in crime and drug problems which many communities on LI face. We need to address these problems and not create more, and we cannot keep taxing homeowners for services. I do agree with the proposed Grade crossing closures, and the creation of overhead or underpass transport for cars, as this will make the LIRR safer, and increase speed in these areas.
<b>Shari Licitra</b>	I have many comments. Is there any guarantee that there will not be trains parked behind my house overnight, or running for extended periods. Is there any guarantee that there will not be increased freight traffic? Will there be any precautions for vibrations during construction and added vibrations for the increased train traffic and the increased freight traffic. Who will be paying for the project? Taxpayers? LIRR riders? Increased freight traffic? We need a sound barrier!! From the time Governor Cuomo started talking about this project, which is not on the 5 year plan, the value of my house has decreased significantly. The value of my home will be decreased for the duration of the project, and who knows how long that will be. There are many empty seats for reverse

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	commuters. The current cost of a train ticket is very expensive. There is only on track after Farmingdale, shouldn't that be addressed, paid for and finished before anyone worries about a third track. These are a few of my concerns.
<b>George Ginsburg</b>	Besides allowing a wealth of talent to reverse commute to Long Island, the Third Track LIRR Expansion Project will greatly ease the commute for Long Islanders heading West. The Third Track will alleviate the bottleneck between Floral Park & Hicksville, as well as improve intra-island commuting during peak hours. Plus, by eliminating 7 grade crossings, the Third Track will eliminate all the respective train horn blasts and excessive amount of traffic caught by the many grade crossings in that bottleneck. The crossing grades at those stops are down collectively for one third of an hour to accommodate all the trains jockeying for the limited track availability. Plus the Third Track will add to safety by lifting or lowering the tracks away from pedestrians and motorists. Attracting a wealth of talent to Long Island will also stimulate the economy of the local Long Island communities.
<b>John Durso</b>	Local 338 RWDSU/UFCW proudly represents more than 16,000 working men and women employed at supermarkets, grocery stores, specialty food stores, retail drug stores and pharmacies across New York State. Many of our members rely on public transportation to commute to and from work each and every day, while others commute by car. The addition of 9.8 miles of track will reduce both road and train congestion, making travel easier not just for Local 338 members, but also for Long Island's entire workforce. The importance of this project has been well documented for many years. The housing and job crisis on Long Island has resulted in a decline in the number of young people calling our communities home. The growing reverse commute has strained our transportation infrastructure the railroad and our highways to the breaking point. This situation has only grown worse in the eight years since the MTA's original proposed expansion of the Main Line. We firmly believe that those most closely impacted need to be engaged throughout this process and this is something that is already underway. The project team has committed to working the most communities in order develop the third track project in a way that is unique to each community's needs. The elimination of seven grade crossings will bring with it the elimination of a significant number of the 3,000 horn blasts heard daily, ultimately improving quality of life. Furthermore, it will prevent vehicles from striking crossing gates and will enhance community safety. The third track project is significant for both our local communities and Long Island's working families. Long Island's workforce stands to gain 14,000 jobs over a ten-year period due to the project. These jobs represent a \$3 billion increase in personal income within our region. These numbers do not include the one-time benefit accrued over a five year period of \$910 million in increased personal income and the 2,250 construction jobs that would fund those incomes. Local 338 RWDSU/UFCW respectfully urges the continued support of the third track project, which stands to improve the economy, as well as the quality of life for Long Island's workers and local residents.
<b>Rick Horan</b>	Enhancing LIRR's infrastructure represents a key investment in Long Island's residents as fast, dependable transportation is the lifeblood of a community. We have collectively benefited from the vision and sacrifice of past generations that have given us the railroad system we enjoy today. Now it is our turn to provide the same legacy to our children and grandchildren. Building the third track will take some sacrifice but it is what we Americans do. A Modern LI is the kind of project that built this country and will continue to keep us strong and prosperous. QueensRail is a similar project that will succeed because you cannot stand in the way of a good idea.
<b>Gene Bernstein</b>	I am writing to strongly urge approval of the LIRR 3rd line between Floral Park and Hicksville. One of if not the biggest problems hampering LI is transportation. This project will not only dramatically improve mass transit on the rail system by both eliminating bottleneck delays and improving the reverse commute, but also improve the auto commute by eliminating grade crossing delays, not to mention improving safety at them. On top of all that, it will be an economic boon to the region creating temporary and permanent jobs and higher tax revenues—all of this without any serious impact on adjacent homeowners.
<b>Alex de Havenon</b>	Auto traffic on Long Island has reached a crisis point. Even with the completed addition of an additional lane on 495, commuting and even travel between towns has become a painful exercise. We owe it to ourselves. As well as our children, to increase the functionality of the LIRR, whose on-time performance declined significantly last year? The stretch of line between Hicksville and Floral Park is a terrible bottleneck. Making the proposed improvement to the track there will help Long Islanders in a myriad of ways. I strongly suggest you take this action to improve the LIRR's infrastructure.
<b>Doug Roberts</b>	The Village of Greenport is far away from the epicenter of this construction project, yet many of our residents do travel to the city regularly for work, medical appointments, or social/entertainment. Many choose to take the



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	<p>Hampton Jitney now, further adding congestion to our highways. Any improvement to service on the LIRR will have ripple effects that I hope will make their way out east. Our weekend trains to and from Ronkonkoma during the tourist season are jam packed with people as it is, and this project could push the MTA to increase frequency and speed of daily service here. In addition, many of us who go to and from the city use the Ronkonkoma station and we sit through the delays that elongate an already long and exhausting trip. Increased rail efficiency has many short-term and long-term benefits for the region. The original construction of rail service to Greenport was for the purpose of moving freight from Brooklyn to Boston via the terminal in Greenport, where goods were transferred from trains to boats and shipped out of our deep water port. Right Track gives hope that maybe someday freight service might resume as our aquaculture, wine, and farming industries continue to grow. Currently, individual growers and farmers move product to the NYC market on the LIE, but increased rail service could potentially bring about a resurgence of freight rail to reduce transportation costs for local businesses. This is a regional project that will improve life for all Long Islanders, even us out here at the edge of the continent.</p>
<b>David Sabatino</b>	<p>As a resident of Nassau County I believe the implementation of the Third Track project is crucial to the future of Nassau County. An improvement in reverse commuting and reliability of service for the LIRR is undeniably linked to a better quality of life for Nassau residents and improved business for current and future Nassau County employers. The elimination of grade crossings will also be a great improvement to our County. I cannot wait to see this project implemented and the improvements to our mass transit system, businesses, and communities realized.</p>
<b>Joe Moody</b>	<p>Also, as you know, the original third track project from almost a decade ago was met with longstanding community opposition. A project of this magnitude warrants sufficient community input. The initial 60-day scoping period falls short of providing adequate time for such vital input, and I support the Mainline Mayor's call for extending the scoping period for the third track project.</p>
<b>Judith M Maloney</b>	<p>(See Attachment A-2: Web and Email Comments Attachments - Page 4)</p>
<b>Thomas Puleo</b>	<p>I am against having the LIRR's third rail installed for the following reasons: 1. Foundation: Currently, I have foundation stress cracks due to existing 200- 250 train passing through New Hyde Park. My house already shakes each time a train passes by. I believe the construction on South 12 St. and Covert Ave. will worsen the situation. The machines whether digging or drilling causes vibration in the ground will add more stress cracks to my foundation. Furthermore, you mentioned possible increase in freight trains running through New Hyde Park. The vibration will also have an adverse effect on my foundation. 2. Noise: As stated above 200- 250 trains pass by which generates a lot of noise. In the scope document, you mention about eliminating the crossings. The document does not discuss the hours of operations. My questions is will the work be done during business hours or after hours. If the work is being performed after hours how long and how long will it take? These questions are not answered in the scope. I don't want to hear banging when I get home or even when I am asleep. 3. Utilities: The scope document mentions about utilities being relocated. I have to assume this means disruption of service, however in the document it does not even mention it that there will be or will not have interruption of service. This also plays a concern when it either gets too hot and I have no electricity and when it gets cold and I have no heat due to the construction. This will have an adverse effect on my health, and possible freezing of pipes in the cold weather. 4. MTA/LIRR's reliability: I am really concerned about the amount of time you mentioned in the document. Based on your past history, the Eastside project was supposed to be completed years ago. In a News article published by the "Verge" they discuss the various mismanagement and over budgeted project. I cannot have faith in the project being completed in the time frame you suggested. I don't want to hear noise and vibration causing stress cracks to my foundation going on for years. 5. Solution: Newsday had an article dated 9/5/15. It discussed LIRR should focus on more on train service and maintenance. I feel this is more major concern than installing a third rail.</p>
<b>Edward Romaine</b>	<p>As Supervisor of Brookhaven Town, I support the proposed line expansion project, which would include completion of a third track by the Metropolitan Transit Authority (MTA) Long Island Rail Road. The Long Island region has one of the highest population densities in the United States. The Long Island Railroad has been a valuable transportation asset for the region, however, as we continue to grow, improvements need to be made. It has been reported that more trains were late in 2015 than in any other year since 2000. With a workforce who relies upon this transportation for their daily commute, many residents simply cannot afford these delays. The proposed third track would help to alleviate congestion and increase reliability. The proposed third track would also help stimulate our local economy. It is estimated that within ten years of completion, a third track would</p>



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	<p>help create 14,000 new jobs, add \$3 billion in personal income, add \$5.6 billion to Long Island's gross regional product, and add \$103 million in property tax revenues. The original Long Island Railroad tracks were built to service the 19th century population of this region. Since that time, the population has grown exponentially. Therefore, it is time for the Long Island Railroad to grow to service the current 21st century population and the addition of a third track would help to serve this purpose.</p>
<b>Neal Lewis</b>	<p>The expansion of the Long Island Rail Road, recently proposed by Governor Cuomo, has rightly generated a public discussion of the fundamental role that transit can play in building a more sustainable future for Long Island. From my perspective as the Executive Director of the Sustainability Institute at Molloy College, I see the proposed LIRR expansion as advancing each of sustainability's three dimensions "environmental, social equity and economic." The proposed improvement involved in building a Third Track to a 9.8-mile segment of the LIRR Main Line between Floral Park and Hicksville, would eliminate the existing bottleneck that currently causes delays, prevents efficient intra-island commuting, and limits train service across the island particularly at stations in Suffolk County. Substantially improving the capacity of the LIRR's main line, would enhance Long Island's sustainability in multiply ways. First, improved public transit helps the environment, because it gets more people out of cars and into much less polluting trains. The LIRR expansion would have significant, positive, greenhouse gas reduction benefits, because increased train ridership causes a decrease in vehicle miles travelled by car. Even if it doesn't cause people to give up their cars completely, it allows them to use their cars less often which improves our air quality. Investing in this long-overdue transit system expansion, is consistent with efforts to increase "transit-oriented developments" (or TODs). More frequent train service encourages residential development in transit-oriented downtown areas across Long Island that can be especially attractive to young people but frequent train service is crucial to their appeal. Second, improved public transit would enhance business opportunities on Long Island. Businesses want access to the best employees, and that requires convenient and reliable public transit on Long Island not just to and from New York City. Similarly, the LIRR expansion would increase social equity, because improved rail service makes it easier for people who can't afford the significant expenses of a car to find a job and get to work conveniently. It also enables people who do have cars to reduce transportation costs by relying on their cars less frequently. Long Islanders have a right to demand a higher-quality train service that is not hampered by a 10-mile bottleneck that otherwise stands in the way of improving our community, environment and economy and taking advantage of the major rail improvements currently underway such as the second track from Farmingdale to Ronkonkoma and the East Side Access to grand Central Terminal. Of course, a large infrastructure project such as this, must involve concerted community input into each stage of the process. The Governor's leadership got this process off to a good start by reaching out to village mayors and community leaders. I attended and spoke at two of the public hearings held for the scoping process that started the environmental impact review. I am very familiar with the SEQRA process and I found the scoping hearings to be very informative as more information was provided at those hearings than is typically the case at the scoping stage of an EIS. I think it is important that the process move forward at a concerted pace consistent with the timetable handed out to the public. Once the Draft Environmental Impact Statement is made available for public comments, I think it is very important that each of the suggestions raised by the community are addressed in the FEIS. Every effort should be made to minimize environmental concerns such as traffic congestion during construction, eliminating dangerous at-grade crossings, while also reducing noise and vibrations felt in nearby homes from the trains through the application of proper design features. This project presents an opportunity to eliminate a 10-mile bottleneck that greatly diminishes the performance of the LIRR for the many thousands of daily commuters, to promote TODs, and it could be done in such a way as to be a gold standard for community engagement for future infrastructure projects.</p>
<b>Keith Brown</b>	<p>We are writing in support of the Third Track project that plans to add 9.8 miles of new track to the main railroad line between Floral Park and Hicksville. The project will make a profound and positive impact on the Long Island community both during construction and in the future, both for commuters and for our local residents. Within only a few years, the \$10.8 billion East Side Access project can have a massive and positive impact on the Long Island community, but only if our railroad system is modernized. While under construction, the Third Track project will create 2,250 new construction jobs. It will provide \$910 million in cumulative personal income, and another \$910 million in cumulative gross regional product. Ten years after completion, the Third Track project is expected to create 14,000 new jobs and add 35,000 new residents, 40% of which are expected to be between the ages of 25 and 44. The Third Track project is also expected to add \$3 billion in personal income, along with adding \$5.6 billion to Long Island's gross regional product. Furthermore, the Third Track project is expected to add \$103 million in property tax revenue and another \$40 million in sales tax revenue. Commuters will be among</p>

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	<p>those most positively impacted by the Third Track project. In 2015, the LIRR reported more late trains than in any other year since 2000. In addition, the LIRR's on-time performance has worsened in each of the last three years. The Third Track project will allow the LIRR to serve Long Island's growing 21st Century population, instead of the 19th Century population for which it was designed. The additional track will alleviate train congestion on the 9.8 mile stretch between Hicksville and Floral Park, resulting in both improved service reliability and more on-time performance. The additional 9.8 miles of proposed track is where five of the LIRR's eleven branches converge, carrying 41% of the LIRR's daily ridership. Anyone who rides the Hempstead, Ronkonkoma, Port Jefferson, Oyster Bay, or Montauk lines has likely been delayed in the bottleneck between Floral Park and Hicksville. The Third Track project will also facilitate reverse commuting and intra-island commuting during peak hours. Local residents also stand to benefit from the Third Track project. The Third Track will beautify and improve communities along the corridors by eliminating seven grade crossings. Eliminating these crossings will reduce congestion by up to 24 minutes per hour during peak hours, reduce noise by 3,000 horn blasts per day, and improve community safety by lifting or lowering tracks away from pedestrians and motorists. Finally, and most importantly, the Third Track project will not impose on Long Island homeowners. The Third Track project will be completed within an existing right of way and will not require a single family to give up their home. As such, the proposed Third Track is needed to help grow and sustain our Long Island economy for years to come.</p>
<b>Kathleen Gaida</b>	<p>I'm a New Hyde Park homeowner, and I believe that I will be negatively impacted by the proposed Third Track project. I've grouped my concerns into three primary categories: Structural Integrity Like many of my neighbors, I live in an older home. I've been awakened in the middle of the night from an otherwise sound sleep by the passage of freight trains through the main line. If we lived in an earthquake zone, I'd probably not notice anything amiss. But we don't, so I do notice it and it concerns me greatly. If anything, I would expect that this would happen with increasing frequency if a third track is installed here, despite protestations to the contrary. The display cabinet in my dining room literally fell to pieces with the passage of one such freight train last year. I felt the entire house shaking as the train went past and then heard a loud crash. The top shelf of the cabinet came loose and crashed down onto the other two shelves, obliterating the Swarovski, Lenox, and other collectibles that I had acquired over many years. Who's going to compensate me for that? How do I replace the items or the associated memories? Again, with the introduction of a third track, I certainly expect an increase in train traffic, including those incredibly heavy freight trains despite all the rhetoric to the contrary. This is a problem, and I am greatly concerned. Access The proposed designs for improvement of the at-grade crossings were likely designed by those who would have no need to utilize them on a regular basis. If the designers were forced to live with the results of their creations, I'm sure that other options would be presented. How can you assert that an underpass with limited line of sight is safe? I like to walk, but I'm not about to put my life on the line to get from my home on the south side of the tracks to Jericho Turnpike or Hillside Avenue. I'm sure that I won't be the only one with this concern. That will impact local merchants and businesses. Good for my community? I think not. What about potential disruptions in the event of an emergency? Will it take ambulance, police, and/or fire vehicles longer to reach my home, if required? Years of construction and disturbance and disruption would accompany the implementation of this project, again despite protestations to the contrary. That puts me and my neighbors in jeopardy, and that is not an acceptable outcome. Continuity of Business/ Redundancy If you want to ensure that the trains can continue to roll in the event of an emergency, over-working an already crowded line by adding a third track isn't the correct answer. Businesses are required to have an alternative plan in the event of catastrophic disruption. If people can't work in location "A" for any of a number of reasons " they will be moved to location "B". When location "B" is directly adjacent to location "A", however, it doesn't properly address the concern. Why can't you request funds to update outdated switches and otherwise improve connectivity? It may not be as glamorous as building a new track, but it would get the job done more efficiently and effectively. Improving efficiency would likely remove much of the confusion and chaos that seem to reign with LIRR service. Adding additional volume while relying on an outdated infrastructure is nothing more than a recipe for disaster. Final Comments In my opinion, the time allocated for community response is insufficient. It's almost impossible to properly mobilize the impacted community within such an abbreviated timeframe. Perhaps that was the intention. If so, then shame on those who are behind it. We in the impacted community are more than "collateral damage" for a grandiose plan. We are citizens, homeowners, friends, and neighbors. We live here and work hard to afford mortgage, tax, and utility payments. We help ensure the ongoing vitality of this community. We deserve to be treated with respect, and to have our voices heard. I lend my voice to those who protest this as an ill-conceived plan that will adversely impact those it is allegedly "serving".</p>



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<b>Haroon Chohan</b>	Speed Bumps - The proposed Kiss & Ride for the New Hyde Park Road Station will increase traffic flow on the roads in the surrounding community. Specifically on Greenridge Ave, Hathaway & Colvin Drives and Clinch Ave. What is being done to help prevent speeding cars? The scoping document makes no mention of speed bumps. Speed bumps would be essential in helping to prevent cars from speeding up and down residential streets to drop people off at the Kiss & Ride.
<b>Matthew Luttinger</b>	I have two questions. First, I understand when the NYS or its agencies under a contract out to bid the government must use the lowest bid. The LIRR Expansion Project is too big and important to accept that approach. I suggest that the LIRR do an RFP when price, qualifications and experience are equally important considerations as cost. I understand this contracting requires MTA board approval. It is a no Brainer. Also, to make a project of this size work with the least disruption of the community it needs active onsite project management to be successful. My second question is about the third track. There is a third track now just east of the Merillon Ave/ Nassau Blvd. bridge currently used as a siding track, my question is that the third track in that section of the expansion or will there be a fourth track?
<b>Mary C Conti</b>	This project is all wrong, much too expensive and not at all supportive of the quality of life for Llers. What we need are modern and up to standard tracks, switches, etc. which all WORK. This projected project is going at what is wrong with rail travel the wrong way with the wrong perspective. Improve and correct what you have!!!
<b>Christine Maichin</b>	As a resident of Garden City and formally of Bellerose Village I am whole heartedly against any and all third rail projects that have been time and again rallied against over the past many number of years. Resurrecting this project in with such a limited window for citizens to voice their concerns that have been validated over and over is ridiculous.
<b>Darlene Fortis-Esopa</b>	I attended the Meeting last night on Tuesday June 7, 2016 @ Western Property Association and spoke to Phil Eng. He encourage me to submit my concerns. I hope this helps. I live in 295 New Hyde Park Rd, Garden City NY 11530. Overall, I believe the Plan is great step forward for Long Island and well worth it. My only concerns are that Alternative 2 calls for a Kiss and Ride(Figure 17) on the southwest side of the New Hyde Park Railroad Station. That proposal (Alt 2) will cause a terrible inconvenience and almost an impossibility for me and my family to get in and out of our driveway at rush hour. Being able to get in and out of our driveway is not only an inconvenience, it can pose dangerous complications to our family life if emergencies arise and life threatening situations; cause lateness to work, appointments and meetings etc. In addition a stop light on the Southside of the tracks will only compound the problem.Ancillary negatives would be: additional unnecessary congestion, detracton of general natural esthetics and the lowering property values. . Has a survey been done to see the impact that Alternative 2 will have on the resident backing in and out of the driveways? The only other input would be that for the homes near the tracks there should be better sound proofing. A sound wall would be an excellent idea, why there wasn't one there before is beyond comprehension. If this project is done properly is will create well being for all while still maintaining the community's integrity. Please keep me up to date on any information regarding this proposal. It greatly impacts me and my neighbor in 289 New Hyde Park Road.
<b>Rich Schaffer</b>	The importance of the Third Track project to Long Island cannot be overstated. It is vitally important to the future of our region. It will increase reliability, enable expanded reverse commuting, reduce delays, and ease crowding on the nation's premiere and busiest commuter rail system. We know that simply building more roadways to ease congestion is in the end a futile effort; the Third Track project is precisely the type of cost-efficient, long-term infrastructure investment we need for Long Island to continue to grow without relying on our overburdened highway system. For Babylon, Third Track will bolster our transit-oriented development efforts in Wyandanch and East Farmingdale by making travel to and from these locations on the LIRR quicker and more convenient. Third Track also complements our proposal to implement a Bus Rapid Transit on Route 110, tying the important facilities on this corridor to the rest of the region via high-quality mass transit. I am happy to support this initiative.
<b>Julia Dorato</b>	If SAFETY is a concern please comment on why raising all the grade crossings on Long Island is not the 1st and ONLY expense the MTA is taking on across All of Long Island. More trains with a 3rd track across Long Island will only add to MORE Noise-MORE Pollution- Please comment on why a 3rd track is necessary, possibly use double decker trains? More employee's are working from home, as more companies have more technologies. there is no need for more trains and the reverse commute is not enough to establish another costly track across long island. FREIGHT trains will carry the danger of More chemicals traveling across Long Island, the disturbance of the small communities across the line will not benefit each town...Please comment on the effects to each small town on the line. NOT ENOUGH TIME BY JUNE 13 AND NOT ENOUGH INFORMATION TO MAKE A DECISION.



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	MORE STATISTIC ARE NEEDED FOR EACH TOWN TO MAKE DECISIONS THAT WILL BENEFIT EACH TOWN ALONG THE LINE. PLEASE COMMENT.
<b>Haroon Chohan</b>	At the meeting in Homestead School in Garden City on June 7th, one of my neighbors raised a question about property values being negatively impacted by the addition of a third track. A comment was made by the panel to provide proof or some sort of documentation that would show that property values would be impacted. I have firsthand experience with this. I purchased my property not too long ago and also took out a home equity loan recently for home improvements, which btw I am putting on hold because of this project and not knowing where exactly the track will go and how it's going to further impact my quality of life. When I purchased the property and took out the equity loan, appraisals were done by the banks I was looking to do business with. Each and every appraisal I had done took into account location and every report had a line item that noted the property backed railroad tracks. There was a 10-15% adjustment in value due to the existing railroad tracks. That is a significant amount! Depending on where the right of way is and how much closer the third tracks will be to my property, it could have a negative and significant impact to the value of my home. As you can imagine, I am 100% opposed to anything that will cause a decline in the value of my home. Are any studies being done to determine impact on home values and businesses along the proposed expansion project?
<b>Timothy Fehmel</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 6)
<b>Richard Racanelli</b>	I am writing in support of the LIRR Expansion Project and the proposed addition of a Third Track between Floral Park and Hicksville. This project, which will increase the LIRR's capacity and improve service reliability, is essential to the business community and the region as a whole. As Secretary of Racanelli Construction Co., Inc, this project has real implications for my Long Island based business: There is a growing need for young talent and a diversified workforce on Long Island. By increasing capacity and improving the LIRR's service reliability, this project will make Long Island a more attractive place to live and work for young families. It will give us access to a larger talent pool, as well as help make the case for New York City residents to reverse commute to jobs on Long Island. According to The Long Island Index, within 10 years of completion, this project will create 14,000 new jobs and add 35,000 new residents to the Long Island population, 40% of which will be between the ages of 25-44. The \$10.8 billion East Side Access project has the potential to release a world of opportunity for the Long Island region, but with an outdated LIRR we will fail to take full advantage of the many benefits it can unlock. The Third Track and the East Side Access project together will yield a stronger, faster connectivity with New York City and global markets, enabling a better flow of capital, jobs, and opportunity for our business, along with many others. The region is also set to experience unprecedented growth with the completion of this project. The Long Island Index projects that after 10 years, we will see an increase of \$3 billion in personal income, and 5.6 billion in gross regional product, while expanding our tax base through \$103 million in property tax revenue and \$40 million in sales tax revenue. These economic factors influence business opportunities and will help us to grow within and beyond Long Island's shores. Finally, for local families living along the corridor and in all Long Island communities, this project will decrease traffic and pollution by offering a better alternative to the LIE and local expressways - while increasing safety around corridor rail crossings. For businesses based here, existing commuters, the growing segment of reverse commuters, and Long Islanders in general who wish to connect more seamlessly to New York City, this project is a game changer. A third track will be key to the Long Island region if we wish to stay competitive in the 21st century.
<b>Jon Powers</b>	The summaries I have seen claim no residential houses will be lost to eminent domain as part of this proposal. My assumption is that the LIRR will eliminate the trees and shrubs between adjacent houses and the LIRR land to make room for the third track. If so, how will the sound deadening aspects of the landscaping be replaced once this landscaping has been removed and the tracks are physically closer to the houses on the path?
<b>Ann Golob</b>	Research by the Long Island Index has demonstrated the critical need for the Third Track on the Main Line of the LIRR. In addition to the benefits to be derived to riders throughout the system, the reverse commuting service enabled by the Third Track can have profoundly important impacts on our economy. In 2014 our research showed that: 10 years after the Third Track's completion, the impacts would be: 14,000 new jobs; \$5.6 Billion in additional Gross Regional Product (GRP); \$3.0 Billion in additional personal income; 35,400 new residents to Long Island, of whom 39% would be in the 25-to-44-year-old age cohort, compared to only 20% of Long Island's total forecasted 2035 population without the Third Track. The long-term benefits derived from the Third Track investment would generate a significant payoff for Long Island. In present-value terms, an investment of \$1.1 Billion produces cumulative benefits of: \$7.7 Billion GRP + 4,000 Jobs by 2030; \$36.3 Billion GRP + 20,000 Jobs by

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	2040; \$67.9 Billion GRP + 25,000 Jobs by 2050. There are no other projects currently on the drawing boards that can have as profound an economic impact as the completion of the Third Track.
<b>David Bishop</b>	I support the Third Track Project because modernizing our transportation infrastructure is essential to the future of Long Island. I am a former Suffolk County Legislator who commutes on the LIRR to work in Manhattan most days, so I understand the importance of the LIRR to our region and I witness first hand how stressed the system is. Sustainable growth on Long Island depends on a transportation network that efficiently moves people to their destinations. Whether that destination is the job in the City, the ballgame in Queens, or to friends out east. When the railroad fails, time and opportunity are lost, roads are more congested and our quality of life is diminished. The 10 year post-project projected statistics are compelling: The Third Track creates jobs (14,000), stimulates the local economy (\$5.6 billion in regional economic growth) and drives new tax revenue (\$140 million). It is also a project that reflects the public transit option that residents want. A stronger rail network means less delays throughout long island on the roads and on the trains. Looking to our future, Long Island can't survive, let alone thrive, without a modern and expanded LIRR. So let's take an express train to a better future by building the Thrid Track.
<b>Drew Bogner</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 5)
<b>Robert A. Lofaro</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 227 & 251)
<b>Thomas Kubler</b>	A third track from Floral Park to Hicksville makes no sense. It will not revitalize LI's economy, but will permanently damage the business communities along the corridor, and make life miserable for people who live along the LIRR. At the scoping meeting in NHP the only people in favor were the people who would not have to bear the hardship of living with the staging, construction, traffic issues, emergency response problems, safety for our school children, and the disruption to our main street businesses that may force them to close. The grade crossings can be done without a third track, and the LIRR should be looking to do all of them throughout the island to ensure better safety for all residents.
<b>Theresa Whalen</b>	The thought of having such an incredible project launched in our small town is very upsetting. The major concern I have is the safety of our children and our families. I was diagnosed with breast cancer almost 15 years ago. It is my understanding that when the RR was first built agent orange was used to clear the foliage along the route. The thought of unearthing this and other chemicals is very troubling to say the least. I am one of hundreds who have been diagnosed with all forms of cancer in such a small community. I fortunately am here to speak to this issue. Years ago, a large amount of mercury was unearthed on Plainfield Ave. along the RR. Who is to know what impact this will have on our health? I strongly object this project.
<b>Stephanie Giordano</b>	I am a daily commuter from the New Hyde Park station. I am not a resident of NHP, so I must find street parking and buy \$4 vouchers in order to do so. I have many concerns re: this expansion project. Firstly, that all the parking that is being taken away by closing the roads in the area will be replaced and that the amount of available parking for non-residents will increase. Parking has always been extremely difficult and if you don't arrive at the station by a certain time there are no spaces left. Build the parking garage first. Make sure the people who take the trains can actually get to work while the work is being done. Maybe until the new garage is completed NHP could allow people to park on their streets. And please, don't gouge us with expensive parking fees in this new garage. It's very expensive to commute to the city everyday as it is. Try and stick to the \$4 fee it is currently. Second, re: upgrading the crossings at Covert Ave and New Hyde Park Rd: as a resident of the surrounding area this will turn north/south traffic into a nightmare. This is the only way through to the North Shore for South Shore people. As someone who has witnessed first-hand how long it took to actually upgrade the Herricks Rd. crossing I cannot believe you think it will take such a short time to upgrade these crossings. Herricks Rd. construction took YEARS. The Merillon Ave. underpass has been worked on for over a year now (and that was just to build walkways). Please do some better planning on this project. It's my understanding that Gov. Cuomo is going to shove this 3rd track project down our throats whether we like it or not, but at least let's plan this out better and please LISTEN to what our concerns and suggestions are.
<b>John and Doreen Mangiapane</b>	NOT ENOUGH TIME BY JUNE 13, AND NOT ENOUGH INFORMATION TO MAKE A DECISION. MORE STATISTICS ARE NEEDED FOR EACH TOWN TO MAKE DECISIONS THAT WILL BENEFIT EACH TOWN ALONG THE LINE. More trains with a 3rd track across Long Island will only add to MORE Noise-MORE Pollution- Please comment on why a 3rd track is necessary, possibly use double decker trains? More employees are working from home, as more companies have more technologies where employees are not commuting to the office, PLEASE COMMENT WITH



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	CURRENT STATISTICS. More companies on Long Island are moving off long Island so the reverse commute would truly not be a reason for the 3rd track. PLEASE SUPPLY NECESSARY DATA. FREIGHT trains will carry the danger of More chemicals traveling across Long Island, the disturbance of the small communities across the line will not benefit each town... Please comment on the effects to each small town on the line. This is not helping all the residents on the line. WE NEED YOUR STATISTICS TO REVIEW TO MAKE A DECISION.
<b>Ann Corbett</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 6)
<b>William Bellmer</b>	I am in favor of this project. More should be said about how the added track will relieve the present gaps in reverse commute service, such as the lack of service at Mineola eastbound between 6:39 and 8:15 and westbound between 5:40 and 6:34. The new apartments being built in Mineola will require additional service for those residents. The westbound train leaving Mineola at 5:40 is now hardly able to be boarded.
<b>Gerard Smith</b>	Please don't make the mistake of ruining the villages along the proposed route. Things are already crowded enough.
<b>John Gibbons</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 132)
<b>Daniel Serota</b>	I am writing in support of the LIRR Expansion Project and the proposed addition of a Third Track between Floral Park and Hicksville. This project, which will increase the LIRR's capacity and improve service reliability, is essential to individual commuters, our business community and the region as a whole. As Mayor of the Village of Brookville, this project has serious implications for many of my constituents: The LIRR services over 300,000 commuters every day and 87 million customers each year. Many of those customers are from my community and depend upon the railroad to get to and from work. In 2015, the LIRR's on time performance fell for the third straight year. The outdated system often costs my constituents hours of wasted time, taken away from productivity at work or quality time with their families. The local business community would greatly benefit from this project. According to The Long Island Index, within 10 years of completion, this project will create 14,000 new jobs and add 35,000 new residents to the Long Island population. It will enable local companies to grow their business and attract new, young talent, vital for the region's continued prosperity. The \$10.8 billion East Side Access project has the potential to release a world of opportunity for the Long Island region, but with an outdated LIRR we will fail to take full advantage of the many benefits it can unlock. The Third Track and the East Side Access project together will yield a stronger, faster connectivity with New York City and global markets, enabling a better flow of capital, jobs, and opportunity for all. As an elected official, I sympathize with those communities directly impacted by the construction over the course of completion; however, the elimination of 7 grade crossings within the corridor offers tangible long-term benefits. This project will help make Long Island a better place not only for regional business, but for local families along and outside of the corridor by reducing congestion and pollution and increasing safety. Finally, for existing commuters, the growing segment of reverse commuters, the wide variety of business interests and Long Islanders in general who wish to connect more seamlessly to New York City, this project is a game changer. A third track will be key to the Long Island region if we wish to stay competitive in the 21st century.
<b>Patricia Ronan</b>	I am strongly opposed to the plan to add a third LIRR track through my village and others east of it. The reasons given for this expansion are not valid. I ride "reverse commute" trains regularly. They are empty. In fact, the railroad usually locks the last few cars, forcing us into the cars closer to the front, even though the back exit would put many of us closer to our homes. I guess this is so the ticket-takers don't have to walk so far. Instead all the RIDERS have to walk further. So in the unlikely event that the railroad needs more room on a reverse train, simply unlock the locked cars, or add cars to the shorter trains. Don't destroy our villages. But we know that's not what this is really about. It's about shipping cargo through our villages to Suffolk County. The environmental impacts of that will be far worse than those of an expanded "reverse commute". The state and the MTA realize that, which is why they are lying about the reasons for this expansion. Stop lying, and STOP THIS WHOLE PROPOSAL.
<b>Nancy Gross</b>	Our two elementary schools here in Floral Park border the LIRR tracks. I would like to know how project construction and the disruption of soil along the tracks will affect our children. What studies have been or will be done to examine potential health hazards buried along the proposed expansion route? What will years of construction unearth? I am concerned that neighborhoods along the route will suffer the prolonged disruptions that plague the 2nd Avenue Subway project. What will ongoing construction do to traffic and quality of life in our towns? Why is there a focus on expanding the railroad when the current stations are crumbling? The Floral Park



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	station has multiple areas where the concrete structure is in significant need of repair. How will a proposed third track affect train schedules for those living along the Main Line?
<b>Jeanette Hartmann</b>	Grade separation is a good idea but they need to be designed with safety in mind. First the NYSDOT Highway Manual profile criteria for low speed, level terrain areas, which Garden City is, is 8% maximum grade. The northerly approach is 10%. I personally think even 8% is too steep. The reason being that winters on Long Island are wintry mixes of rain, ice and snow. Also the northerly approach will be in a Canyon of buildings which will not let a lot of sun light in. I also realize that flatter grades will give you headaches regarding property impacts. But a vehicle(s) accident on the first icy day will result in a nice pile up and render the separation useless. Secondly the steep grades will make it difficult to see the traffic signals particularly the south side one that is close to the overpass structure. Thirdly please provide under bridge lighting.
<b>Jeanette Hartmann</b>	New Hyde Park Road Grade Separation How do you plan to drain the road on the structure? On the Roslyn Road Grade Separation Project in Mineola, two large detention basins were constructed. Also note that there is very poor drainage at Tanners Pond Road. The basin on the north side is useless in severe events.
<b>Matthew Sexton</b>	After taking the time to review the 85 page scoping document detailing the LIRR Expansion Project, I have come to the conclusion that there is not enough information provided to determine if the 3rd rail will do more harm than good for the community. Though I appreciate the detail provided in order to solve the grade crossing problems, I feel that that same detailed renderings should be provided for the entire project as a part of this scoping document. Currently the scoping document contains a map with a line determining where the 3rd rail will begin. This map contains no scale or landmarks making it impossible to come to a logical decision for or against the 9.8 mile stretch. Another concern is how this project will affect the environment. Many communities rely on underground well water. Along the 9.8 mile stretch are Federal Superfund sites, some of these creating toxic plumes contaminating one of our most important resources, water, with contaminants such as PCE, TCA, and TCE. Furthermore the construction of a 3rd rail could potentially release contaminants into the air and/or ground, impacting the local communities. Once the 3rd rail is completed, traffic, both commuter and freight will increase and the vibrations caused by the increase in transportation may impact local buildings as well as toxic plumes already affecting our ground water. Before any project moves forward, a comprehensive environmental review must be conducted to see how the construction of a 3rd rail will impact these plumes and the community. The MTA and the NYS Department of Transportation need to take into consideration that the third rail will be used for interstate commerce and conduct an environmental impact study in accordance with the United States Environmental Protection Agency guidelines in order to ensure the safety of the surrounding communities. This study must also include an environmental justice analysis to ensure that communities with large minority residents and businesses in Westbury, Garden City Park, and Hicksville are not discriminated against in this expansion process. Finally the public comment period should be extended to the full 90 days provided by SEQRA and more public comment sessions should be scheduled for the impacted communities.
<b>Jeanette Hartmann</b>	Hopefully, the Draft Scoping document will advise on the third track construction at the existing Nassau Blvd underpass 1. Will State and /or Federal funding require the overpass to meet standard clearance criteria? 2. What type of structure is proposed for the Third track? Will the existing two track structure remain or be reconstructed? Will the Village have a say in the structures aesthetics? 3. Will Nassau Blvd and the intersection with Merillon Ave need to be lowered to at least provide the current limited clearance under the new third track structure? Please limit profile grades to less than 8% (NYSDOT HDM chpt 2) to give vehicles a chance in snow and ice conditions. Please note that Garden City just finished rehabbing the sidewalks and pavement. 4. Changes in grading noted in comment 3 will increase the storm runoff to the existing pumps that drain Nassau Blvd. Will the pumps be replaced? If replacement is required, then the new pumps should be designed to handle increased storm events. 5. Will the third track alignment impact the existing pump house and related infrastructure that was just rebuilt a couple of years ago? 6. Please check the visibility of the traffic signal on the south side (Merillon Ave) given the added third track. 7. Please provide lighting below the underpass.
<b>Jeanette Hartmann</b>	Hopefully, more information on how the stations will be rebuilt will be provided for review. Regarding Merillon Ave station Please note the following questions and comments. 1. Will we lose parking at the station along the north side of Main / Merillon Ave. 2. What is the proposed architectural treatment at stations? Aesthetics? 3. Assuming only a new third track structure is built with the existing two track structure to remain over Nassau Blvd, the third track (due to the structure width) will need to align further south. Do you still have room within the existing LIRR ROW for the third track? Will you be able to align / connect with the existing third track to the east built under the Herricks Road project? 4. Given that the only way to get from the north to south side of the

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	station is via the Nassau Blvd Underpass, it would be key to have a pedestrian bridge crossing over the tracks say at mid platform. This would not only help with platform access during construction but also when there is a sudden change in track assignments and the waiting commuters at the west end of the platform need to walk all the way east to Nassau Blvd and around to get to the other side. 5. Will the existing South ROW fence be replaced? 6. What will be the extent of vegetation removal between Tanners Pond Road and Nassau Blvd.along the south side.
<b>Peter A. Cavallaro</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 93)
<b>Debbie Pepe</b>	The West Side access project is not yet complete and is years behind schedule (not even addressing the financial issue). How about you complete one project before you begin another one?
<b>Stephen Sivillo</b>	Why doesn't the MTA on finishing the east side access project first before embarking on this one?
<b>Petrina DiGangi</b>	Dear Governor Cuomo, Come visit Floral Park. You will see what a beautiful town it is and how this project will ruin everything. You speak about growth of small businesses and small towns. This project will destroy this town and others along the way. Don't make your legacy be one of destruction. The voters will remember.
<b>Richard Cohen</b>	This is a forward thinking, world-class infrastructure improvement for the Long Island Rail Road (LIRR). As the economic artery for Long Island and New York City, the LIRR is becoming the favored transportation-of-choice to get into and out of NYC. The scale and impact of this project is a reminder of great minds of the past, such as Robert Moses, without whom the metropolitan area would not be the colossus it is today. There will be inconveniences to people along the new tracks and they will be compensated.However, the track expansion IS A MUST - increased train traffic and increased speed are a must for the ALL Long Islanders and metro region people. Please don't let the few dictate to the many. Infrastructure projects are never popular and when it works, no one mentions it (like reverse signalling to maximize bi-directional training). But without it, all of would be on the LIE stuck in a permanent traffic jam.
<b>Norma Ortiz</b>	The Ronkonkoma station could use an overhead pass at the east end of the station for passengers to cross between north and south tracks.
<b>Mary Jo Kensil</b>	I am completely against this project. As a daily commuter into the city, it is obvious the LIRR has many problems with maintenance of the tracks, trains, and communication. This project is going to cause more problems, raise our cost of commuting, and loss to property to owners like myself.
<b>Fran Sohl</b>	I am all for the grade crossing modifications & adding the 3rd rail. Improved service is important.
<b>Larry Repanes</b>	The 3rd track along main line and the two tracks east of Farmingdale are both long over due.
<b>Bo Zo</b>	This project only shifts the bottleneck further down the line to Hicksville. You should try harder to make what you already have better, instead of making the current inefficient system larger.
<b>Michael Barkman</b>	Nobody explained how the construction will take place and more importantly, what would prevent the debacle that is the east side access project? The LIRR highlights the grade crossing elimination but says nothing about process or funding.
<b>Robert Dziekonski</b>	Build it! We need it!
<b>Carl Esposito</b>	Long overdue... project is much needed. Go for it.... just please don't raise fares any more or disrupt service to accomplish this please...if so I am against
<b>Mike McCaffery</b>	These projects are vital to the continued economic growth of Long Island as well as ensuring LI residents have access to the best public transportation that can be provided. Not only are they long overdue, they should proceed with the utmost urgency without delay. We can no longer fall prey to the seemingly endless criticism and shortsightedness of some. We as a society need to go back to thinking big, imagining the impossible and then building it!
<b>Joe Schnorr</b>	Is there any way to accelerate this project? The timeline is rather long and the delays when a train is disabled are horrific. Let's get this moving faster!!

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<b>Paul Dircks</b>	Please allow me to express my strong concerns and disapproval of Gov. Cuomo and the MTA's proposed LIRR Third Track plan. As a resident of Garden City and a regular commuter on the LIRR (from home to work in New York City), I simply do not see the economic justification for the project (the scoping document fails to present ANY meaningful data on economic viability for the project) and believe that Gov. Cuomo and his administration are unreasonably and over-aggressively pushing this project down the throats of Long Islanders. The information presented thus far by Gov. Cuomo and the MTA has been wholly inadequate and fails to outline potential costs to us local residents of the project. Additionally, the urgency and unfair delivery of piecemeal information has not been explained. Is this Gov. Cuomo's way of supporting the lofty Obama Administration objective of building offshore wind energy off the coast of Nassau County, Long Island? It's certainly not for the improved long-term economic vibrancy of Long Island! I would be much happier to support an effort by Gov. Cuomo to repay Long Island schools the over \$1 billion of funds he and his administration have withheld from us and our children or allocate MTA funds to upgrading LIRR switches at Jamaica -- both are REAL issues that demand action -- rather than see a project with the enormity of the LIRR Third Track begin without sound justification and with no end to spending, disruption, or misuse of power. You as a part of AModernLI.com, Gov. Cuomo, his administration, and his MTA affiliates all know that this is being done unfairly and unethically. It's not too late to stop this madness. It's not too late to take a step back, re-evaluate what's best for Long Island residents like myself, and stop the LIRR Third Track project.
<b>Sharka Waldhof</b>	I 1000% support this long overdue project! I wish it would go further along the LIRR line, end to end, to have more than just two tracks (and also wish the project now could lay the foundation for future projects as mass transportation evolves but that would just end up but that is asking for too much). The benefits of the project are numerous and have been articulated in a number of documents and discussions, so I do not need to repeat them here. The benefits are long-term and worth the short-term issues. For the collective benefits this will bring to Long Islanders for many decades to come, a cooperative effort toward the end goal will be key. While everyone should remain mindful and sensitive to local issues, they are discrete and should be kept proportional to the overall project, meaning that they should be addressed but not that they derail (no pun intended) the project or unduly increase time and cost.
<b>Eric Schoener</b>	The scoping document was a very thorough presentation of the conceptual changes to the LIRR main line, Floral Park to Hicksville, including the elimination of the grade crossings and the third track addition.
<b>Brian Wyatt</b>	It sounds great but the on time performance posted now is bogus the time displayed on platform show you as late but you're on time how is that????
<b>Greg Erwinski</b>	Whatever it takes to improve efficiencies of commuters, including myself, I am in favor of.
<b>Gerard McCarthy</b>	As a customer of the LIRR for the past 10 years, it appears that most of the problems with service occur between Penn Station and Jamaica (or just east of Jamaica). It seems like the best use of capital would be to update and fix this section of the track prior to any grand projects. After that update the fleet of trains (probably the second most likely cause of delays). After that, turn your attention to improving the system beyond what most customers would agree is the more fundamental issue.
<b>Rachel Hirschfield</b>	The expansion will be a welcome addition for Long Island commuters like me! I live in Zone 10 and having travelled the Ronkonkoma line for about 30 years, the expansion is much needed. In order for Long Island to grow and improve, these types of major improvements need to take place. While they are uncomfortable during the process, they will offer a better future. Bravo!
<b>Christine Gietschier</b>	Full steam ahead with this project. It was needed many years ago to ease the LIRR congestion. I'm hoping this is done in time for me to reap the benefits before I retire and no longer ride the LIRR daily!!
<b>Scott Trapani</b>	So one of the bullet points in the pamphlet is that the third rail will "reduce traffic on Long Island's congested roads by providing a more attractive alternative". How do you plan on addressing the additional parking that would be required? The Ronkonkoma lot is filled to capacity now.
<b>James Jannes</b>	I think you should improve service from Flushing Main Street station to Penn. A lack of transportation services has caused the Flushing West development project to be scrapped by the city. This is a big loss for all. There is a huge volume of people who travel from Flushing to the city every day and they need more services if the area is going to renew and grow.
<b>Sherri Calvin</b>	Build the 3rd rail. Train delays are out of control. It's needed. A 3rd tunnel is necessary too



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<b>Joan Cutrone</b>	I know it will be painful but I believe the LIRR must expand and add additional track to accommodate increased ridership and growth on LI.
<b>Jerry Romano</b>	Prior to the LIRR even thinking adding a third track they should hire people from an airline or transportation service who understand what customer service and build the business around its customers not trains. It may require showing most of the top management at the LIRR the door who think they know everything but know very little about people and managing expectations. Next they need to figure out how to clean and maintain bathrooms and trains which are filthy disgusting and poorly maintained. Then they need to put a system in place that tells them where the trains are and send that information to waiting customers like other commuter services do around the world. It's not rocket science! Holy crap every trucking, taxi and even a mom can geo locate their teenager. Then try and run 1 off-peak train at full speed 80 mph from Penn to Jamaica or Mineola to Jamaica only slowing down when it reaches the platform, instead of this slowing down and coming to complete stop even when there are no trains in the station and adding unnecessary travel time. Then keep adding trains to run at max speed until the whole schedule is complete for peak and off-peak travel. I think it would very unrealistic for LIRR commuters to expect service to improve with a third track until top management that is following the same protocols for the past 160+ years is replaced.
<b>Ken Friedman</b>	It's great as far as it goes, but you should look to eliminate other grade crossings, too, such as the Jackson Avenue crossing by Syosset station. Raising the track, like at Hicksville, would also allow you to straighten it out so there wouldn't be a large gap between the train and the platform and more parking would be available under the station.
<b>Bill Derofshitz</b>	I am deeply saddened by the sheer lack of transparency on this project. While this is nothing new with this administration . . . for those who actually care about the communities impacted, there should be a thorough and transparent review. The challenge for the folks that are PRO 3rd rail is that IF the details of the impact EVER come to light, the project would never get approval. The adverse impacts on the communities involved need to be carefully weighed and measure with the benefits (TO THE IMPACTED COMMUNITIES <NOT> THE COMMUNITIES USING THE LIRR) The MTA is as corrupt as the current administration and cannot be trusted to vet this project adequately. They are inept at best and criminal at worst. . . . Therefore anything they say need thorough independent evaluation.
<b>Mrs Smetana</b>	I hear announcements while I'm waiting for my 718 in westbury "train is on time" when it is actually late. What is considered late?
<b>Theresa Coen</b>	If SAFETY is a concern please comment on why raising all the grade crossings on Long Island is not the 1st and ONLY expense the MTA is taking on across All of Long Island. More trains with a 3rd track across Long Island will only add to MORE Noise-MORE Pollution- Please comment on why a 3rd track is necessary, possibly use double decker trains? More employees are working from home, as more companies have more technologies. There is no need for more trains and the reverse commute is not enough to establish another costly track across long island. FREIGHT trains will carry the danger of more chemicals traveling across Long Island, the disturbance of the small communities across the line will not benefit each town...Please comment on the effects to each small town on the line. NOT ENOUGH TIME BY JUNE 13 AND NOT ENOUGH INFORMATION TO MAKE A DECISION. MORE STATISTIC ARE NEEDED FOR EACH TOWN TO MAKE DECISIONS THAT WILL BENEFIT EACH TOWN ALONG THE LINE. PLEASE COMMENT. Traffic conditions during and after the construction, please address. Necessary Streets will be closed after construction, this is not acceptable to the town, please address how this is a benefit to NHP residents. Construction Impact- 14 feet is deep, the water level is high, and this needs to be addressed.
<b>Larry Elber</b>	I like it I think when it is done it will be a good thing. My concern is with all the projects going on some of the focus is lost. East side access is incredibly over budget and behind schedule and the second track from Farmingdale to Ronkonkoma appears to be behind schedule. I understand the timeliness of planning the next project before the current ones are done, otherwise everything would take longer. It does appear the projects currently being worked on are not get the attention they need to be completed on budget and in anywhere near the original timeframes.
<b>Jeff Bush</b>	Yes! I am TOTALLY in favor of the project as outlined in the Scoping Document (I do not have an opinion regarding alternate options), Long Island needs the additional transportation capacity provided by this project, and it should be implemented as quickly as possible!
<b>William Scott</b>	Anything that can be done to improve service and reliability is good. Anything to improve grade crossings, and safety at grade crossings, is also good. But for those customers who live east of Huntington on the Port Jefferson

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	line, these improvements only offer improvements to half of the journey - electrification of the line east of Huntington must be considered, and acted on in the near future. Otherwise we continue to have delays because of late trains in one track territory.
<b>Joyce Mobley</b>	Why are you considering a third track when you cannot even get a second track completed in any sensible fashion on the Ronkonkoma line so that eastbound commuters can have decent rush hour service? The amount of time that is taking is disgusting! Where are your heads?
<b>Steve Mann</b>	I was informed by e-mail I could comment on future project expenditures here, but apparently that was as reliable as anything said about train lateness over the PA. So I'll put my comment here and hopefully it will get where it needs to be. Blame the LIRR-approved person who mailed me the link. Why is so much money being projected to be spent on projects to add rail mileage when the obvious, recurring and very real problem that causes 90% of the congestion in the first place is the inadequate signaling in the east river tunnels? "Obama Dollars" were spent to re-signal in the aftermath of Superstorm Sandy and the signals were put back in the same broken way they've been for the thirty odd years I've been riding this railroad. It boggles the mind that the opportunity to do what everyone knows needs doing was carefully avoided when the job was at hand. I have been told (repeatedly) that "the tunnels are owned by Amtrak and loaned to the LIRR" but at some point it should dawn on people that BOTH these organizations are taxpayer funded at every stage and that therefore the "problem" such as it is a stupid matter of paperwork. Fix the tunnel signaling and you fix most of the congestion. And stop sending late eastbound off-peak trains into the single track east of Farmingdale so they screw up the peak traffic on the main line, introducing delays all along the route. Hold those trains in Farmingdale until the on-time peak train has passed. Another mind boggler with an easy fix. No need for millions of dollars and traffic disruption for an unneeded double track when a little common sense comes free.
<b>Gregory Casamento</b>	I fully support the plan to add a third track to the LIRR. The economic benefits, and increase in the quality of life for commuters and their families, certainly weighs in favor of this project.
<b>Matt Kamper</b>	I think that it would help to have this project done. The trains always run behind schedule especially when it comes to delays.
<b>Nicholas Episcopia</b>	As Mayor, I can assure you that no one i spoke to like the way this proposal is being handled. The residents of the Main Line Villages are being treated very badly. The "scoping" document said virtually nothing about the important aspects of the plan and the response time for comments is far too short. The "scoping hearings" were rushed through and there were no answers to the many valid questions raised by residents. How can you even think about a third track when the archaic Jamaica switching system is not upgraded? This should be done before any third track is considered.
<b>Mike Gornicki</b>	Just get it done, don't steal too much and do it right!!!
<b>Theresa Statz-Smith</b>	As the Executive Director of Long Island Arts Alliance, a regional arts and culture non-profit working to increase cultural tourism on the island, I welcome an efficient and accessible Long Island Rail Road (LIRR), which will support our work to export Long Island's cultural assets locally, nationally and internationally. The Third Track, in concert with other upgrades to the system, will create a modernized railroad offering transit options to tourism without increasing traffic. We are currently doing research and development of our tourism plan in partnership with Sustainable Long Island and it is clear from our community workshops that the number one barrier to increased tourism is existing transportation options. The Third Track will allow the LIRR to service a growing 21st century population and encourage increased and sustainable utilization of our cultural and natural assets.
<b>Brian Conlon</b>	1. Have you considered the negative impact to small businesses the extra traffic during the construction phase will cause? There are many businesses along the proposed route that will lose both foot traffic and car traffic during the proposed work.2. Since the sidewalk repair at the Merillon train station underpass took approx. 5 months I can only imagine how long some of grade crossing projects will take. The Roslyn Rd underpass took years to complete. 3. During a recent meeting at the Homestead School in Garden City one of the MTA representatives mentioned how the third track could alleviate some of the congestion caused by broken trains. Would it be better to use some of the funds for the proposed third rail project and have them go towards maintaining/upgrading the existing fleet of trains? Also, a broken train can cause congestion and an inconvenient commute. This project seems like it will cause many inconvenient commutes, which will in turn cause a loss of revenue for the commuters.4. The MTA is undertaking a number of large projects right now. Wouldn't it be better to complete one project before starting the next? How will these projects strengthen the credit quality of



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	the MTA?5. I don't see how this will change driver behavior on Long Island, unless this project will lower the monthly commutation costs. If you are going from Garden City to Melville, you get in your car. Or from Long Beach to Roosevelt Field Mall. If people wanted an "attractive alternative to driving," they would move to Queens or Brooklyn. Most people driving on the LIE need to go some else after that part of the trip is over. Waiting for another train or bus would increase their travel time and limit what they can purchase along the way. 6. Demographically, will this project bring and keep Millennials and Gen Y on Long Island?
<b>Melanie Graham</b>	I would like to extend the time frame to allow further assessment of the situation and additional community involvement. Currently, I am OPPOSED to the third track proposal because additional trains do not seem necessary, families would be disrupted, and the communities are already too congested near the trains. It would be nice to keep Long Island suburban, not make it urban.
<b>Andrew Sexton</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 38)
<b>Linda Solana</b>	I've been commuting since 1975 and although your survey results indicate massive improvements, I beg to differ with your math. The only major change I have seen is your delay excuses have changed. The delays in the 70's and 80's were predominately trains hitting cars. The past 10 years and weekly excuses have been signal issues, East River tunnel problems. East River Signal issues, Amtrak stuck in tunnel, signal issues east of Huntington (don't know how this impacts the Hicksville and Huntington trains) etc., etc.. There is obviously a new person handling the email alerts, as I was averaging 100-150+ alerts and cancellations, and this has recently gone down to 25-50 message alerts but the issues still remain.Would prefer to see the monies used to fix the signal and East Tunnel issues before taking on new projects. I agree that rail crossing need to be improved, but elevating or tunneling has not proven effective as almost monthly the Westbury bridge is struck by cars, instead of train hitting car. Although I can't say I've received any alerts regarding elevated South Shore trains. The Port Jefferson line from Huntington to Port Jefferson is still only one track (almost daily delays due to signals, incapacitated train issues or late arriving equipment). Don't you think a 2nd track is in order in conjunction with the Ronkonkoma track additions?Addition of a third rail from Floral Park to Hicksville - I don't believe this will correct any of the existing issues. The issues as I see it is there are not enough inter-cross-over tracks between stations. The issues have been broken down trains, broken rails (almost monthly) and freight train derailments. Fix the issues that have been plaguing us before taking on new work with their own set of issues to add upon. The Grand Central-LIRR project started when I started commuting in '75 and I still don't see it as a viable working option now or before I retire.
<b>Anthony Healy</b>	I'm in favor of the grade crossing elimination but 100% opposed to the 3rd track, you will destroy my home, my property value, my way of life. I'm a US Army veteran and strongly object to having these trains coming closer to my house. Currently the vibrations are causing multiple cracks and these will get much worse. Also, this project will be using work trains powered by diesel engines. The railroad never shuts the engines off. They will be running non-stop spewing fumes into the air.
<b>Christopher Walsh</b>	Why stop at 3 tracks? Long Island is undrivable anymore as large multi family projects continue to urbanize the suburbs. We need more projects like this including light rail to connect stations.
<b>Nancy Douzinas</b>	The goal of the Long Island Index has always been to provide reliable and unbiased research for the Long Island region and to guide public policy. As its publisher, I am very pleased that Governor Cuomo and The Right Track for LI Coalition have used this research to both educate the public and to inform their decision making. This is a public/private home run for the future of Long Island and they have my full support.
<b>Eileen Healy</b>	The scoping document doesn't provide any information about how the 3rd track will be installed or how much closer it will be to my house. You are going to destroy my property value and way of life, This project is all about having heavy freight trainsnusing the 3rd track 24/7.
<b>Jorge Cerruti</b>	I would like to let you know that I totally oppose the LIRR Third Track Project which will greatly disturb the life of thousands of New York State residents and will render no benefit to the commuting system.
<b>Kevin Way</b>	Totally against the project. The proposal will only to more congestion and urbanization of LI. Mineola is already becoming like Queens. People will not give up their cars.
<b>Brian Daughney</b>	The scoping documents are inadequate. The time frame for comments is unnecessarily too short and is designed to prevent comments from being made. The plan as outlined to date fails to describe the environmental impact which may be caused by chemicals lingering in soil and which could be released as track work/excavation is



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	<p>done, including the former use by the LIRR of Agent Orange and other cancer causing chemicals. The plan does not provide any information or detail regarding the impact of the third track expansion on the Hempstead line. Will the plan decrease the frequency of or number of trains on the Hempstead line? Is there a plan to reduce service on the Hempstead line? Is there a plan to increase freight on the Hempstead line - or will the decrease of trains on the Hempstead line allow for more freight trains on the Hempstead line? The scoping plan does not adequately address whether federal laws and regulations require that train track availability requires that it be open to freight trains. Therefore, although the LIRR and MTA state they have no plan to increase freight, isn't it true that under federal law and regulation freight carriers can seek to increase the use of freight trains and it is not the MTA or LIRR who control the usage. The scoping plan does not describe in any detail the increase of number of trains per hour or per day which will result from the additional of a third track. The scoping plan does not state why alternative improvements such as replacing decades old switches and other technology along the line, especially in the Jamaica Queens area, as well as improvements to crossings at New Hyde Park Road are not viable and more attractive (cost and impact on neighboring property) alternatives to solve many of the problems cited as the basis for the third track. The scoping plan does not state whether additional trains will make additional stops at the Merrillon and New Hyde Park stations and any potential scheduling changes. The scoping plan does not address the impact of more noise from more trains and more noise from faster trains and more noise from heavier freight trains. The scoping plan does not address where construction equipment will be staged during the construction phase.</p>
<b>Wolfram Knoblauch</b>	<p>They are always ruining something which we have cared for with love for decades! When will Governor Cuomo stop spending tax payers money for his progressive dreams similar to Gov. Brown of California!!! We are bankrupt already, what more does he want?</p>
<b>Ben Truncale</b>	<p>(See Attachment A-2: Web and Email Comments Attachments - Page 47)</p>
<b>Sean Gallagher</b>	<p>As Garden City residents, we would like to voice our opposition to the proposed third track of the LIRR. This is an unconscionable land grab and a trampling on the rights of homeowners. There will be years of construction which will snarl traffic and cause great congestion in our neighborhoods. The project will most greatly benefit the LIRR and contribute to the further urbanization of Nassau County. If we wanted to live in the city, we would move there.</p>
<b>Ken Fiore</b>	<p>As a LIRR commuter, I am intrigued by the idea of a third track; however, I cannot provide a favorable or unfavorable comment until there are actual drawings that will show how road crossings will be eliminated, how the third track will be placed, and how construction will occur and for how long it will last. Furthermore, it is unfair and disrespectful to the homeowners, shopkeepers, and LIRR commuters in the area to ask them to comment on a plan that in reality is an idea, not a plan. When this idea is developed into a plan, then you can ask for and will receive my comment. As of now, you are playing a game with area residents and commuters, and it is not appreciated.</p>
<b>Carol Crean</b>	<p>I would love to see another track added to perhaps one day increase train service to the eastern end of Long Island. We seem to be forgotten during the year, but during the summer months we have some kind of train service.</p>
<b>Robert Scott</b>	<p>I strongly support the construction of the third set of tracks between Floral Park and Hicksville. This project will not only add an estimated 2,250 construction jobs and related cumulative personal income and gross regional impact of nearly \$1 billion each, but also long-term benefits for people, families, neighborhoods, and the region in terms of improved rail services, reduced train congestion and noise, and enhanced safety. This is a win-win and should be approved.</p>
<b>Jeanette Hartmann</b>	<p>Given the grade separation can you extend the station platform to accommodate a 12 car train?</p>
<b>Jeanette Hartmann</b>	<p>For the noise / vibration analysis please include the double decker train with the noisy, stinky diesel/ electric engine. Also include the freight train that typically has freight cars with squeaky, out of round wheels, etc.</p>
<b>Jeanette Hartmann</b>	<p>I second Mayor Episcopia of Garden City concerns on the LIRR procurement method of using Design Build. The Village will only be able to review and comment on a 30% design. After that the design elements are fixed and any changes will cost us extra. As such the LIRR must develop a bridging document that is more than 30% complete and be very prescriptive on the various design elements that are important to the community. The LIRR must allow the Villages to be involved in the content of the bridging document for design build contracts.</p>

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<b>Steve Oury</b>	The homeowners living along the planned expansion should be given a greater voice in the decision-making unless the LIRR buys their property. Homeowners bought under the existing conditions and should be compensated for any and all loss of quality of life. Those advocating for creation of jobs are looking for current paychecks without acknowledging the long term cost to riders and taxpayers. Once the project is completed the debt will remain. Let those who want the third track figure out how to pay for it without an increase in fares. Many of the construction workers probably won't be monthly riders' forces to pay increased fares - their gain at our expense!! Also, require those advocating for the third track to buy an insurance policy to cover any and all shortcomings of the "promised" increase in jobs or economic gains that fail to appear at the conclusion of the project. This has NOT been proven to be worth the estimated costs, both in the reductions in quality of life and financially.
<b>Mark Frucht</b>	I support the third rail proposal between Hicksville and Floral Park.
<b>Pierre Helou</b>	Contrary to our democratic process, this project is acting in darkness. The people have previously said NO to the project through their elected officials, however through prevarication I see the powers that act in secret have decided. Shame on Albany , Shame on Governor Cuomo.
<b>Joseph Sciabica</b>	I am deeply concerned about the impact of the third track construction on Floral Park. It is unclear that our town will benefit in any way; rather, it will undergo the burden of heavy construction, additional vehicle traffic, and displaced homes and businesses. Can someone please explain the financial and environmental benefits that this project will have on my community?How will our businesses benefit if it is more difficult to get to them because of new traffic patterns and the presence of heavy equipment?Will our community share in any of the revenue generated by the project?How will our home owners and business be compensated if their lives are disrupted by the construction?How will we be able to attract new businesses to our town during the construction process?How will we attract new residents and home buyers?What kind of impact will this have on property values as people choose to leave, and fewer buyers choose to purchase here?What will happen to the business of the local realtors?How will our schools be impacted if teachers choose to leave because of the inconvenience of working very close to this project?It seems that this project has been pushed through aggressively, without real consideration for the impact on the residents and businesses of our town. I respectfully ask that you reconsider and find alternate ways to accomplish your intentions.
<b>Billy Lucano</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 7)
<b>Eileen A Volkar</b>	I strongly oppose Long Island Railroad's proposed Third Track project because the negative impact on citizens' quality of life outweighs the benefits of the project. Issues have not been openly addressed such as the radical increase of train traffic, especially freight trains. While the LIRR attempts to share information with the public in the scoping documents, it is clear that many issues have not been disclosed. Why not invest some of the \$1.5 billion budget in improving railroad service which would benefit all commuters, not just a specific group?
<b>Michael D'Anca</b>	I have read a few reports indicating that Agent Orange was used along rail lines as an herbicide in the 1970s. As agent orange was found to have contaminants that further increased its carcinogenic properties, I would like to know what steps are being taken to protect workers as well as citizens living in the surrounding areas of the proposed expansion, as excavation would likely lead to such particles becoming airborne, thus posing a risk. The lack of a defined plan has me concerned that land will not be tested and decontaminated in a safe manner.
<b>Sam Carpentier</b>	While unable to attend the recent meeting held at Homestead School in June 7th, my next door neighbor did. She lives at 295 New Hyde Park Road, I live at 289. I did go online to review the extensive plans that outline the various options for our crossing (New Hyde Park Road) as well as the others. As you might suspect my major concern centers around the plans for my road. Of the two options presented I am in favor of only Option 1. Option 2 with a Kiss and Ride directly across from our homes is not acceptable. Presently there are daily cars blocking our ability to enter or exit our driveways each and ever day. Just so you know, I have lived at my home for the past 36 years and have witnessed the need for the elimination of the grade crossing for over the past 10 years. When I first moved in New Hyde Park Road was only a 2 lane street. Parking on either side of the street was allowed. No more. Just so you know, I am neither opposed to the addition of a third track nor the elimination of all of the crossings, but cannot support Option 2. Additionally, in the plans there is no mention of installing curbs for this plan. Presently there are none and each and ever year during a snow storm plows come alone and tear up our lawns and never come back in the spring to repair the devastation they leave behind. Curbs would mitigate this issue.Please keep me informed as to the progress on this project.



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<b>Ellis Simon</b>	The plan to add 9.8 miles of third track to the Long Island Rail Road mainline between Floral Park and Hicksville will have transformative impact on Long Island's economy. Not only will the project result in more than 2,000 construction jobs, but it will create 14,000 permanent new jobs and attract 35,000 new residents, many of them young people who, previously chose to move away from Long Island. Further, it will generate \$3 billion in new personal income, \$103 million in new property tax revenue and \$40 billion in new sales tax revenue. The project will support other expansion projects on the LIRR, including the new East Side terminal in Manhattan and tunnels under the East River and the double tracking of the mainline between Farmingdale and Ronkonkoma. This will be a boon for commuters, who will gain faster, more frequent and more reliable service. The extra capacity could also accommodate reverse commuting and intra-island service. In addition, It can provide a foundation for increased service to the North Fork, which is currently under-served, and even high-speed service to New England via a tunnel under Long Island Sound. Communities along the route will benefit, as well, since it calls for eliminating seven grade crossings. This will help reduce traffic congestion and noise from train horns, especially during rush hour. Since the project will be confined to the existing right of way, no homes will need to be condemned to make way for more trains. Long Island needs this project now if we are to remain competitive and continue to grow as a region. I urge you to advance it and I look forward to its completion.
<b>Tricia Byrne</b>	We strongly oppose this project. It will be detrimental to our community and disrupt our suburban lifestyle. Thank you. It is poorly planned and not well thought out Thank you. Tricia Byrne 19 kingsbury rd. Garden city, by 11530
<b>Doug Olenick</b>	I'm curious what kind of delays such construction will cause? Considering even a minor amount of track work forces lines to shut down overnight or for the weekend, I would have to think something this major will be a major problem for daily commuters.
<b>Donald Byrne</b>	I strongly oppose this project. It will destroy my community. Donald Byrne 19 kingsbury rd. Garden city, by 11530
<b>John Delany</b>	While I am in favor of the grade crossing elimination, it is unfair to tie it to the third track. It should stand alone. However, we need more information to support any work. We need to know, when will the project start, how much will it cost, will it be bonded, what will be done first, where will construction equipment be stored, how much disruption to train schedules and car traffic is anticipated. These are just some of the many questions that have not been answered. You are piecemealing this project and expect resident of the effected communities to get agree with it. In addition, the switches east and west of Jamaica need to be replaced before this project is started.
<b>Dolores Riggers</b>	Rushing the scoping project time frame of the very expensive third track project is very unfair not only to the residents of the villages who live along the track main line of the LIRR but also the tax paying public. If the many train delays occurring because of the antiquated and broken switching system at the Jamaica station were fixed this problem would become mute or at least greatly alleviated, Why not delay the third track project until the aforementioned switching system is fixed, thereby saving the taxpayers billions of dollars ? Your credibility could be greatly enhanced if you successfully first fixed the switching and the problems of train delays were eliminated, thus saving billions of dollars. P.S. The economic benefits to the residents as cited by Gov. Cuomo and the L.I.R.R., is at best dubious.
<b>Michael Pappacena</b>	I am homeowner with the tracks adjacent to my backyard. I oppose this project. I have the following questions and concerns and would like a reply. 1) Greenridge Ave will be a drop off point by NHP road. The streets in this area, Greenridge, Hawthorne are not equipped to handle drop off traffic. With barely enough room for one car to pass this will be a danger to the community. How will traffic be addressed and safety of pedestrians? 2) Where will construction be staged? I formally oppose the use of the Nassau county easement immediately west of 47 Greenridge Avenue. There will be a safety concern of large vehicles in this area. 3) Has there been an environmental study on the neighborhood and adverse effects of construction to this neighborhood? 4) Only right of way will be used according to scoping documents. Why is this not on the plans? The right of way was on the plans ten years ago, and hasn't changed, I do not believe my property will not be affected, and I want to know how homeowners will be compensated? 5) My property will devalue. Why is my home worth and the others not considered in this project? 6) It seems obvious more freight will be run along the lines. What is the structural impact of heavier trains on my house and others adjacent to the tracks? 7) Noise barriers are not included which were there in the plans ten years ago. These must be added back
<b>Andrew McCann</b>	The trains are already very noisy. Adding more is just going to degrade the quality of life for miles along residential areas, stress people out, and lower property values. And let's be honest: costs will be double or triple



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	estimates, quality will be low, service will remain poor, and it will take longer and be more disruptive than promised. To top it off, we taxpayers can't afford it. It won't generate revenue to cover expenses and future costs. The regular reverse commute is just not there and won't show up in future. The real unemployment rate is 10% or more and the stock market could tank. We can't even pay the pensions of LIRR workers as it is. With almost zero returns on stocks and bonds, and taxes already high and social spending surging, how can any of this be realistically funded?
<b>Faisal Khan</b>	I'm saying NO to the third train rail !!
<b>Frank Castellano</b>	NOT ENOUGH TIME HAS BEEN GIVEN TO REALLY ANALYZE THE IMPACT TO OUR COMMUNITY. THE IDEA THAT THIS WILL HELP FOR SAFETY REASONS IS FALSE SINCE THE HEMPSTEAD LINE THAT CROSSES COVERT AVE IS LESS THAN A QUARTER MILE AWAY AND WILL STILL BE AT STREET LEVEL WITH NO PLAN TO CHANGE THAT SAFETY ISSUE. I HAVE LIVED IN NEW HYDE PARK FOR 26 YEARS AND HAVE HEARD ABOUT THE 3RD RAIL PROJECT FOR AT LEAST 20 OF THESE YEARS NOW. NO ONE HAS EVER EXPLAINED HOW THIS DECISION WILL HELP OUR COMMUNITY. IN FACT, IT WILL HAVE A NEGATIVE IMPACT. THIS COMMUNITY WILL LOSE ITS APPEALING SUBURBAN LOOK AND FEEL WHILE INUNDATING IT WITH UNNECESSARY TRAFFIC CONGESTION, NOISE, AIR, AND SIGHT POLLUTION AND A NEGATIVE IMPACT ON RESIDENTS QUALITY OF LIFE.
<b>Philip Costa</b>	I wish to PROTEST the LIRR third track plan as it affects ALL residents of our beautiful village. Being a resident of Garden City for over forty years i have no other vested interest other than the preservation of the fine quality of life our village provides for its residents. WE should never allow the MTA to supersede our Government. Once we relinquish that right we have lost it forever. The last thing the village needs is more trains going through. Let alone freight trains, and while the MTA says there is no present plan for freight trains we all know how long that's going to last. How many times do we have to vote down the third rail? Isn't the message getting through to our esteemed Governor Cuomo? NO THIRD RAIL FOREVER! Leave our village alone.
<b>Louise Hess</b>	I cannot express strongly enough how OPPOSED I am tho the LIRR THIRD TRACK plan..... on many levels. The slashing of services, freight trains hauling garbage and chemicals, longer, louder trains cannot possible add to the quality of life that we all currently enjoy. Not tho mention the shift of power from Government to the MTA is a threat to our village. This issue has been voted DOWN each time it comes up and yet Governor Cuomo insists on making it an issue yet again.Doesn't he get the message? WE DO NOT NEED, NOR WANT A THIRD RAIL!!!!!!
<b>Monica Nadasky</b>	I am opposed to this project because this project, because of its magnitude needs more than a month of research and comments. This project will shut down 1 grade crossing completely in New Hyde Park. I live 1 block from that potential closure. How will emergency services get to me? All our fire stations are on the north side of the tracks. Closing the Covert Avenue crossing during the reconstruction phase will destroy my quality of life. My block, Fifth Avenue is the last through street from covert to New Hyde Park Road. During construction, which we all know has a unrealistic time frame, cars and trucks (which are not currently permitted down my block), will use my street as a cut through, again destroying my suburban way of life. How will the construction be done? According to your documents during off peak hours - through the night? How am I or my neighbors going to sleep? Despite a pretty good PR campaign to sidetrack the discussion, we all know that this project serves 2 purposes - 1. to justify the enormous price tag of the East side access and #2 - to allow more freight of the main line. There has been no discussion about improving switching or other infrastructure. Instead, you jumped to needing a 3rd track as a way to "improve gridlock." The same passenger that is on a current LIRR train is the same one who might divert to the East side. There is no new passenger getting on a train to go the East side.. Nassau County's population projection shows a DECREASE in population over the next 10 years so where are these new passengers coming from? Stop the smoke screens, stop the bait and switch, come to the table and let's discuss the best way to improve rail service with the least amount of disruption to the lives of Main Line residents. Be honest about the environmental impact. Let's discuss OTHER methods of improving service, like electromagnetic rails that benefit everyone.This project is being rammed through too fast and there are too many stake holders who are being left out of the vital decision making process. As a show of good faith, extending the comment period until at least January 2017 would be a step in the right direction. Maybe then we would feel like the Governor and the MTA really are listening.
<b>June &amp; Matthew Fay</b>	Dear Gov. Cuomo, Sorry to hear of the "resurrection" of the "Third Track, that will impact the Communities and its residents that live along the proposed route.Aside from being a "quality of life issue", it will be a detriment to the area, bringing a more "citified" environment to the suburbs.We live along JFKs infamous 22L, enduring noise levels that are disturbing, especially during summer hours. Add to that the "Helios" that fly along the "LIRR Track

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	<p>Route", (15% obeying present FAA restrictions) making outdoor living virtually impossible. While these additional "noise factors" are NOT a concern to you, it IS to the residents. It is our understanding that approximately 400 trains daily travel this route, complete with "slow orders" a constant. Many contractors will NOT guarantee their work due to the vibrations created by the train traffic. Add to this your proposal of increased rail trafficking, makes no "practical sense", will decrease property values and change the way of life we have enjoyed for many years. My family has resided in Garden City since 1928, owning property since the early 1920s. Growing in GMAs house, where four generations were raised, I remember the "infamous Mail bag" being placed on the hook, to be retrieved by the next passing train... Many fond memories from my childhood still remain. Garden City is a wonderful community to raise a family, and we would like to keep it that way. Both my husband and I have worked for the MTA for many years, my husband has 36 years of service, myself 21. We are very familiar with how the system "does and does not work". The plan you are proposing with the existing 100 year old switching system, and rail traffic akin to traveling the multiple lane interstate highways, all funneling into a few, jamming traffic into a bottleneck, will only increase "slow orders" and still create "bottlenecks". I have survived many tragedies in my life, and medical conditions in my life, quite frankly I don't think I could survive a five or more year project going 24-7. Please respect and listen to the wishes of your constituents.</p>
<b>Ann Thompson</b>	<p>I have attended two public meetings sponsored by the LIRR. One was at the New Hyde Park Inn, and the other was sponsored by the Western Property Owners of Garden City at Homestead School. At neither meeting were the residents concerns addressed. The first issue is monetary. How much will this "Third Rail Project" cost, and who will pay for it? I am assuming it will be the taxpayers of New York State. The other issues concern the timeline and details of construction. How long will the project take, and where will the construction materials be stored? I fear that another economic downturn similar to the one our country faced in 2008 could halt construction, and leave the local residents to cope with the disruption and debris. At the meeting at Homestead School on June 7, Ms. Picca described other projects the LIRR is currently engaged in. I applaud your work on the East Side Access, and attempts to eliminate the bottlenecks in Jamaica. Please complete these projects before you subject the densely populated communities of Floral Park, New Hyde Park, Garden City, Mineola, and Westbury to major construction.</p>
<b>Lawrence J. Montreuil</b>	<p>(See Attachment A-2: Web and Email Comments Attachments - Page 176)</p>
<b>Nancy Daileader</b>	<p>I am a long time resident of Floral Park. I am against the proposed Third Rail Proposal due to the negative impact the project will have on the quality of life in Floral Park and the surrounding towns and villages along the 9.8 mile path. First of all, the Long Island Rail Road has yet to provide a detailed proposal of exactly what will happen during the construction phase of the project. The Scoping Document only provides information regarding improving railroad crossing grades which is very deceptive as improving railroad crossing grades is only a small part of the project. Also, the Third Rail project is not for reverse commute as it claims. Be truthful and admit that it is to increase rail freight capacity. A large majority of businesses are not even located near a branch of the Long Island Rail so commuters would need to take additional transportation ( bus or taxi) to get from the train to work. The Scoping Document fails to state exactly where in Floral Park the construction will begin, what is involved in the construction, if residents' and business property will be taken, how it will affect the schools along its path, and how long the project will actually take. Historically, the Long Island Rail has shown exceptionally poor performance in completing projects within their stated time frame. It took the Long Island Rail Road almost 18 months just to complete replacement of 8 staircases in Floral Park from cement to metal! The Village of Floral Park is over 100 years old. As an older village, there is not much available space to expand and parking is at a premium. The elevated Long Island Rail Road in Floral Park runs along Atlantic Avenue and cuts across Tulip Avenue. Its businesses are located on two main streets, Tulip Avenue and Jericho Turnpike. Both Floral Park Bellerose School and John Lewis Childs School as well as the Floral Park Library and Daltons Funeral Home are along the path of the Long Island Rail Road. Many homes are also located along the path of the Long Island Rail Road as well. Any construction due to the installation of a Third Rail along Tulip Avenue, Atlantic Avenue and South Tyson Avenue would be extremely detrimental to our schools, businesses, and home owners both financially and environmentally. Additionally, if the Third Rail project goes through, what benefits Floral Park would receive for the inconvenience, noise, pollution, financial losses, and possible property losses it will suffer for the many years during construction? During the normal work week, traffic on Tulip Avenue, Plainfield Avenue, Jericho Turnpike, and Covert Avenue is already normally backed up particularly during the morning and evening rush hours. It will be impossible to have easy access to these streets during construction of the Third Rail. As mentioned above Floral Park already has a problem with parking. At times there is not enough</p>



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	<p>parking spaces available. Parking spaces on the street and in our parking lots are normally filled up during the day and on weekends. If the construction of the Third Rail takes away available parking spaces, Floral Park businesses, community and surrounding communities will be adversely affected. As an example, I live at Flowerview Gardens in Floral Park. I park in the Spur which is owned by the Long Island Rail Road and leased to the Village of Floral Park. I buy a pass from the Village of Floral Park to park in the Spur. Teachers from John Lewis Childs School, commuters for the Long Island Rail as well as patrons of Floral Park business and restaurants also park in the Spur. What will happen to this parking if the Long Island Rail Road reclaims ownership and wants to store equipment in the Spur during construction of the Third Rail? This will pose a problem for our businesses, commuters, residents of Flowerview Gardens, and the sale of co-ops at Flowerview Gardens. I would like to see the following questions addressed: When will plans concerning what is exactly involved in construction of the Third Rail be available? When will information concerning any recent environmental studies (noise, chemical and air borne pollution, and parking) and their results be made available? When will information concerning the impact on local businesses and homeowners and compensation be available? How the Long Island Rail can justify disrupting the nearby schools days with noise, safety issues, and pollution due to the Third Rail construction? What benefits and compensation will Floral Park and the surrounding communities and businesses along the path of the Third Rail construction receive for the inconvenience, noise, pollution, financial and property loss they will suffer for many years during construction? What guarantees do the affected communities have that the Long Island Rail Road will complete the construction of the Third Rail project during the given time frame?</p>
<b>Toni Greenstein</b>	<p>As residents of the Village of New Hyde Park, we are opposed to the "LIRR Expansion Project". We do not believe that noise, traffic congestion, air pollution and safety for residents will substantially improve. We reside one block south of the mainline,. Over the years, the frequency of passenger and freight trains has steadily increased. The noise from train horns isn't as troublesome as the constant vibration, which affects our home structurally. Adding a 3rd track would give the LIRR the option to run more express passenger trains and freight trains. This would only severely amplify vibration and noise issues. And what type of pollutants would the New York &amp; Atlantic Railway be hauling? Environmentally, this is of major concern. Although, a good idea in theory, we are not convinced that eliminating at grade crossings in the Village would alleviate traffic congestion and air pollution. Closing South 12th Street would divert more traffic onto Covert Avenue, New Hyde Park Road, and especially neighboring residential streets, thereby causing more traffic congestion, air pollution and safety issues for those residents directly impacted by this expansion project. A multi-level parking lot on South 12th Street is visually offensive, detrimental to the character of the neighborhood and would produce degeneration of property value to the surrounding residential homes. Closing the Covert Avenue and New Hyde Park Road grade crossings would not substantially ease traffic congestion traveling south because of the existing grade crossings in Stewart Manor (Hempstead Branch). Obviously, the LIRR is not concerned for the Village of Stewart Manor's safety and well being! A case in point... the Merillon Avenue underpass. Traveling south from Jericho Tpke. on Nassau Blvd., traffic still bottlenecks at the grade crossing in Garden City causing traffic congestion onto Stewart Ave. Economically, the LIRR and contractors are the only winners -- more money in their coffers. Ultimately, we the taxpayers will be funding this project (without our consent). Environmentally, we have planes, helicopters and you are proposing more trains and unidentified garbage being hauled through the Inc. Village of New Hyde Park. From a community standpoint, the cons outweigh the pros. YES... ONLY 9.8 MILES OF 3RD TRACK, BUT AN EVERLASTING NEGATIVE EFFECT FOR THE NEIGHBORHOODS DIRECTLY IMPACTED BY THIS PROPOSAL. The Greensteins</p>
<b>John Sultana</b>	<p>I am a resident of Floral Park Village. My home is located along the main line of the Long Island RR Hempstead Branch at the intersection of Primrose Avenue and Atlantic Avenue. In May, I observed a team of surveyors taking measurements along my property line. The surveyor marked off my property boundaries. When I asked him what this was all about, I was told that this was a survey being done on behalf of the State of NY for the Third Rail Project. As a home owner and Village resident, I feel that the state should be more transparent about its intentions for the future use of this area. Will eminent domain be exercised by the state over property in this area? What will the Third Rail Project entail?</p>
<b>Caitlin Fitzgerald</b>	<p>I have been following the news stories as well as speaking to my parents regarding a potential new track being added to the LIRR Mainline which is across the street from my house. I am very concerned about this additional disruption especially during the time the additional track is built. I am currently 15 years old and I am just finishing my freshman year at The Mary Louis Academy and have made the Principal's list (the highest level) each semester. Going forward I am concerned about the following as I would like to continue on the path that I have</p>



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	<p>started which includes going to the best college that I can possibly go to: If the construction occurs during the school year, will it disrupt my studying and homework each afternoon/night? Distraction can have a cumulative effect. Will the construction work occur in the morning and wake me prior to the normal time I currently wake for school? Will my bus stop be changed thus necessitating me to get up earlier to travel a greater distance? Will I still have the same sense of security when I walk out my front door if there are strangers (i.e. construction workers) on my block each day? Will there be construction equipment on my block each day that will make crossing the street more dangerous? Will there be any dangerous dust or debris be released during the construction? Will I be able to use the park for various activities? Will our pool be closed during the summer? Will I still be able to walk (via the Linden Ave tunnel) to the park/pool? Will any of our sports seasons be cancelled at the park? Including the various fund raisers that occur. Will my house shake especially when a freight train rolls by? Will additional freight trains be on the existing and new line? Thank you and I look forward to hearing your responses to these and other questions about the project that could have a significant effect on what I believe is my promising future Also I have a little brother that shares similar concerns.</p>
<b>Robert Jagde</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 8)
<b>Kevin Gormley</b>	<p>If the third track ends up being built, please take the necessary measures to reduce the inevitable increase in noise and vibrations to homes along the entire stretch of the mainline, not just where the construction is being done. It is obvious to me that there will be increased train traffic, both passenger trains and freight trains. The passenger trains currently pass my house unnoticed by me, but the freight trains wake me from my sleep and shake my entire house. With the Port Authority looking to get rail freight across the New York harbor, the Brookhaven Rail Terminal being expanded, and the train rail capacity being increased in between the two, it is a certainty that freight train traffic will increase significantly if the third track becomes a reality.</p>
<b>Kevin Fitzgerald</b>	<p>Thank you for allowing us to comment on this project. However due to many of the items outlined further in this document we feel that there is a substantial amount of information missing that will not allow us to comprehend the full scope of the impacts to our home and family. There is minimal information that supports the justification for such a project that could have a significant effect on our quality of life and property value. Primarily some of the concerns that we as homeowners and parents that live directly across the street from the Mainline are as follows and we must vehemently object to this project:Where will the additional track be placed? For the purposes of this document assuming the track will be placed on the Southside. If it is to be placed on the Northside then there are significant additional questions that need to asked and answered. The document states that there where will be no material changes to the Floral Park station. When will the constructions start? What time of day will the construction take place?What days will the construction take place? Will all workers where proper identification to ensure they are clearly indefinably to us as residents? Will all construction workers go through verifiably background checks to ensure that they have no criminal background? As a parent of two children we want to continue to ensure that our children remain safe. What sound attenuation will there be? The retaining wall on the southside should be no higher than the wall on the north side. Will Charles St be used for any staging area for construction? Will any construction equipment need to be placed on Charles St? Will any properties on Charles St be taken even as an easement for the construction stage? What traffic studies have been done to ensure that additional traffic on an already busy Charles St will not occur? This includes any construction to remove grade crossings? If so, we would like those released to the public. What studies have been completed to ensure surrounding properties will not have damage either during the construction phase or when additional trains are using the line when the additional track is in use? If so, we would like those released to the public. As the houses on Charles St including ours are near 100 years old we are concerned about the foundation, the walls, the utilities (gas line, sewer, electric etc). Will there be additional electrical currents needed as there will be increased capacity. What examination of the soil in the construction zone has been completed? If so, we would like those released to the public. What examination of the existing vibrations and noise from additional train traffic has been completed? If so, we would like those released to the public. Will there be additional freight trains using the tracks once completed? In closing we welcome your responses to our questions however as previously stated in the past and today we vehemently object to this project and the disruption that it will cause to our home not only structurally, environmentally and perhaps financially.</p>
<b>Maureen Annese</b>	<p>I grew up in Garden City, down the street from the New Hyde Park train station. My parents still live in that house. The trains going by on two tracks required my mom to tack down her china cabinet and double hang pictures. The noise frequently woke us up and houseguests always complained about it. Not to mention the bugs and rats that would sometimes get into our back yard. It seemed as if we could not play there for fear of a</p>

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	derailing train, noise pollution, and air pollution. I agree that Long Island continues to grow and there needs to a way for people to get into NYC, however there also needs to be an agreement between the towns and villages affected and the governor. The third rail project is opposed by all mayors of towns affected! That should tell Albany something. The damage of more rattling to my family home is unknown, but I am sure property value would go down. Please listen to the people and explore other options. This third rail is not safe and has many negative side affects.
<b>Brian Naughton</b>	I am a former chief of the Floral Park Volunteer Fire Department (2015-2016). Currently I am the chairman of the new truck committee and the Engine 3 improvement committee. The Floral Park FD's engine company #3 is located directly across the street from the current LIRR Hempstead line and the "main line". The Active house was built in 1930 and after required ISO and NFPA Requirements we have proposed that changes be made to the Floral Park FD's Active Firehouse. ANY CONSTRUCTION on the LIRR's main line or Hempstead Branch would cause tremendous response problems for members of the FPFD's Active Company. The current response route of FPFD Engine 127 is on Atlantic Ave which runs parallel to the current LIRR line. "Current plans" that add on to the current tracks will absolutely effect and delay response times for the Floral Park Fire Dept. ANY addition to the current LIRR Tracks will adversely effect the response time of a vital fire apparatus of the FPFD and ultimately puts the lives of our residents in danger. The speed and/or convince of the LIRR customers should in no way effect the security and livelihood of the residents of Floral Park. We all live in a time where we strive for less time and convince but time and convince should never put lives in jeopardy. The Floral Park Fire Department Active Co. is opposed to ANY additions to me made to the current LIRR TRACKS. I make this statement on behalf of and with permission of the chief, officers and members of the Floral Park Fire Department's Active Engine #3.
<b>Thomas J. Tweedy</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 181)
<b>Michael A. Levine</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 214)
<b>Patrick O'Hara</b>	All Long Islanders stand to benefit from the Third Main Line Track the benefits are not only limited to more reliable train service for the tens of thousands of riders who travel down this congested stretch of track every working day, but rather all LI residents who would be living on a more accessible and economically productive island. The impressive expected economic and financial benefits of the Third Track that you have either heard or will hear about are significant, and could be just what Long Island needs to truly break free from being a bedroom community to New York City and be a place where employers are willing to set up shop and get work done right here instead. But as important as the physical infrastructure upgrades are, the LIRR also needs to upgrade its way of thinking and provide service levels and service patterns that are reflective of where Long Islanders want to go today. It's like a carpenter and his or her toolbox "you can have the newest, fanciest, and most extensive toolbox in the world, but if it's being used by someone who thinks you drive a nail into a wall with a set of plyers, it's not going to be used to its potential. On the other side of the coin, a skilled carpenter carries only the tools he or she knows they will need, and while his or her tools may be beaten up and well worn, the difference in the finished product between the two is like night and day. The LIRR has stagnated since its last major expansion "electrification to Ronkonkoma almost three decades ago. While recent service improvements are excellent and have been welcome, overall progress has been marginal, at best. While the Third Main Line Track's expected benefits are significant and frequently spoken about, it's important to not overlook the potential short- and long-term impacts of this project on the local communities. Many residents' concerns about the impacts of construction and life after the Third Track is done are real and legitimate, and while I hope that those in the local communities can be willing to put up with some of the inconveniences for the sake of the rest of the Island, I would encourage the Governor's office, the MTA, and the railroad to continue their extraordinary efforts to reduce the impact of this project on those living nearby. With that said, the outreach efforts on this project have been impressive so far   however, there is an urgent need for more real and tangible details about how the project itself will play out so that we can all be aware of the impacts this project may have not only on the local communities, but also on our commutes, discretionary trips, and our fares and taxes. The more information that's put out there, even if it's tentative, the more comfortable everyone will feel about their project and their ability to make an informed decision about their stance on it. With regard to the environmental impacts on this project that this scoping meeting is looking for impacts on, I think it's important to not only analyze the potential positive or negative impacts the construction itself will have, but also how the project may reduce emissions and impact on the environment as a whole due to increased rail usage and decreased congestion.



Name	Scoping Comment
<b>David Carroll</b>	I would like to register my support for the LIRR expansion project. It has long been established that a third track is needed along the Main Line from Floral Park to Hicksville. The LIRR has done a good job of shortening the amount of new track required and eliminating the need to impact any residential property. This project also improves all communities along the track by eliminating seven grade crossings and improving north south traffic flow - something that is sorely needed throughout LI. The third track will allow the LIRR to operate more reliably and will also help support service to Grand Central Terminal when it commences in a few short years. With major investments in Manhattan, Queens, the north and south shores of Nassau County as well as in Suffolk County it seems only fitting that this important piece of our LI rail network be upgraded as well.
<b>Gerhardt Muller</b>	During the mid-1990s I worked at the Port Authority of New York and New Jersey where I was responsible for regional intermodal transportation planning for both passengers and freight. Many of the current plans for the third line are similar to those we preposed at that time.Perhaps I missed something but I did not find specific information regarding the potential use of expanded rail service along the main line for freight. Accordingly, I strongly suggest that freight use during regular and off-peak hours become part of the plan so that trucks would have an alternative means of transporting their goods to and from Long Island. There are a number of viable intermodal yards on or near the proposed third line route that should receive serious consideration.Please contact me if you require further information regarding my response to the proposal.
<b>Kevn Mullaney</b>	I am all for modernizing the LIRR, but I am concerned that expansion projects are being looked at while the current trains and stations are lacking in several areas. If there is money to be spent, I would think the LIRR should spend more on upkeep. The trains are generally very dirty, and the seats are disgusting. Each train should be overhauled, taking seats out, repairing them, and cleaning between the seats, the floors, etc. We spend too much money as it stands to have to worry about getting gum or garbage on our clothing. Please let me know if you need more info. Thank you.
<b>Rodney Gomes</b>	I think this is far overdue. Those who benefit from this need to voice their opinion so that we do not only hear from the NIMBY groups.
<b>John Shaughnessy</b>	Question! Have the planners of the Third Track Project ever considered building an AirTrain similar to the tram going from Jamaica to Kennedy Airport as a alternative to a third track for train passengers? Could some of the resources that will be used to build a AirTrain from Jamaica to LaGuardia tie in with an AirTrain from Jamaica to LaGuardia? Thank you !
<b>Alaine Lawlor</b>	As a resident that lives very close to the LIRRs main line in Garden City, and using the LIRR to commute into NYC, the addition of a third track would greatly impact my family's quality of life in a negative way. We constantly deal with speeding trains that shake the house as well as extremely loud train horns blaring at all hours and late into the evening. In addition numerous long freight trains that pass by carrying unknown and possibly toxic cargo are significantly louder and more disruptive to our neighborhood. The possible increase in both commuter and freight traffic subsequent to the third track installation would be awful. In addition, the disruptive construction of the third track would bring the trains and noise even closer to our home while we would endure a lengthy construction period that would remove existing tree and landscape barriers that help to partially block out some noise and views of passing trains causing the noise to reach even higher levels than what we currently deal with. Our opinion is that while some facets of the project such as eliminating grade crossings may be beneficial, the overall impact of the third rail is not worth the degradation in quality of life for our family and neighborhood and implore the decision makers to rethink this plan.Sincerely,Alaine and Jeff Lawlor
<b>Maura Hughes</b>	1) I am gainst the 3rd rail expansion. Fix the issues caused by the supposed "upgrade" to the Harold switching station, then let's talk further supposed improvements. New Hyde Park Station commuters would not get any benefit from the proposal, just inconvenience. 2) In the proposal, there is inadequate handicapped access. All ADA ramps are on the western side of New Hyde Park Road, none are on the eastern side. There is no traffic light proposed, so how do you expect those needing the ADA access to get to it? 3) I am opposed to the proposed "kiss & ride". We like our neighborhood just the way it is! If you are so anxious to spend money, why not put in a second rail on the Port Washington lines so that commuters from there stop using the main line! That would be a better bang for your buck!Sincerely,Maura Hughes.
<b>Lauren Carroll</b>	I strongly support the proposal to build a 3rd track from Floral Park to Hicksville and eliminate all seven grade crossings along the rail line in central Nassau County. This investment has long been needed for both reliable service and a frequent reverse commute service as well. This key investment is necessary for LI to get the full benefit of the \$10+ billion East Side Access project - a large investment that will benefit all Liers. As a person who

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	<p>is employed on the Rt 110 corridor I see firsthand the need for reliable reverse peak direction service to attract young professionals to open positions that are needed to keep my company and other companies competitive and strong. The LIRR expansion project will provide multiple transportation improvements without impacting residential properties. It should be approved and constructed in the soonest possible timeframe so LIRR can get the needed benefits it has to offer.</p>
<b>Patricia Salkin</b>	<p>I am writing in support of the LIRR Expansion Project and the proposed addition of a Third Track between Floral Park and Hicksville. This project, which will modernize our rail infrastructure and increase the LIRR's capacity and reliability, is essential to the growth of Long Island, the continued success of our academic institutions and the region as a whole. As a long-time student and scholar in the field of land use and planning law and policy, including smart growth and sustainability, I can attest to the need for this project. Touro College, with campuses in Central Islip and Bay Shore, and many other local academic institutions work hard to attract quality students and exceptional faculty from around the country to live, work and study in our Long Island community. We are proud of our alumni networks and their ability and desire to give back, not only to the College, but to the local community. Our students' success beyond graduation is an important priority, and we often hope to see them stay or return to Long Island so as to continue to enrich our local communities and networks. Further, many of our students commute daily from the New York City metro-region and the need for better, more accessible and reliable public transit is essential. The business community knows that we face an increasingly difficult challenge. In a technology driven economy, where the speed of business is constantly increasing, Long Island is becoming more and more isolated. The Third Track will help undo some of that isolation by yielding a stronger, faster connectivity with New York City and global markets, enabling a better flow of capital, jobs, and opportunity for students, professionals, academic institutions like Touro and local business. A modernized LIRR will help us attract great young minds as much as it will help us to retain them and grow a new generation of Long Island problem solvers, scholars and leaders. Additionally, the ripple effects of such a project will create thousands of jobs, new affordable housing, and a greater ease in transportation not just on and off but within the Island. As a relatively new comer to Long Island, having lived in the Capital Region for 30 years prior, I can say personally that quality of life on Long Island suffers as compared to other regions of the State due to the grueling traffic congestion on the highways. Already projected to improve traffic conditions both locally and regionally, and decrease pollution, the Third Track will surely be a milestone in Long Island's history. In fact, Touro Law Center's Institute for Land Use and Sustainable Development Law would be honored to assist in any way to help bring this initiative to fruition.</p>
<b>Dorothy Episcopia</b>	<p>I find the Governor and his representatives shockingly disingenuous with regard to the proposed LIRR Third Track in Nassau County. Having followed this current discussion, and a similar discussion a number of years ago, it is painfully clear that the Governor and his representatives are making every attempt to mislead the public by, inter alia, linking grade crossing eliminations to construction of the third track as if they are one and the same; lulling people into believing that there will be no destruction of private property; and when asked for details as to how this project will be accomplished and how long it will take, telling the public that we should not be concerned about anything because this is a design as we go project. All the Governors staff can say is trust us. We are not trusting little children. We know better. We are educated and understand SEQRA. None of the following questions all of which are require documented answers pursuant to SEQRA - have been addressed: Where will the work on the third track project actually start and how long will construction in any vicinity take? (The projected time to rehab the existing Wantagh LIRR Station alone is 2 years.) How many neighboring areas - both residential and commercial - will be affected by construction at the same time? Where will the construction equipment staging areas be located and for how long? What provable tangible economic value will this bring to Central Nassau County? Will the work on the Ronkonkoma tracks, the Jamaica switches and Third Track start simultaneously? Although at this time you say no houses will be taken, where is your guarantee that will not change in the future as construction goes forward to make room for the third track? The real problem with the LIRR is not the absence of a third track on the Main Line. Its the dangerously antiquated switching system in Jamaica. If the Governor is concerned about his legacy, he should worry about leaving the failing switching system in place that could lead to a horrific accident and loss of life as a result...this has already happened on heavily used Metro North and Amtrak tracks. Sincerely, Dorothy M. Episcopia, Garden City, New York</p>
<b>Jack Martins</b>	<p>(See Attachment A-2: Web and Email Comments Attachments - Page 10)</p>
<b>Adrienne Esposito</b>	<p>(See Attachment A-2: Web and Email Comments Attachments - Page 9)</p>



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<b>John Hayes</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 10)
<b>Mary Daly</b>	I am a Garden City resident living on Roxbury Road . My husband and I will be directly effected by the LIRR's addition of a 3rd rail line. My husband attended the meeting at the Nassu Inn several weeks ago. The "Expert" LIRR representative was not able to answer any of the three logistical questions my husband had: 1. Where is the dividing line between the LIRR right of way and Garden City? 2. Will the construction involve removal of the large wall of trees along the same right of way ( Main / Merillon Ave) and is there a guarantee and an artistic rendering of the replacement shrubbery of equal size and density that will be installed upon completion of any project? 3. Will there be an attempt at the use of Eminent Domain with this project ? The "Expert" responded that he did not know the answer to any of these questions.Considering the poor way the LIRR maintains their present station properties and the rail cars themselves, I have zero confidence that a project of this magnitude will beof benefit to the riders in any way. Myself and my husband object to the project at this time.
<b>Anthony Morgano</b>	If this gets approved which I hope it will not, the least the LIRR could do, would be to slow the trains down somewhat on this residential section. I strongly believe that currently, the express trains routinely exceed the speed limits which are too high in the first place. Noise and vibrations can be felt a thousand feet away. Not fair to residents!
<b>Kathleen Thompson</b>	I am a resident of Roxbury Rd, in Garden City. I know that part of the idea of building this third rail is that it will be easier for NYC residents to get out to jobs on Long Island. What companies, exactly, have plans to locate employees to Long Island. Are there any at all? This theory that there will be more jobs on Long Island goes against current trends. The trend today is for more and more employees to work from home. It saves companies from having to pay rent for expensive office space in Manhattan. Companies are also saving money by moving to less expensive areas. A number of large companies are relocating their employees to less expensive cities, such as Tallahassee, Florida, and Richmond, Virginia. Long Island will never be an inexpensive place to live. The only jobs that this project would help are construction jobs. These are short-term jobs. It is true that that construction industry will be busy for a while. But once the project is over, our neighborhoods will be ruined for the sake of hypothetical businesses who have never had plans to locate on Long Island in the first place.
<b>William Kehoe</b>	The scoping sessions held on May 24th & 25th by the MTA/LIRR were an insult to our intelligence. How can residents discuss the expansion plan without knowing the details of the "new" plan?. The MTA/LIRR have to go back to the drawing board, put the entire plan together and present it in it's entirety. First and foremost tell us why it is needed and why it will help the communities involved. Several years ago when the project was originally introduced the MTA/ LIRR were not forecoming when they continually lied about the details of the initial project. The only advocates of this current plan are union workers, LIRR employees, and expansion plan representatives, who are hired to pass this plan regardless of how much it will hurt the residents along the 9.8 mile stretch between Floral Park and Hicksville. Hopefully, the MTA/LIRR will return to the impacted residents with a well thought out, detailed and honest description of the plan and one that contains the necessary details so that the residents can fairly assess the new expansion project.
<b>Nicholas Episcopia</b>	Where will the work on the third track project actually start and how long will construction in any vicinity take? (The projected time to rehab the existing Wantagh LIRR Station alone is 2 years.)• How many neighboring areas - both residential and commercial - will be affected by construction at the same time?• Where will the construction equipment staging areas be located and for how long?• What provable tangible economic value will this bring to Central Nassau County?• Will the work on the Ronkonkoma tracks, the Jamaica switches and Third Track start simultaneously?• Although at this time you say no houses will be taken,where is your guarantee that will not change in the future as construction goes forward to make room for the third track? The real problem with the LIRR is not the absence of a third track on the Main Line. It's the dangerously antiquated switching system in Jamaica.If the Governor is concerned about his legacy, he should worry about leaving the failing switching system in place that could lead to a horrific accident and loss of life as a result...this has already happened on heavily used Metro North and Amtrak tracks.
<b>Joseph James</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 11)
<b>Joseph James</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 12)
<b>Janice Bailey</b>	You need to extend the amount of time the affected communities have to comment on this scoping document. I have been to 2 meeting and have talked to LIRR representatives and DOT representatives and have received no

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	<p>answers. The usual response is we don't know yet because it is a build as you go. One questions I have never gotten an acceptable answer to is why the Main line is becoming more important. I have lived thru 9/11 and Hurricane Sandy. What I learned from both these experiences is all systems need redundancy. We all know that Long Island will experience some type of disaster in the future. For a billion dollars, why not build out other lines ? By making the Main more important, you are making Long Island more vulnerable to any disaster. Another question I have not gotten an acceptable answer to what sound proof barriers and landscaping is being budgeted for the area between Tanners Pond Road and the Merillon Ave train station. This area currently has beautiful trees. If you cut these trees down are you going to replace with sound proof barriers and landscaping ? You need to do it right.</p>
<b>Nancy Poz</b>	<p>I am very opposed to the idea of a third track on the Port Jefferson branch. All this will do is increase freight traffic. It is a false notion that it will take cars off the road as people who are driving are not going to suddenly hop on a train. Unfortunately, I do not trust what you claim you will do. If you were really concerned about LI you would be making the elimination of the grade crossing the priority and not the 3 rd track. It is unfortunate that you chose not to give more details about this project.Nancy Poz</p>
<b>Jamie Moore</b>	<p>As President of the Manufacturing Consortium of Long Island (MCLI) I am writing in support of the LIRR Expansion Project and the proposed addition of a Third Track between Floral Park and Hicksville. This project, which will increase the LIRR's capacity and improve service reliability, is essential to Long Island's manufacturing industry and the region as a whole. There are currently over 3,000 manufacturing companies in Nassau and Suffolk Counties alone, and nearly all of them face challenges in regards to attracting and retaining new, young and properly trained talent. By increasing capacity and improving the LIRR's service reliability, this project will make Long Island a more attractive place to live and work for young families, who will help grow and diversify Long Island's workforce. It will give manufacturers access to a larger talent pool, as well as help make the case for those living outside Nassau and Suffolk to reverse commute to jobs on Long Island. For businesses to grow in the 21st century, we need to hire employees trained in the 21st century, and this project will help us expand our reach to a new group of talented prospects.Our region is also set to benefit from the \$10.8 billion East Side Access project, which can be a key factor in growing local business by providing a more efficient connection to New York City. The Third Track and the East Side Access project together will create a better flow of capital, jobs, and opportunity between Long Island manufacturers and the rest of the world.There is no doubt that Long Island is a wonderful place to live and work, but in order to stay competitive we need to think critically about infrastructure investments. The third track is an essential project for regional businesses and we are proud to support it.</p>
<b>Paul Tonna</b>	<p>The expansion of the Long Island Rail Road through the LIRR Expansion Project will bring significant economic and environmental benefits to Long Island's 7.5 million residents and it is an initiative I strongly support. This crucial investment in Long Island's infrastructure will galvanize regional growth, and those of us who care about Long Island's future need to be proactive in our efforts to advocate for this important opportunity.Adding a third track to the LIRR's main line will substantially improve the quality of life on Long Island by creating 14,000 new jobs, increasing personal income by \$3 billion, and reducing the oppressive tax burden on our residents. Long Island's infrastructure is in serious disrepair, and the expansion of the LIRR will contribute in a myriad of ways to economic and sustainable development that is essential for the Island to grow and continue to prosper. I urge you to join me in supporting this vital project.</p>
<b>Sammy Chu</b>	<p>On behalf of the United States Green Building Council-Long Island Chapter (USGBC-LI), I would like to lend our full support to the LIRR Third Track Project. Not only will this have a huge positive economic impact on our region, the project will help to decrease our region's carbon imprint. Highway congestion is a major contributor to air pollution and with the expansion of the LIRR we will have fewer cars on our roadways, significantly improving our air quality. The LIRR expansion will also reduce the amount of gas we use and decrease noise pollution. These changes and many more will result in a better quality of life for all of Long Island. Sustainable development requires the fulfilment of several conditions: preserving our natural resources and implementing building practices that are socially and environmentally responsible. The LIRR Third Track Project is Long Island's opportunity to do just that.</p>
<b>Manny Velez</b>	<p>(See Attachment A-2: Web and Email Comments Attachments - Page 13)</p>
<b>Aida Velez</b>	<p>(See Attachment A-2: Web and Email Comments Attachments - Page 15)</p>



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<b>Kevin Flood</b>	We have not been given enough time to review and ask questions regarding the scoping document. There has not been enough information provided to residents who are impacted most. The comment period should be extended to a minimum of 90 days in order to provide an opportunity for residents to fully educate themselves and their neighbors so we can make appropriate decisions.thank you
<b>Michelle Velez</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 17)
<b>John Lockwood</b>	Dear Mr. DumasAs a resident of the Inc. Village of Floral Park, I am against the LIRR's expansion for a Third Track from Floral Park to Hicksville!The Long Island Rail Road should not be allowed to do anything and everything on and along their property.This questionable current Third Track project will not only have long term negative effects on the quality of life for all who live and work near and along the proposed area, but also, for all construction workers employed on this project. Increased noise levels, increased hauling of dangerous toxic materials, increased speed of trains, increased chances of accidents and health risks are some of what we residents will face under this under scrutinized and uncontrolled plan.According to NEWSDAY and other newspapers, deaths and severe illnesses have been attributed to the "Agent Orange" like chemicals and pesticides used for over many years all along the LIRR tracks. Will these toxic chemicals again become airborne to cause harm? I urge you to please restructure this current THIRD TRACK project to include more details on our quality of life concerns.Our children and grand-children are depending on you.Thank you for your consideration,John Lockwood355 Carnation AveFloral Park, NY 11001516-775-2940
<b>Benjamin Truncale</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 19)
<b>Patrick Halpin</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 144)
<b>Kemp Hannon</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 31)
<b>Dan Mercuri</b>	I am opposed to the third rail. The noise in my neighborhood at all hours of the day and especially night from planes here is wrong we are losing sleep over this and more Noisey trains carrying freight would be bad for our neighborhood and environment. The pollution from the planes has turned my roof black it's disgusting! Dirty Diesel engine trains coming through here would only make matters worse. Tractor trailer trucks 55 feet long has also been a major problem roads here are not designed for these gigantic trucks, a third rail would only bring more freight with more trucks and cargo planes Therefore a third rail is something I STRONGLY oppose. My neighbors can't believe the change that's been going on here enough is enough! Why not fix the existing infrastructure of the railroad first it is a disgrace, our roads are also in desperate need of repair. You are putting the cart before the horse. It makes no sense! This is a bad plan. NO THIRD RAIL.
<b>Carol Zamojcin</b>	As someone who has been reverse commuting for more than 20 years, I am concerned about the lack of information on how reverse commuting would be scheduled and at the lack of arrangements for north south transportation. I have worked in Hauppauge, Islandia, Farmingdale and currently in North Amityville but never was able to use LIRR because there was no way to get to my job from the closest station. Unless the access from stations to businesses can be addressed, I cannot support a the 3rd track. In addition, no adequate information on the removal of grade crossings is given. No information on environmental impact or environmental issues was given. How will the LIRR address noise during construction? What is the impact on the people living along the right of way such as myself and my family? The tracks and the retaining wall are the border of my backyard. How do I know that construction will not damage the structure of the wall and / or my property? These issues need to be addressed and a longer comment period should be allowed to address them.
<b>Matthew Loesch</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 22)
<b>Kevin Walsh</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 32)
<b>Kevin Lalezarian</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 172)
<b>Philip Belgio</b>	Gentlemen, I am opposed to the proposed expansion of the LIRR construction of a third track fromFloral Park to Hicksville. The railroad has provided almost zero information about their plan on how they will do the

Name	Scoping Comment
	construction and has yet to show how the additional track will improve service. All of Garden City and most of eastern Nassau county will be negatively effectedPhilip Belgio
<b>John Viscusi</b>	Edward M. Dumas, Vice President—Market Development & Public AffairsLong Island Rail Road Expansion ProjectMTA Long Island Rail Road, MC 1131Jamaica Station BuildingJamaica, NY 11435Dear Mr DumasAs current director and incoming President of the Carle Place Civic Association I am here to present our communities concerns, questions and opposition of this proposed 3rd Rail project. Despite the limited amount of information provided and the scope of work, I also find it amazing that a project of this size doesn't have detail. These 4 recent hearings simply did not accommodate the residents of Carle Place in which over 45 private homes and over 15 commercial properties/business owners in Carle Place that are directly effected by this project. Many of the residents are completely in the dark about the concept of this project and are quite concerned about the length and timeline of construction, as well as environmental issues, noise, ground water effects, relocation of utilities, additional property use and street staging of construction equipment and materials in addition to the overall sequencing of the project. How and where will traffic be re-routed during construction and the impact those traffic patterns are expected to have on the affected streets and homes that are along the Railroad right of way. There are many concerns about freight rail traffic and what exactly types of freight and materials will be coming through the Carle Place area following the project's completion.With reported constant construction and activity, what impact to LIRR service during construction will happen and what will the duration be. Our current station is in desperate need of repairs and has been neglected , what will happen to the Carle Place Train Station ? will it have to be completely rebuilt to accommodate a third track ? what will happen to our commuters from Carle Place and their need to get to and from work at all different hours during the proposed construction? The residents of Carle Place need time to review this proposal and unfortunately the public comment period was short and brief . I ask you on behalf of the residents of Carle Place to expand the comment period to a more appropriate time line to allow us to review and process the information that is available. We also request a more detailed plan to be put forth so we can see the absolute footprint of the physical location of the tracks and all bridge overpass plans for Cherry Lane, Meadowbrook Parkway and Glen Cove Road , which are main roads and are vital to the everyday aspects of the residents of Carle Place. Thank You for your consideration SincerelyJohn ViscusiDirector/President Carle Place Civic Association
<b>Susan Kelly</b>	While I appreciate seeing an 82 page document about the project, I had hoped there would be SPECIFIC information about the reason this agenda is in place. QUESTION #1: What is the LIRR doing to improve service, eg. better communication, new switching signals, etc.? QUESTION #2 What FEEDBACK was solicited from the citizens involved? QUESTION #3: Why is this change, just like with the Common Core implementation which against all change theory was thrust upon the schools, administrators, faculty, students, and parents, being orchestrated?QUESTION #4: Who is paying for this expansion project?QUESTION #5: Why can't the grade crossings be implemented FIRST and then see if that improves the LIRR situation? QUESTION #6: Where is the timeline for this project?QUESTION #7: Where is the list of residences and businesses affected by this project?QUESTION #8: Where is the evidence that this project will actually improve the LIRR and not just be another financial albatross around the public's neck?QUESTION #9: When will the public receive answers to questions BEFORE the project is started and money is spent?
<b>Michael G. Murphy</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 223)
<b>Diane DeLeary</b>	Historically, local communities along the main line have opposed the LIRR Third Track Expansion Project twice. The second time, one hundred and forty one local organizations and officeholders voiced their opposition and 10,000 people signed a petition against it. The current Draft Scoping Document does nothing to ameliorate our steadfast opposition against the proposal.1.There is absolutely no demand for a reverse commute. The existing eastward trains are less than half full. 2.The Nassau and Suffix business base does not merit this projection of job creation. Current employees would have to compete with prospective commuters who may not even garner a salary that would accommodate the high LIRR fares. 3.The expenditure of several billion dollars of taxpayer monies on this project is ill conceived and wasteful. The rational and cost effective and efficient path would install operational switches along the existing LIRR enabling bypassing of stalled trains.4.The acquisition of residential and business private property is highly injurious to the quality of life and is not justified. The newly constructed Floral Park Recreation Center and historic buildings would also be negatively impacted. 5.The ten year construction period would devastate communities. It would impeded businesses; traffic flow for police, rescue, fire vehicles, residents; diminish or eliminate available parking; etc.6.The environmental impact during construction would release toxic chemicals and air pollution; constant noise and damaging vibrations; 7.The



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	environmental impact after construction would cause an increase in the round-the-clock number of commuter and freight trains; acceleration of energy usage and carbon emissions; transport of hazardous materials and refuse; loud noise and damaging vibrations;8. During construction, westbound commuters would be significantly inconvenienced by having to take slow and infrequent buses to reach their work locations in NYC. Please do not waste any more time and money on this fruitless project. A concerned citizen and taxpayer, Diane DeLeary91 Tulip Ave Queen Bldg Apt B2 Floral Park NY 11001
<b>Catherine T. &amp; George W. Littman</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 130)
<b>Dennis McEnery</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 23)
<b>Christina Riccobono</b>	More information should be given on this project. • Where will the work on the third track project actually start and how long will construction in any vicinity take? (The projected time to rehab the existing Wantagh LIRR Station alone is 2 years.) • How many neighboring areas - both residential and commercial - will be affected by construction at the same time? • Where will the construction equipment staging areas be located and for how long? • What provable tangible economic value will this bring to Central Nassau County? • Will the work on the Ronkonkoma tracks, the Jamaica switches and Third Track start simultaneously? • Although at this time you say no houses will be taken, where is your guarantee that will not change in the future as construction goes forward to make room for the third track?
<b>Timothy Dalton</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 33 & 257)
<b>Dennis McEnery</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 24)
<b>Dennis McEnery</b>	Please make the record clear that the MTA LIRR has said that the FTA would provide oversight for the Third Track megaproject Main Line Corridor - Third Track Project <a href="http://web.mta.info/lirr/News/2008/ThirdTrack.htm">http://web.mta.info/lirr/News/2008/ThirdTrack.htm</a> Prelim Draft EIS Submitted (Main Line Corridor Improvements Presentation) The MTA Long Island Rail Road's Main Line Corridor (MLC) project – which provides for a much-needed Third Track in a critical 10-mile stretch between Floral Park and Hicksville – has reached an important milestone as the Metropolitan Transportation Authority (MTA) submitted the Preliminary Draft Environmental Impact Statement (PDEIS) to the Federal Transit Administration for review. The MLC - Third Track project will improve service reliability for the LIRR systemwide by providing more capacity and flexibility to move trains. Five LIRR branches, carrying 41 percent of the Railroad's total ridership, converge on this busy stretch of the Railroad, known as the Main Line Corridor. The Third Track also is a vital component of the LIRR's effort to get ready for the completion of the \$6.3 billion East Side Access project in 2014 when LIRR customers will – for the first time – be able to enjoy a direct ride to the East Side of Manhattan via Grand Central Terminal. East Side Access will allow the LIRR to operate up to 24 trains per hour in the peak of the rush hour to Grand Central. More than 100,000 LIRR customers currently travel to Penn Station and Brooklyn during the morning peak service. For about half of the customers traveling to Manhattan, Grand Central Terminal would provide easier access to their final destination. With East Side Access, customers will save up to 40 minutes of travel time daily – the equivalent of up to 20 vacation days annually. The Third Track will add a “passing lane” to the MLC – separating express trains from local trains – and will offer greater capacity, operational flexibility and faster recovery time in the event of incidents or delays. The MLC plan is designed to also offer other community benefits, such as improvements at grade crossings and upgrades to key bridges throughout the corridor, such as Ellison Avenue in the Village of Westbury. Through the planned elimination of grade crossings in the Third Track corridor, the project enhances safety and accident prevention, improves traffic flow in local communities while also reducing train horn warning noise. The draft plan the LIRR submitted to federal officials offers two grade crossing separation alternatives which address the five grade crossings under review in the MLC. They are: Covert Avenue, South 12 th Street and New Hyde Park Road in the Village of New Hyde Park; School Street in the Village of Westbury and Urban Avenue in the New Cassel area. There are two options, either A or B, proposed for grade crossing improvements with no priority assigned to one option over the other. Option A would address four grade crossings (three separations and one closure) while Option B would address two crossings (two separations). Crossing Option A Option A would separate the roadway from the tracks at New Hyde Park Road and Covert Avenue. The New Hyde Park Road crossing is a very busy North-South roadway with 19,500 vehicles per day that currently experiences extended traffic backups due

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	<p>to the gates being down. New Hyde Park Road and Covert Avenue traffic would cross underneath the tracks, similar to the Roslyn Road crossing elimination presently under construction in Mineola. South 12 th Street crossing, which experiences considerably less traffic than either New Hyde Park Road or Covert Avenue, would be closed and a pedestrian crossing would be constructed over the tracks to enhance the safety of New Hyde Park Station customers. Also under Option A, Urban Avenue would be closed to traffic with a pedestrian bridge constructed over the tracks. Urban Avenue traffic (about 7,500 vehicles per day) would be diverted to a new bridge over the tracks, connecting Bond Street with Railroad Avenue. School Street would remain open at-grade with protection enhancements for vehicular traffic. Crossing Option B Option B is intended to minimize community impacts even further, particularly in the Village of New Hyde Park, where Covert Avenue and South 12 th Street would remain as grade crossings with protection enhancements for vehicle traffic. The other proposed improvements would be identical to Option A described above, with New Hyde Park Road separated, Urban Avenues traffic diverted to a new Bond Street bridge and School Street remaining at-grade. The LIRR has listened to the public following input at the six scoping meetings held in mid-2005 and it has significantly altered its original plan for the Third Track. Public involvement proved to be invaluable during the development of the project's alignment and grade crossing proposals. In addition, over 40 meetings with federal, state and village officials, and community leaders helped refine the alignment and identified alternatives that have been incorporated into the new plan – significantly reducing potential property impacts. Providing faster and more frequent access to the East Side of Manhattan will help ensure that Long Islanders can continue to quickly reach high paying, high skilled jobs and also will help keep the Long Island housing market competitive with Westchester and New Jersey. "The LIRR is planning for the future and we need the support of Long Islanders for this important project," Williams said. "The Third Track will give the LIRR more capacity and flexibility to keep trains moving. East Side Access represents the biggest opportunity to improve LIRR's service in more than 100 years. "We've worked hard to listen to the communities along the Main Line to reduce the property impacts of the Third Track project and we will continue to seek public input as the project moves forward," said Williams. Future Project Milestones Once the FTA reviews the plan, it will be made available for public review and additional public hearings will be scheduled. If final FTA reviews are complete in early 2009, engineering design on the project would take place during 2009, with an estimated construction start in the 1 st Quarter of 2010.</p>
<b>eileen rankel</b>	<p>Not enough information is available for us to make a decision on whether this project will be good. My elderly parents are greatly effected by this project! They live on Greenridge Ave in Garden City and the amount of traffic they will experience with the 3rd track and the property loss is horrible. I understand that the trains are packed but just starting a 3 rail without knowing the full impact on the houses and communities around the train tracks is outrageous. Please remember these are people's homes and the noise level with be overwhelming</p>
<b>Dennis McEnery</b>	<p>Please make the record clear that the MTA LIRR has a history of not completing projects on time and within budget, as noted by the Village of Floral Park Mayor in 2012 October 9, 2012 <a href="http://www.fpvillage.org/Mayor's%20messages%20archives/MM_archives_Tweedy/2012%20messages/2012%20messages.htm">http://www.fpvillage.org/Mayor's%20messages%20archives/MM_archives_Tweedy/2012%20messages/2012%20messages.htm</a> Once again the MTA's Long Island Railroad has been found to be wasting taxpayers money and its workers wasting a lot of time on several routine construction projects on Long Island. According to the MTA's own Inspector General, which reviewed staircase replacement projects in Great Neck and Deer Park as well as a fence replacement in Manhasset, LIRR workers started their workdays too late, ended their work days too early and wasted too much time in between, a complete "triplication" of waste, mismanagement and inefficiency! At the Great Neck staircase project, for example, LIRR workers took 115 days over six months logging 5,677 hours of labor costing New Yorkers \$261,000 for a project that was budgeted to have taken 10 weeks and about 2500 hours of labor at a cost of under \$100,000, which is two and a half times less than what the Great Neck staircase project ended up costing. This is not surprising to our LIRR Mainline communities, however, which saw the LIRR's Third Track Megaproject spiral out of control from about \$400,000 to over \$1.6 BILLION without even one bulldozer rumbling through our neighborhoods. MTA Chairman Joseph Lhota should be ashamed that he wants to resurrect the Third Track construction megaproject boondoggle, given the MTA's chronic history of underestimating how much taxpayer money is needed and how long its construction projects will take to complete. Unfortunately we do not have to go to Great Neck to see how badly MTA Chairman Joseph Lhota's construction projects really are in action, or should we say inaction. Floral Park knows all too well how inefficiently and how slowly it takes the LIRR to construct and complete replacement staircases. After watching several staircases at the now outdated and non-ADA compliant Floral Park station crumbling before our eyes, engineers finally declared them unsafe and in need of immediate replacement. We have now watched for months as entrances and staircases have been under repair, with no end in sight. Could it be that the same</p>



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	<p>MTA management that let waste and inefficiency go unchecked in Great Neck is now doing the same thing in Floral Park? We demand that MTA Chairman Joseph Lhota tell us a date when his "routine" staircase construction project in Floral Park will be completed and how much it is going to cost New York taxpayers. One way for the MTA to demonstrate that it is changing its ways is to completely FINISH the construction at the Floral Park LIRR station by the end of the year, 2012 and not 2013 or 2014. Shame on MTA Chairman Joseph Lhota for having to wait until his MTA Inspector General's report to inform him what the mainline communities have been saying for years: maintain what it already has and do it on time and on budget. Click here to view October 9, 2012 <a href="http://www.fpvillage.org/Mayor's%20messages%20archives/MM_archives_Tweedy/2012%20messages/2012%20messages.htm">http://www.fpvillage.org/Mayor's%20messages%20archives/MM_archives_Tweedy/2012%20messages/2012%20messages.htm</a> Once again the MTA's Long Island Railroad has been found to be wasting taxpayers money and its workers wasting a lot of time on several routine construction projects on Long Island. According to the MTA's own Inspector General, which reviewed staircase replacement projects in Great Neck and Deer Park as well as a fence replacement in Manhasset, LIRR workers started their workdays too late, ended their work days too early and wasted too much time in between, a complete "triplication" of waste, mismanagement and inefficiency! At the Great Neck staircase project, for example, LIRR workers took 115 days over six months logging 5,677 hours of labor costing New Yorkers \$261,000 for a project that was budgeted to have taken 10 weeks and about 2500 hours of labor at a cost of under \$100,000, which is two and a half times less than what the Great Neck staircase project ended up costing. This is not surprising to our LIRR Mainline communities, however, which saw the LIRR's Third Track Megaproject spiral out of control from about \$400,000 to over \$1.6 BILLION without even one bulldozer rumbling through our neighborhoods. MTA Chairman Joseph Lhota should be ashamed that he wants to resurrect the Third Track construction megaproject boondoggle, given the MTA's chronic history of underestimating how much taxpayer money is needed and how long its construction projects will take to complete. Unfortunately we do not have to go to Great Neck to see how badly MTA Chairman Joseph Lhota's construction projects really are in action, or should we say inaction. Floral Park knows all too well how inefficiently and how slowly it takes the LIRR to construct and complete replacement staircases. After watching several staircases at the now outdated and non-ADA compliant Floral Park station crumbling before our eyes, engineers finally declared them unsafe and in need of immediate replacement. We have now watched for months as entrances and staircases have been under repair, with no end in sight. Could it be that the same MTA management that let waste and inefficiency go unchecked in Great Neck is now doing the same thing in Floral Park? We demand that MTA Chairman Joseph Lhota tell us a date when his "routine" staircase construction project in Floral Park will be completed and how much it is going to cost New York taxpayers. One way for the MTA to demonstrate that it is changing its ways is to completely FINISH the construction at the Floral Park LIRR station by the end of the year, 2012 and not 2013 or 2014. Shame on MTA Chairman Joseph Lhota for having to wait until his MTA Inspector General's report to inform him what the mainline communities have been saying for years: maintain what it already has and do it on time and on budget. Please also add the Inspector General's report to the public record for this project too. Click here to view MTA Inspector General's Report <a href="http://www.fpvillage.org/images/LIRR%20Great%20Neck%20staircase%2010-05-12.pdf">http://www.fpvillage.org/images/LIRR%20Great%20Neck%20staircase%2010-05-12.pdf</a> <a href="http://www.fpvillage.org/images/LIRR%20Great%20Neck%20staircase%2010-05-12.pdf">http://www.fpvillage.org/images/LIRR%20Great%20Neck%20staircase%2010-05-12.pdf</a></p>
<b>Dennis McEnergy</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 25)
<b>Assemblywoman Michaelle Solages</b>	<p>As a State representative of Floral Park, I write this letter to echo the many concerns I've received regarding the Long Island Rail Road Expansion Project. I, along with many homeowners, are concerned with the environmental impact of this plan. I respectfully request greater transparency and communication with the village of Floral Park. Floral Park is a community of families. Directly next to the Long Island Rail Road tracks are homeowners as well as Floral Park-Bellerose Elementary School. Expansion of cargo, debris or oil tankers have not only an impact on noise levels but also air quality. The the main line track project has an extensive reach, which calls for a complete understanding of the communities involved. Open communication is crucial for all parties involved to make a knowledgeable decision. Documents and studies have been released to the public, but the information included has exposed the full scope of the project. Also, there is little provided time for residents to digest and comprehend this decision. Allowing the constituents of the Twenty-Second Assembly District to express their concerns regarding the Long Island Rail Road Expansion Project is essential. I stand in solidarity with the resident of Floral Park. Michaelle C. Solages New York State Assemblywoman Twenty-Second Assembly District</p>
<b>Matthew &amp; Anne Marie McGeever</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 26)

Name	Scoping Comment
<b>Kathleen Rice</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 34)
<b>Michaelle Solages</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 27)
<b>Tanya Lukasik</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 28)
<b>John McFeely</b>	i object to the plan set forth in the scoping document. It is clear that no residential property will be taken to build the third track but it is silent as to the need to take residential property for the infrastructure part of the project. It also says freight traffic won't increase but goes on to say that freight currently is below capacity. What does increase mean?
<b>Barbara Levi</b>	I am a homeowner for the property located at 30 Stratford Avenue, Garden City NY (at the corner of Clinch Avenue) and 1114 First Avenue, New Hyde Park, NY (at the corner of South 12th Street). Unfortunately, both of my properties will be negatively impacted from the project from an economic standpoint, however, I am moreso concerned about the direct physical proximity of the project on the home in New Hyde Park. I attended the meeting on June 7, 2016 at the Garden City WPOA association meeting, and viewed two proposals for the grade crossing at South 12th Street. The proposal that projects creating an underpass down South 12th Street will create many problems for the homeowners on the block for the following reasons: The street is not wide enough for the three lanes on the rendering, and will create havoc for the homeowners where the driveways will be constricted by the retaining wall and single lane created on the northwest side of the intersection. There is simply not enough room for the residents to pull out of their driveways with the retaining wall that you will create. It appears the sidewalk will be relocated slightly westwardly, and my home sits exactly on the property line of the sidewalk. Do you realize the rendering looks like my house will be in the way of the sidewalk? If you create a no parking zone for South 12th Street, you need to realize that my home the first of a row of six or so two-family homes that are allowed to purchase a permit from the Village of New Hyde Park to park on the street since there are NO driveways for these attached homes. The village does not permit street parking overnight, but these residents use South 12th Street to park with the permit that these homes are allowed to purchase. Where are these residents supposed to park if not on South 12th Street? I recommend the proposal to create ONLY a pedestrian overpass at South 12th Street to avoid the above problems that will severely impact the quality of life of the residents of South 12th Street and First Avenue, and have a detrimental economic and practical impact on my home. If vehicles need to cross the railroad, they have two very close alternatives at Covert and New Hyde Park road. Thank you for your consideration, Barbara Levi
<b>Denis O'Driscoll</b>	After reviewing the Scoping Document and attending the public session in Hicksville, I would like to add my voice of approval to the project overall, with some caveats. It is undeniable that there is an absolute necessity for this project, primarily if Long Island is to survive and thrive in the 21st century. There is only so much that Long Island's communities can do on their own. Dependence on easy access to NYC is critical. That said, some folks at the public sessions raised valid concerns, and one has crossed my mind as well. First, given that Hicksville is at the eastern end of this proposed project, it is absolutely critical that other infrastructure and service improvements to the surrounding area are included as part of this project. Parking and intermodal hubs should be high priorities and part of this upgrade. Second, it is critical that specific details about what is being done where along that main line corridor be released as early as possible to the general public. I have been riding to NYC from Westbury for almost 25 years now and one gets reasonably familiar with what one sees out the windows of those trains. I know for a fact that there are several points along that right-of-way where a 3rd track cannot be physically accommodated in the actual existing space. It is not clear to the public what actually defines "right-of-way". This must be spelled out in detail. As it stands now, it comes across as a bit disingenuous when the governor states it can all be done in the existing right-of-way. Again, define that for us. The governor and the MTA have a "LOT" of homework to do before they can truly claim public support for this project. Please get that homework done as soon as possible. I am on board with the high level concept and necessity of the project, even if my retirement by the end of this calendar year will likely preclude my seeing any true benefit from it. Thank you.
<b>Sam Khoury</b>	The comment period was supposed to end today and I came to the website to make my comments and the option to comment on the project is no longer available in the drop down list of options on the "contact us" page. If you were going to end the comments before the end of the day then you should have indicated the time



Name	Scoping Comment
	in the deadline. The deadline indicated June 13 and it's still June 13 until midnight. I will write my comments and submit them in a separate message.
<b>Laura Botka</b>	I AM PROTESTING THE PROPOSED THIRD TRACK FROM FLORAL PARK TO HICKSVILLE. I JUST READ ABOUT THE CITY OF ENDICOTT, NY AND THE EFFECT THE SPILL OF CHEMICALS (PCE,TCE & TCA) FROM IBM HAD ON THAT CITY'S WATER SUPPLY. I FEEL CHURNING UP THE SOIL AROUND THE EXISTING TRACKS WILL DO THE SAME THING.
<b>Sam Khoury</b>	(See Attachment A-2: Web and Email Comments Attachments - Page 35)