



# Long Island Rail Road Expansion Project Floral Park to Hicksville

## Final Environmental Impact Statement Appendix 22-D Email and Phone Comments

April 2017

**Attachment D:**  
**Email and Phone Comments on**  
**Draft Environmental Impact**  
**Statement**

<b>Name</b>	<b>Draft Environmental Impact Statement Comments (Email)</b>
<b>Jerry Romano</b>	Is this the same rail road that can't maintain its current systems that had a cracked rail this morning, switch problems and broken train this afternoon? Fix what you got before adding to the mess that is called the LIRR.
<b>June Fay</b>	Can they stop the "rumbling or vibrations" caused by the rail traffic? I don't think so.
<b>F. Lizette</b>	Will the MTA award one contract for this entire project or will it break it down into several smaller contracts?
<b>Renee Borges</b>	It's amazing that there is money to fund this expansion however, the bushes that were removed to repair the track after the train derailment on October 8th have still not been replaced. The village of garden city has advised us that they are in the process of fighting with the LIRR to replace the bushes that the LIRR removed!! Try explaining to residents how this construction will be done without impacting our quality of life when the LIRR can't even replace the 20ft of shrubs they removed!! The sign in the ground at Denton and main that says "road closed Oct 8-9 due to track work" is still sitting there!! It's November 28th!!! The LIRR needs to pay attention to detail and get their act together. Based on what I have witnessed this construction will be a disaster. In addition that derailment was caused by the LIRR, human error, so let's not use that as an example of how another train line would have helped offset delays! If the existing track and switched were repaired properly there would be no need for a new track.
<b>Giovanni Patane</b>	Would you please tell me when you expect to start construction on New Hyde RD and Covert Ave.? Will you need a local Architect on a project management Level? My office is on First Ave off Covert Ave Giovanni Patane' Architect Giovanni Patane Associates.
<b>Susan Smetana</b>	I live in Westbury and the addition of Westbury parking garages is a terrible idea unless you improve the infrastructure around the train station. The flow of traffic in the evening and morning rush hours is dangerous and terribly congested. There should be a second look at this idea.
<b>Scott Bateman</b>	Is there a petition I can sign or that's being sent around in support of this? What can I do from home to help move this project along?

<b>Vincent Pagnotta</b>	I think governor call Molly is doing a great job with all these new projects I work for the MTA Long Island Railroad and I think it's great for our community. Hopefully some of the work goes to Long Island Railroad track workers that work out there day and night through the hot summers in the cold winters.
<b>Anthony W. Gullo</b>	I just wanted to comment and say that I fully support the proposal put forth by you and Governor Cuomo. As a lifelong resident of Nassau County and a millennial, I believe that it is essential that we invest in our aging infrastructure to ensure future economic growth. The current LIRR infrastructure with grade crossings and two tracks simply isn't sufficient and LI's growth will be hindered if we don't address this now. Therefore, I fully support this plan and hope it goes forward as proposed.
<b>GRE</b>	We should not be pouring more money into the failed MTA. Other agencies like SRPTA and MARTA have far superior systems and we can't just continue to toss money into a system run for show. We don't need to be expanding the LIRR even though the fabricated projected ridership numbers which indicate we should. MTA needs to, if anything, cut back service and examine areas for reducing nearly empty trains running. This is a waste of money we do not have. It's an attempt to create a lobby to buy more chintzy rail cars. Cut service and sell it off to a private operator. The Feds must stop overly subsidizing NY.
<b>Jeffrey Gross</b>	<p>Upon review of the impact statement, it is clear that the project underestimates the magnitude of the parking shortage in Hicksville and does not increase parking enough:</p> <ol style="list-style-type: none"> <li>1. The project plan notes that most increase in ridership and new trains will be during off peak, but the plan says that little new parking is needed under the build scenario by analyzing only peak trains and peak ridership.</li> <li>2. Your study does not recognize that adding more parking in Hicksville will draw more people who are now parking in Syosset, assuming they can get a spot. This means that ridership and parking needs will increase in Hicksville simply due to build scenarios.</li> <li>3. Your overly conservative table shows that by 2040 there will be an enormous shortfall in parking spots. Terrible planning if you do not build more parking now.</li> <li>4. Your assumptions are overly conservative about current parking inadequacies because when a lot is almost full by a certain time some people will give up rather than spend 10 minutes for a final spot.</li> <li>5. East Side Access project will increase ridership, not keep it</li> </ol>



	the same, as you assume in Table 10-7. 6. Your traffic studies do not address the flagrant risk to pedestrian safety at the Town of Oyster Bay lot. A pedestrian bridge is needed. Accordingly, rather than 4 story parking facilities, you should build 8 story lots. Please address the parking issues at the public meetings.
<b>James Oszlak</b>	What is the contact information of those you recommend reaching out to regarding supporting the project? Don't know if I can attend any of the January meetings.
<b>Jessica Alfonsi</b>	Hello. I clearly cannot handle that huge document. Can you please answer these two questions for me: 1) What kind of freight/materials will be zooming past us via this new third track? 2) What are the "experts" saying about unearthing all of the chemicals/toxins in the ground on the current tracks?
<b>Abdul Aziz Bhuiyan</b>	My name is Abdul Aziz Bhuiyan, owner of 301 Covert Av., interested to speak to someone regarding the possibility of selling of my property. Please contact me at your earliest convenience.
<b>Jay Becker</b>	Too much time commenting not any time spent building. Get busy already!
<b>Kathleen Mahony</b>	Hi. Interesting note from the team. I was expecting to see the project manager's name at the close which is typical for private industry project management correspondence. Please advise who has been named to lead the project during this Initiation phase. Many thanks.
<b>Jose Aguilar</b>	My name is Jose Aguilar and my family and I are extremely concern with the 3rd track. I live directly on the north side of the tracks and all I have seen are the fliers you are leaving around. "Sorry we missed you! I don't understand why you come around during the day when typically people are working. Come to my house at 5:30-6PM No I do not want the 3rd track, I feel that the LIRR will not keep their promises such as noise Reduction, station and Parking. In addition other concerns are what's happening with high tension electrical wires and Graphite on LIRR properties. All of these items affect my family directly specially the noise and lack of parking at the Carle Place station on a day to day without the 3rd track.
<b>Michael R. Weinman</b>	While we heartily endorse the concept of three main tracks, signaled for movements in either direction, between QUEENS and DIVIDE interlockings, we believe that an equally (or more) important project would be reconstructing the former Central

	<p>Railroad of Long Island as a two main track electrified railroad between GARDEN and B interlockings. Almost all of the right of way is still available, it is a natural high speed route with almost no curvature nor gradients, and some of the right of way is already in railroad use. As a new build, all grade crossings could be eliminated, and a flying junction with the Central Branch at B Interlocking would permit significant reductions in running time for trains traveling on the Main Line from Jamaica and points west to Farmingdale and points east, or, via the Central Branch, to points along the Montauk Branch Babylon and east.</p>
<b>Regina DiPietro</b>	<p>I really feel that instead of putting in a third rail, use the money to fix all the old tracks that keep breaking, switches that don't work properly, etc. Penn Station could use a ramp so people in wheelchairs or people wheeling luggage can easily access the trains. Make stations handicapped accessible. The amount of money to be spent on the third rail (which is not that long a distance) would be better spent upgrading what we already have.</p>
<b>Bradley Smallberg</b>	<p>I am a resident of Farmingdale. I am in support of the additional rail on the main line. I am in support of the second rail on Ronkonkoma. I am opposed to the east side access. I say this because my trains are always late or delayed. Everyday. I do not understand how you get such a good OTP. These additional tracks will relieve some of the congestion.</p>
<b>Arnold Reinhold</b>	<p>I support the LIRR Expansion Project and consider it a valuable project. My one concern is this: the LIRR Expansion Project Final Scoping Document says that the LIRR does not anticipate any significant increase in rail freight traffic. However the Port Authority Tier I EIS for the Cross Harbor Freight program (<a href="http://www.panynj.gov/port/cross-harbor.html">http://www.panynj.gov/port/cross-harbor.html</a>) is projecting a major increase in freight traffic on LIRR tracks if either of its recommended alternatives (enhanced ferry or rail freight tunnel) are built. Personally, I think adding capacity for freight is a valuable side benefit of the LIRR Expansion Project, but in any case the conflict between the Cross Harbor Freight EIS and what the scoping document says should be addressed in the forthcoming LIRR Expansion Project DEIS.</p>
<b>Claire Mansfield</b>	<p>I have only a few comments about this project. 1. I went to NYC on the LIRR for 10 years from the Floral Park station. I never saw more than a few people per car on the trains going the other way.</p>

	<p>Since the 3rd track is going from Floral Park to Hicksville, how many people working in Hicksville travel by train from NYC or Brooklyn to Hicksville making this track necessary. 2. The LIRR should be using this money to upgrade the current tracks and signals which seem to be breaking down regularly. Also the money could be used to put in the safety measures being recommended because of several accidents that have happened lately. 3. At the last meeting I attended, one of the people speaking for the third track had an office in Huntington and thought this would keep his workers from going to NYC for better paying jobs. Since the track does not go to Huntington, I don't think this is a valid reason. 4. If there really are so many people doing a reverse commute, couldn't the railroad buy double decker cars to accommodate these commuters? 5. The part of this project that I think is needed is raising the tracks over the roads that currently have gates that come down when a train is coming. This would be a very good safety measure since some terrible accidents have happened when motorists are too impatient to wait for the train to come by and try to go around the gates. Please think about using this money for more needed items than a third track going only a few miles that really is not needed. The money could be put to much better use making all stations handicapped friendly. This would also make it more friendly to people would like to take the train to the plane but can't get their luggage up the stairs.</p>
<b>Samit Ahlawat</b>	<p>I read about this expansion project online and would like to commend LIRR for the proposals advanced therein. I have a few suggestions regarding the plans: 1. Is it feasible to run additional trains instead of constructing a new pair of tracks that essentially run parallel to an existing set of tracks? 2. Has there been a LIRR commissioned study exploring additional areas of constructing new tracks, in terms of additional passengers that could be served by such a line and if it would make economic sense for LIRR to undertake such an effort?</p>
<b>Mary Daly</b>	<p>I am a Garden City resident and I live between Merillon and Somerset Ave's. My concern is the Tree Line consisting of very large beautiful evergreens facing the Merillon Ave side of the railroad, which have been here for at least the 25 years I have lived here and which camouflage the railroad platform will either be trimmed too much or worse removed and replaced with</p>

	<p>something much smaller forever altering the aesthetics of the roadway. This cannot happen. This must be a coordinated effort between the Railroad and Garden City to ensure that none of these trees will be removed. All these years it has been Garden City who has beautifully maintained both the grassy areas and the trees along this road. The area facing Atlantic Ave is a stark contrast in the lack of care and maintenance it receives by the LIRR. My concern stems from a recent incident along Somerset where the LIRR needed access to the tracks and removed one of those large majestic trees and replaced it with a small totally inadequate tree. Now there is a huge gap along the tree line and a major eyesore in that the railroad platform is now fully exposed. Please send me a picture of what this road will look like upon completion of the project, I will continue to object to this project ever starting until these guarantees meet my and my neighbor's satisfaction. I look forward to hearing from you.</p>
<b>Anonymous</b>	<p>Nonsense! Update the track and signals that you have so there are not daily delays! LIRR service is terrible so why do you need to expand it?? Why not put the old gates up that came down from both sides so that cars can't drive around them? Then it would not be necessary for the engineers to lean on the whistle at the crossings. It seems lately that they only do it in the middle of the night to disturb neighborhoods. You are just trying to destroy the villages of Floral Park, Garden City and Mineola. Not necessary. If you had good service, the current tracks are sufficient. Also, our taxes are high enough!! Who is going to pay for all of this? Gov. Cuomo better not expect to get re-elected if this goes through!</p>
<b>Joseph Perini</b>	<p>Please upgrade train ASAP. Thank you</p>
<b>Vasheo</b>	<p>There are 4 tracks at the Floral Park Station; two of which are used for passenger travel. The other 2 are only used for trains in transit to either Jamaica or East. Why? and why not adjust YOUR schedules to make it more convenient for passengers from this station who may have to, or want to, travel East. You are disrupting for freight lines. No one is admitting to it. Let's get truthful, stand up, and tell the REAL story. Disgraceful display of not being truthful. Sad for you.</p>
<b>Jay Becker</b>	<p>How many public hearings are necessary before work starts on this very important project?</p>

<b>Joe Versaggi</b>	<p>MAJOR DESIGN FLAWS: 1. No island platform at Mineola, which could facilitate flexible track assignments and more frequent Oyster Bay Branch shuttles. 2. Required use of north Main Line track for all Oyster Bay service, which will disrupt westbound Main Line trains, inhibits any future expansion, and more electric service to East Williston. There were 8 such trains a day from 1930 to 1972. They are also a cheap way to relieve congestion on Huntington and Ronkonkoma trains and to supplement Hempstead Branch service west of New Hyde Park. In summary, you are forcing 1970's levels of service for the next 100 years and totally refusing to think out of the box - NOT acceptable.</p> <p>UNNEEDED EXPENSES: Demolishing all platforms and building anew whereas only one platform need be demolished at NHP, Merillon, Carle Place, and Westbury.</p>
<b>Anthony Morgano</b>	<p>If you would limit the current speed of the trains as they pass through areas like Garden City and Floral Park, the extra rail would be acceptable. At the current time the noise and vibrations have hurt property. I also don't believe the trains obey the current speed limits. Lower the speed limits somewhat and enforce them. If this is done the proposed track would be more acceptable. If not, I am totally against.</p>
<b>Marie Sexton</b>	<p>How will this benefit the Hempstead Line, which at this time seems almost antiquated? Old cars are still being used on this line. Also, won't the expansion of the Main Line cause a bottle neck where it joins the Hempstead Line beyond Floral Park? At this time, it seems as though the LIRR has trouble maintaining its present equipment and track; how will it maintain additional track? Also how about spending some of that 2 billion dollars on making stations disability accessible?</p>
<b>Stan Young</b>	<p>I am writing to you with questions and comments as a resident of the village of New Hyde Park who resides along the tracks. 506 6th ave, NHP I understand the benefits of this current proposal and am a firm believer in improving on our infrastructure. With that being said please take a moment to hear my concerns, as someone who live across the street from the tracks and does not utilize the LIRR for commuting purposes. Concerns: * Noise during construction * Increased traffic during construction * Air pollution during construction * Decrease in home value Questions: 1. With the third rail installed won't this increase noise pollution at my residence? (More trains = more noise) * Train rumbling, not the</p>

	<p>train horn 2. With the third rail installed won't this guarantee more vibration at my residence? (More trains = more vibration) 3. With the third rail installed won't this guarantee more air pollution? (Frequently, when freight trains pass, you can see debris flying out of the cargo trains) 4. With the third rail installed won't my property value decrease? (Living one mile away from the NHP train station is shadowed by the proximity of my house to the tracks. 5. Are there any benefits for me and other homeowners, who live along the tracks, or are we more the sacrificial lamb?</p>
<b>Jerry Romano</b>	<p>The majority of the rush hour delays are caused by system and equipment failures west of the proposed third track. What percentage and number of rush hour delays will be mitigated due to a third track</p>
<b>Teresa Maguire</b>	<p>This over-priced, unnecessary, time-consuming, noisy, established-business hurting addition to the LIRR does not, in any way, benefit the communities it affects. There is no need for more transportation on already congested LI. And a reverse commute? Ha! I commuted to the city for 16 years and know firsthand that there was no 'reverse commute'. Everybody vying to get home from the same station will of course make for a messy beginning. This project is strictly aimed at getting more construction materials out east to build, build, build! The building and more loss of our wildlife where deer are routinely seen in backyards because they have no place else to go is unacceptable. We must leave some wooded areas! We must not disrupt the grounds that have already been proven to contain agent orange if disturbed. Long Island has no evacuation plan if one is ever needed. That was the consensus after 9/11 and more disruption will only make it worse. My suggestion is to start bringing more business and industry up near where the governor lives. Businesses could get going, a train to and from NYC would make easy access. Why not? It'd be interesting to hear what those residents have to say.</p>
<b>Domenick Genua</b>	<p>I disagree with you most vehemently!! I see no need to spend Billions of our taxes simply so that The Gov. can run for president. Let him spend the money cleaning up his State Government.</p>
<b>June Fay</b>	<p>While I appreciate your "status reports" on LIRR Third Track, I am vehemently opposed to this plan. Has it ever been suggested in placing this on the, North Side as opposed to your present plan. I believe there are less residential properties between Floral Park and Mineola, and more businesses located Northside, and a</p>



	<p>roadway which appears to be wider. I live in the Family's Ancestral home (89 yrs) and hear the "slow orders" and vibrations from the existing schedule. More trains, more noise, and whatever derailments and additional disasters will await the residents that live along this corridor? I am a retired MTA employee, as is my husband, aware on how these organizations operate, claiming "imminent domain". Fix the existing systems, signals, Bridges &amp; and the aging problems that plague the infrastructure.</p>
<b>Diane Wagner</b>	<p>Why are they during the day and during the work week? So no one will show up??</p>
<b>Beatrice A. Brzostowski</b>	<p>I take the Port Jefferson line and it is overcrowded at all times, weekdays and weekends. How can this project help me and other commuters? As trains go in both directions you can have just as many problems with the new 3rd rail. Moving more travel east, will congest down the line, where you only have 2 tracks. I'm not against this, but I see more problems. It is not the solutions it is thought to be.</p>
<b>Barry Gliner</b>	<p>I highly support the building of the third track on the main line of the LIRR between Floral Park and Hicksville stations. Like any massive construction project, this will not please everyone and I am sure will leave this portion of the line with many delays for a few years as the project is completed. In the end, it will benefit many commuters heading in both directions and will hopefully ease the delay situations we often encounter. Those of us who live in Hicksville and further east will hopefully have speedier express travel times. Those who live on the local stops along the project route should benefit from updated platforms and stations, the elimination of grade crossings and the increased safety of the line itself with these changes. My hope is that this project moves forward and can be completed in a short period of time before I retire in about 15 years. Looking forward, it would be wise for the LIRR to consider eliminating grade crossings at all points that have two or more tracks crossing a roadway (Syosset, Jackson Avenue, is a very busy intersection).</p>
<b>John Kollar</b>	<p>Where will the sound barriers be, particularly east of NHP Road? South side of tracks? Will anything be done to address the problem of vibrations due to passing trains (damaging dishware)? The sound barriers help?</p>

<b>May C. Conti</b>	I am totally against this project. It is an expensive project with no need. What the LIRR needs is not this waste of a project, but new switches which work!!! Do not waste our money.
<b>Kurt Langjahr</b>	You need to put the LIRR Underground at least for the Part of the New Hyde Park Village. For the car parking for the Station Platform for the Environment you need all the Streets above ground in New Hyde Park Road, 12 Street and Covert Ave. This is a little Village unlike Roslyn or Mineola and other Villages east of here where you have more space. You cannot take a single business away from this little community the impact that would make in the long run devastating. Building the 2 Railroad Crossing Elimination will cost you more than say the 1 mile long tunnel through New Hyde Park. I know because I helped build the 63 Street Tunnel the Roosevelt Island Station, Jamaica Center. If we were located in Brooklyn Manhattan or even Queens we would be more important and the money would be spend for us to make this a better place for ever. Parking above the underground would give you a return for your Money and give us a space to park our cars when we use the Railroad. Never mind your old fashion thinking the Diesel Locomotive 🚂 its time to electrify all, 100 years is enough already. PS: Building the Tunnel will have less impact on our community than any other way.
<b>Celeste Cole</b>	I live in Manhasset and I am in favor of the third track. On Long Island, strengthening mass transportation is the way to go.
<b>Christine Aguilar</b>	I live in Westbury on Earl street. I object to you opening the walkway on Carle road. There is no Need for this and it will cause many problems. I already deal with LIRR customers parking in front of my house I do not need more of them thinking it's okay because of you adding this entrance to the train station. Please do not open this entrance on the north side of Carle road.
<b>John Vargas</b>	I am a resident of Floral Park, and I recently attended the hearings on the Third Rail. Two billion dollars is a large burden for the taxpayers and commuters of Long Island. Before such a huge project is undertaken, the residents of Long Island need to know how this will benefit them. Eliminating the grade crossings is a very good move for a variety of reasons. However, this would not require the entire third rail project. Also, there will still be a grade crossing in Stewart Manor which will not be eliminated.

	<p>The claim that the third rail will help to reroute trains when there are delays doesn't seem to hold true. With no third rail from Floral Park to Jamaica, any rerouted trains will just enter a bottle neck in Floral Park. The Floral Park station needs upgrades which it will not receive. With no elevator and only an up escalator, the station is not accessible to the handicapped, the elderly, or families with babies in strollers. The money would be put to better use improving stations, tracks, and switches so that delays can be avoided, and the trains are accessible to more people. The claim that this project will improve intra-island transportation also doesn't seem valid. There is still no north-south transportation from most stations other than some buses or cabs. The idea that people who live in NYC would want to travel to LI for work is difficult to believe. The transportation in the city is cheaper and more plentiful, and there are more jobs there for higher salaries. Why pay for a subway to the railroad to a bus to get to a job? It is too expensive and time consuming. I would support station improvements, equipment upgrades, elimination of grade crossings, and the construction of sound barriers. However, I do not think that the supposed benefits of the third rail expansion are worth 2 billion dollars.</p>
<b>Anonymous</b>	<p>I really approve the third track project. But why not create express tunnels/bridges to the plan if possible in addition to the third track Also why can't a monorail upgrade be considered to achieve speeds up to 150 miles per hour. Can the port Jeff and Patchogue line be electrified to increase speed and options on those lines? Can a monorail connect Ronkonkoma to MacArthur airport?</p>
<b>Bonnie Radafshar</b>	<p>First let me just say that if you had modernized equipment you would not need a third rail on the Hicksville line. If switches break a third rail will not do much. Let's start with the fact that your trains are filthy dirty and many seats have tape on them which sticks to coats or clothing causing damage. The parking lot that is at the Westbury Train Station is being leased by a third party vendor who has sky rocketed parking for commuters to \$5.00 per day. That is \$1200 per year for the privilege of parking near the LIRR. Between the cost of the LIRR and the subway and parking, I will be paying \$500 per month just to go to work. You already suck enough money out of the commuter. How about the LIRR take over that parking lot with an easy pass kind of system and charge commuters \$3.00 per day?</p>

<b>Maureen Slattery</b>	<p>Following are my comments on your proposal “to provide a more robust and reliable rail service, making living and working on Long Island easier.” I wasn’t going to respond at all, but I decided to do so when I got on the train this morning and there was barely enough heat in the car to warm the conductor booth – nothing more. We pay a lot of money for service I think a lot of riders would call mediocre. And we’ll be paying more to get this third track up and running. And if the Carle Place station is moved west, we will be hit with that cost plus the possible parking garage that may be part of the plans. Before a third track that will supposedly provide a more robust and reliable rail service, I think a better place to start would be to update your infrastructure - rails, tracks, switches, equipment, heating and air conditioning systems, etc., as evidenced by the delays and cancellations that have become a part of many of our morning and evening commutes. I hope that PTC will be fully operational before a 3rd track comes to pass. I commute from Carle Place and have been doing so for a long time. We are lucky if we even see ice melt put down on the platforms and steps on icy mornings or evenings.</p>
<b>Diane B. Deleary</b>	<p>Historically, local communities along the 9.8 mile Main Line have opposed the LIRR Third Track Expansion Project, installation of continuous third track between Floral Park (Nassau) and Hicksville. 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 Environmental Impact Statement for the LIRR Expansion Project (DEIS) does nothing to ameliorate our steadfast opposition against the proposal. I implore you to not waste any more time and tax revenue on this misguided project. I am against the Third Rail for the following reasons: 1. There is no substantiated justification of the reverse commute logic for this massive construction project – no demand for non-traditional trips, expanded corporate base, high paying positions, ability to pay LIRR fares, preferred alternative to expressways and parkways, supplanting of necessity for auto, etc.; current reverse peak ridership is exceedingly low; 2. Beveridge &amp; Diamond, the attorneys hired by Floral Park, Garden City, and New Hyde Park, advised the MTA/LIRR is proceeding as lead agency under NY’s State Environmental Quality Review Act rather than the Federal National Environmental Policy Act which would allow a federal body to act as the lead agency</p>

and the affected communities to participate in the review process.

3. MTA/LIRR stated they are foregoing federal funding of this project. The excessive expenditure of over two billion dollars is fraudulent; the financial cost will ultimately be borne by LIRR commuters (fares) and homeowners (taxes) along the main line.

4. The Proposed Project will add eight eastbound AM peak trains and only one westbound AM Peak train, and the opposite equivalent during PM peak. Currently 252 trains operate daily between Floral Park and Mineola and 215 between Mineola and Hicksville; this will increase to 297 and 260 respectively.

5. Suffolk County recently outlawed their garbage landfills and intends to utilize the NY & Atlantic Railway's freight trains to move their refuse through Nassau to Brooklyn and Queens sites; freight trains already transport construction materials and demolition debris, flour, food products, liquefied propane gas, bio-diesel, stone, aggregates, and lumber.

6. The five year construction period from 2017 to 2022, including overnight and weekend hours, would devastate communities. It would impede businesses; traffic flow for police, rescue, fire vehicles, and residents; decrease available parking; diminish quality of life; etc.

7. Agent Orange and herbicides were sprayed along the Main Line during the 1970s; unearthing the nondegrading toxin may cause adverse health effects on people and animals; drilling piles may contaminate our ground water wells;

8. Realization will cause an increase in the round-the-clock number of passing commuter and freight trains; acceleration of energy usage and carbon emissions; transport of hazardous materials and refuse; loud noise and damaging vibrations.

9. When the LIRR transformed the street-level Bellerose (Nassau) and Floral Park (Nassau) tracks to elevated lines in the 1960s, they secured 15 foot easements on bordering property.

10. Future construction of the East Side Access Project is scheduled from 2023 to 2040; the Hempstead line will operate through Jamaica to either Grand Central Station or Penn Station, not Atlantic Terminal; the Bellerose (Nassau) stop will be discontinued. This Project will add eight westbound AM peak trains. This will increase to 317 trains operating daily between Floral Park and Mineola and 279 between Mineola and Hicksville.

11. There are no cited or conceivable commensurate benefits to the effected Main Line Nassau communities from the Third Track Expansion Project and the East Side Access Project. Please consider the following rational,

	<p>cost effective, community-friendly alternatives that will actually improve system safety and reliability by rectifying root causes of legitimate issues; some were proposed by Pat Nowakowski, President of MTA LIRR: 1. Eliminate the seven street-level or grade crossing along the Main Line at New Hyde Park Road, Covert Avenue, South 12 Street, Willis Avenue, Main Street, Urban Avenue, and School Street. 2. Upgrade high-speed signaling and switches, passing sidings, and power equipment along the Main Line. 3. Institute positive train control on all Main Line trains; 4. Increase the number of cars on existing peak Main Line trains; e.g., from six to twelve. 5. Replace existing track from Jamaica to Floral Park (Nassau). 6. Institute more westbound morning and eastbound evening peak Main Line trains. 7. Institute express trains by eliminating Queens Village, Hollis, Jamaica, Kew Gardens, Forest Hills, and Woodside stops during peak hours on Mail Line. 8. Include the Floral Park (Nassau) stop on the Hicksville, Oyster Bay, Port Jefferson lines that already stop at New Hyde Park. 9. Purchase new trains for the Main Line. 10. Make the Floral Park (Nassau) station handicap accessible or ADA compliant. 11. Suffolk County should barge or truck their refuse.</p>
<b>Bruce Hecht</b>	<p>First, I would like to state that I firmly believe I am being lied to about this project. No way can it be completed in 3-4 years and the cost will far exceed the two billion dollars as stated. Also, and EXTREMELY IMPORTANT to me as a resident of the Village of New Hyde Park is the excessive traffic and noise that will be created once NHP road is closed to vehicular traffic. I also firmly believe (should this go through) that there will be MORE freight trains running than now. What will be their contents? Dangerous chemicals or other toxic substances? A MAJOR CONCERN! Second, I believe that the money could be better spent by UPGRADING the current equipment, including but not limited to the rails, the signal system, the switches &amp; the trains. There have been TOO MANY problems, especially recently with broken rails, faulty signals &amp; faulty switches. THIS SHOULD BE THE #1 PRIORITY! Third, has anyone given thought to the WORST BOTTLENECK in the ENTIRE SYSTEM. That is Jamaica Station! Even on "normal" days, the station is backlogged. More trains through Jamaica, unbelievable!</p>
<b>Mary Wo</b>	<p>My Mother is a 57 year resident of Atlantic Avenue in Carle Place and is opposed to the construction of the Third Track, deeming it unnecessary and an egregious waste of taxpayer dollars when</p>



other proposed alternatives exist. The LIRR Expansion Project will create massive disruption -- over many years -- to homeowners and businesses in the impacted communities, whether or not they live near the tracks/grade crossings. I grew up on Atlantic Avenue and have been following the planning and development phases of the Expansion Project very closely. I certainly appreciate the impressive community outreach, website, email updates, productive meetings with officials like Hector Garcia and Lisa Black and the Public Forums. But I must point out that much of the public relations posturing is decidedly one-sided propaganda, with very little public acknowledgment of the hardships all local communities will face during construction. That being said, it seems a foregone conclusion that the project will move forward, so I would like to address issues specifically relevant to the North side of Atlantic Avenue in Carle Place: Retaining Wall/Sound Attenuation Barrier It will be critical to: I. Erect the retaining wall as close to the track as possible vs. on the LIRR ROW (as it is currently planned in the DEIS) to allow landscaping to hide the offending wall. -Atlantic Avenue is narrow and with the addition of a wall, it could create the intolerable feeling of living across from a mausoleum. II. Ensure the sound attenuation barrier is high enough. -With the track moving 14 feet closer and assuming the inevitable increase in both freight and passenger trains, minimizing noise using all means possible is essential. III. Commit to keeping the wall free of graffiti and to maintain any landscaping on a regular basis. IV. Allow Atlantic Avenue homeowners to provide input on the aesthetics of the wall and landscaping prior to construction. Construction Phase-The construction phase will be incredibly disruptive, noisy and a total mess. It will be critical to: I. Allow a direct means of access and egress for emergency vehicles. II. Commit to regular and specific updates to Atlantic Avenue residents via text, email, phone and house visits. III. Inspect houses and property pre, during and post construction and compensate fairly for any damages. IV. Provide window washing, house power washing and car washing when necessary. V. Obstruct equipment, staging areas, etc. with decorative construction scrims, similar to those used during the dreadful 2nd Avenue construction project. VI. Identify and secure nearby parking areas for residents when Atlantic Avenue is closed. General Questions-How will vibrations be controlled once the trains become more frequent and 14 feet

	<p>closer to Atlantic Avenue houses? -Atlantic Avenue (between Rushmore Avenue and Cherry Lane) has flooding issues during major storms. Can a solution be factored in during construction to eliminate this? -Can Atlantic Avenue be converted to a one-way street post construction, if the street will be narrower with the addition of the wall and landscaping? I am cc'ing my Mother's local government representatives so they are aware of our concerns and can help address all ongoing issues. I am also willing to be an active participant in any meetings/forums specifically related to Atlantic Avenue issues.</p>
<b>Theresa Martens</b>	<p>The road to hell is paved with good intentions. Sadly, the MTA/LIRR have a poor track record of completing projects on time and the scale of this project should focus on adding a 3rd rail only. The grade eliminations should be done after the 3rd track is completed. The local towns that fight against any kind of expansion can agree to have the grades eliminated when they are ready. I doubt New Hyde Park residents are going to put up with crossings being closed for years and years.</p>
<b>Alexandra Brobmann</b>	<p>I am writing to you in regards to my residence, which is located at 112 South 8th Street, New Hyde Park, NY 11040. My home is one block east of Covert Avenue on the north side of the tracks. My home was built in 1898; its foundation is brick. My home is a solid house, and one that I have lived in for the past fifteen years. I have no intention of selling my home or vacating the premises during construction. I have two main concerns: 1) I am concerned with how the construction and constant vibration at the Covert Avenue crossing will effect my home's foundation and structural integrity. Currently, my house is in good condition, and I wish for it to remain so. 2) I am concerned with how much dust will be circulating in the air over the next couple of years due to the Third Rail construction. I have 3 year old twins who love to play outside. On my block alone, there are 8-10 children who actively play outdoors. It should be noted that I am not the only home on my block that was built in the 1800s. Indeed, New Hyde Park was one of the first settled communities on Long Island. Many homes in the Village of New Hyde Park were built in the 1800s. At your earliest convenience, please address my two concerns. It would be great if I could speak to someone on your staff with experience in the above mentioned matters. As a single mom to two preschoolers, I am worried that any damage to my home could ruin me financially</p>

	and leave me and my children homeless. I have loved living in the Village of New Hyde Park and look forward to many more years there as a resident.
<b>Amol N. Christian</b>	<p>My family and I live at 155 Earl Street, Westbury, New York 11590. This block is immediately east of the LIRR Carle Place station and immediately north of the LIRR tracks. 1. Presently, on the north side of the tracks at the Carle Place station, there is no stairway or walkway permitting commuters access to Carle Road. It is our understanding that one is being considered with this project. This would create a significant traffic problem on Carle Road, which is not capable of handling increased traffic. Presently, there is a long queue of commuters being dropped off and picked up on Cherry Lane. Cherry Lane is a fairly wide, two lane road that is capable of handling such traffic. This is not the case with Carle Road. 2. Parking. Our street is presently directly impacted by the LIRR's failure to accommodate commuters at the LIRR station. This is not the "walking station" that LIRR classifies it. Certainly, that designation dropped in the early 1980's and the LIRR has failed to appreciate the same. My family lives on the western most section of Earl Street, which has become a commuter haven for parking. Neither the Village of Westbury, nor the LIRR have done anything to end the commuter parking chaos on this street. This is compounded by the failure of the LIRR, the Town of North Hempstead (which is obligated to handle traffic/road concerns on the adjoining Carle Road), and the Village of Westbury. This is a significant issue as our sight lines in making a right or left turn from Earl Street, Concord Street, or Ward Street are all directly unfavorably impacted. 3. Police Presence. Heated shelters are nice for commuters, but in the 9 years I have lived next to the Carle Place station, I have seen an MTA police vehicle there twice. Heated shelters will attract the homeless and vandals. Will the heat be limited to peak usage times? 4. Sound walls/Barriers. What is the plan size/height for sound walls on the Southside of Earl Street. 5. The rails have moved to the north side? What impact will that have? Vibration studies? 6. Transformer poles will run on the south side of the tracks? I've attending meetings and my general sense is that this project is a work-in-progress, with the LIRR representatives unable to offer any specific, concrete details. I would welcome an informal, small gathering of Earl Street residents and LIRR representatives in my home, to discuss the</p>

	<p>issues specific to our street. We all understand and appreciate the need for the LIRR. We want to strive to work together and be courteous to our LIRR neighbor, which can only be accomplished through open dialogue with informed solutions.</p>
<b>Mary Wo</b>	<p>I have already submitted comments/concerns about the Expansion Project specifically related to Atlantic Avenue in Carle Place, but felt compelled to write an additional observation: I have not taken the LIRR in quite some time, but I took a round trip from Carle Place to Penn Station today. To say that Penn Station is a disgrace is an understatement. It was quite a shock. What is even more shocking is the inordinate amount of graffiti on just about every LIRR bridge, LIRR wall, metal shed, concrete structure, chain link fence, wooden fence and on many of the brick buildings along the route. How is it conceivable to think that this new LIRR wall from Floral Park to Hicksville will not bring 9.8 miles of graffiti and urban blight with it? This "transformative" project will certainly transform the suburban communities but not in a positive way. With such clear signs of mismanagement, lack of accountability and contempt for riders and local communities, how can the LIRR, the MTA and the Governor's Office be entrusted to ensure this Expansion Project will not be riddled with the neglect I observed today?</p>
<b>Germaine Greco</b>	<p>I have read most of the DEIS, chapter by chapter. Chapter 18 discusses alternatives development, which of course, were written to make the alternatives sound so bad that anything else appears better. The construction time line to complete the project of four years seems a heavy burden to interrupt and inconvenience the lives of residents along the 9 mile corridor. Usually, projects take longer to complete, due to unexpected delays that occur such as weather related, or inadequate funding, just for two examples. Closing Covert Avenue, Clinch Avenue, although not at the same time, would affect not only residents nearby but would disrupt all the surrounding communities south of those roads, well into Elmont and Queens. It might even be as far reaching up to and including Belmont Race Track for the transport of thoroughbreds back and forth, as well as equipment, and even patrons attending those events. This project could easily affect the livelihood of all the individuals and other vendors who derive income from racing, such as horse transports, waste removal, and equine feed deliveries. It would certainly affect the merchants on Covert</p>

Avenue and Jericho turnpike who rely on local consumers if access to their businesses is cut off or limited. The utility relocations for gas, electric, fiber optic, telephone, cable, water, sanitary, sewer, and storm sewer present major disruptions. This local area in Garden City, Stewart Manor and New Hyde Park already experienced weeks without some of these services when Super Storm Sandy felled trees along New Hyde park Road and severely limited access and services that had to be restored. I attended two meeting about the construction plan. I did not hear much in support of the plan from most residents. I heard how residents are truly frightened of a possible reemergence of Agent Orange that was applied to an area in New Hyde Park that would be dug up to put in a new water tower at the time of the project implementation. A fact sheet for A Better Commute stated that people will be able to travel to sport, or cultural events, even airports with enhanced Intra-Island service. Most venues do not take place at railroad stations so how this would improve reaching those destinations is not at all clear. The project will enable more bi-directional service but anyone who takes the train westward in the morning can tell you that trains traveling eastward are half full so that is a false argument. The Less Congestion, Cleaner Air Fact Sheet claims that the MTA transit network saves the region greenhouse gas emissions. The Better Jobs Fact sheet states that more reliable train service will attract students to LI colleges and make it more likely they will choose to live and work on LI after graduation. No fact sheet mentions that there is no affordable housing on LI being built for young people, or single people. LI does not need more people, the region is stressed enough in terms of green space and resources without bringing in more residents. (Better Jobs Fact Sheet)It is doubtful that specialized industries like education, health services, and biotechnology are going to build new structures next to the LIRR. Those industries will either take over space or build in undeveloped, open areas. Those areas are not next to the LIRR stations. Workers will still need a way to get to jobs quickly on LI if they do not have a car, not wait then for a bus that will cost an additional fare. In both meetings I attended I heard testimony(not sworn) that Nassau legislators are not in favor of the construction project but Suffolk County legislators are because: A. It does not go through their neighborhoods B. Increased freight trains to Suffolk will allow

	<p>them to remove garbage by freight off the island. Why should Nassau and the 9 mile stretch have to bear that burden? Let Suffolk find their own garbage scows, or other solutions. This is entirely too political, and obviously a pet project with Nassau residents as the losers. LI really cannot afford to build and take over more space on LI, particularly in Suffolk where continued water safety is becoming precarious. LI has only one aquifer. If the project does go through, the plans are for the New Hyde Park/ Clinch Avenue grade crossing to be addressed first. If the project does not go through, the safety of that grade crossing and an upgrade has to be addressed regardless. I live at 120 Clinch Avenue. It is very dangerous to cross the road at any hour. There is no traffic light on either NHP Road or Clinch Avenue. Cars speed going over the tracks southbound on either road. Because NHP Rd was closed during Sandy, commercial traffic is simultaneously going down Clinch and NHP Road 24 hours a day. Everything was re-routed then, and has not reverted back. It is difficult in the morning and at night during the week to cross the road safely. Sometimes we have to walk as a group into traffic to cross the road. Whenever there is a significant snowfall, snow is dumped on the southeast side of the tracks at New Hyde Park Rd on the Clinch side, because there is no sidewalk, and there is less room for commuters to cross, or safely wait to cross. Whether the project goes through or not, that grade crossing has to be addressed, for pedestrian and auto safety. It is a miracle no walking commuter has been injured, and increasingly, cars are stopping on the tracks while waiting for the traffic light to change at Jericho Turnpike.</p>
<b>Joseph James</b>	<p>The current project website and project materials are doing a terrible disservice to all those who support this project as they do not adequately and clearly highlight all of the benefits of this project in explicit terms. This allows for opponents of the project to deride and malign the project using misinformation and outright lies. Please create and prominently display "Project Facts" page/section on the project website highlighting critical additional facts such as: -This project will replace ALL EXISTING SIGNAL equipment within the project corridor, consistent with latest signal standards – redundant processor interlockings with hot standby, conventional relay master locations and electric locks with copper line cables. -Signals will be replaced with wayside signals, bringing the railroad closer to the standards used on the successful and</p>



punctual Metro North Railroad. -Every single existing switch/switches will be replaced with high speed switches as part of this project. -The existing signal block tower and SCADA system will be retired and replaced with a SCADA system located in Jamaica Control Center. The replacement system would have back-up control from both Queens and Divide towers. -The project would apply new LIRR No. 24 High Speed Standard (CE-1 Specification Number S2-SS-24 (136-TW) SW PT & LRSR MPF) where practical. Premium special work without heel blocks or rail bound manganese frogs shall be utilized to limit noise and vibration. -The project would allow for remote control of all interlockings (Nassau-1, Nassau-2, Nassau-3, Nassau- 4, Divide-1, Divide-2 and Divide-3, plus entire Oyster Bay Branch) from Jamaica Central Control, with full back up control from Queens and/or Divide Towers (Nassau to be retired), thus moving the Long Island Rail Road a huge step closer to Centralized Train Control, which is the minimum standard for modern railroad operations and has been in use on the successful and punctual Metro North since 1983. -This Project will replace and improve all existing track within the project area to include the use of concrete ties which last longer than the existing wooden ties. -All new track laid will be of CWR and concrete ties which will help lessen the instances of broken rails within the project corridor. -The Automated Track Laying machine can lay up to a mile of track a day, and this will greatly expedite the construction of the third track. -Highlight the fact that this project will eliminate all instances of "Broken Crossing Gate" delays as all grade crossings will be eliminated throughout the project corridor. -Highlight the count of bridge strikes at the Nassau Boulevard bridge east of the Merillon Ave station, and that all of these delays will be eliminated as this project stands to increase the clearance of this bridge from 12'-7" to 14'-6". Additionally, outside of this project, the troublesome (from an "equipment trouble" perspective) and 30+ year old M3 rail cars are due to be retired as the new M9 and M9A rail cars begin to be delivered in the year 2018. These project facts are currently not being displayed in a prominent way, and are leading detractors of this project to bemoan, incorrectly, that these items above are what the LIRR should focus on prior to implementing this project, as these items above would have the most impact in reducing "Signal trouble" "track condition" and "Equipment trouble" delays.

	This project would be better served in communicating its many benefits in a clear and easily understood way.
<b>Nancy Daileader</b>	<p>I hope that my comments will be read even though they are being submitted late. I did not realize that there was a 5 P.M. deadline. The information I read in the "Frequently Asked Questions" Brochure stated that "The public comment period for this document (referring to the Draft EIS) will continue through Feb. 15, 2017." It did not mention close of business or a specific time of 5 P.M. on Feb. 15, 2017. My name is Nancy Daileader and I am a lifelong 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. Floral Park is an older well established incorporated village without any space to expand. Available parking is already an issue and will become more of a problem as work begins on the third rail. If the construction of the Third Rail takes away available parking spaces, Floral Park businesses and surrounding community will be adversely affected. As an example, I live at Flowerview Gardens on Tulip Avenue. I park in the Spur which is owned by the Long Island Rail Road and leased to the Village of Floral Park. Teachers from John Lewis Childs School, LIRR commuters as well as patrons of Floral Park business and restaurants also park in the Spur. Where will these people park if the Long Island Rail Road reclaims ownership of the Spur or eliminates parking under the elevated tracks during construction of the Third Rail? This will pose a hardship for our businesses, commuters, the residents of Flowerview Gardens and Floral Park in general. I was told at the meeting at The Inn at New Hyde Park in January 2017 that during construction of the third rail only 6 parking spaces in Floral Park would be eliminated which I find hard to believe. A representative at the meeting advised that most of the construction in Floral Park is to begin on South Tyson Avenue which is directly behind the John Lewis Childs Elementary School. This will directly affect the safety of children coming to and going home from school. There is also the issue of the health of our school children and the community since the Long Island Rail Road has used chemicals and pesticides to control weeds and rodents along the tracks. There is toxic waste in the track beds and agent orange was used along the tracks. When construction begins a lot of dust containing the chemicals and pesticides will</p>

become air borne and can seep into our sewers contaminating our water. At the meeting I was told that the MTA was going to take care of that by wetting the soil down. I would like to know how that will eliminate any health issues. I hope the MTA has put aside funding for any future class actions suits if it is discovered that the construction has caused cancer or serious health problems to residents along the 9.8 mile path of construction. During the normal work week, traffic on Tulip Avenue, Plainfield Avenue, Carnation Avenue, Jericho Turnpike, and Covert Avenue is normally slow and backs up particularly during the morning and evening rush hours. It will be impossible to have easy access to these streets both during the upgrading of the railroad crossing grade on Covert Avenue and the construction related to the third rail on Carnation Avenue and South Tyson Avenue. The upgrading of the railroad crossing on Covert Avenue will probably close off parts of Covert Avenue which will increase traffic on these roads. It would impede normal business conduct and traffic flow for police, rescue and fire vehicles. Additionally, commuters who travel from Stuart Manor station may choose to take the train from Floral Park during the construction which will further increase traffic in Floral Park and create a bigger parking problem. If the MTA LIRR really was concerned with the businesses and residents along the 9.8 mile path, their environmental study would follow the FNEPA which would allow a federal body to act as the lead agency and the affected communities to participate in the review process rather than SEQRA where they act as the lead agency to serve their own best interests. The MTA states that one of the purposes for the third rail is to improve the reverse commute. Historically, jobs on Long Island pay less than jobs in the city. Unless the position offers a salary close to or above 6 figures, please explain why a person would make a longer commute and pay the high LIRR train fare for a job that does not pay a high salary. Additionally, unless the business is located next to the train station, the commuter will still need additional transportation (bus, taxi, etc.) to get to work and incur an additional transportation expense. The LIRR should be honest and admit that the purpose of the third rail project is to increase freight trains. Suffolk County has outlawed their garbage landfill and intends to utilize the NY & Atlantic Railway's freight trains to move their refuse through Nassau to Brooklyn and Queens sites. Freight train already transport construction materials,

demolition debris, liquefied propane gas, bio-diesel, stone, aggregates, lumber and food products. This situation poses both a viable health and environmental hazard to communities along the rail lines if there is ever a freight train derailment. The five year construction period from 2017 to 2022, including overnight and weekend hours would devastate the quality of life in the communities along the 9.8 miles. In addition to the health and environmental issues already mentioned, there will also be an economic loss to businesses in terms of customers who go elsewhere and home owners in the loss of the resale value of their homes. Historically, the Long Island Rail has shown exceptionally poor performance in completing projects within their stated time frame. Look how long it took the MTA to complete the Second Avenue subway and the Herricks station track elevation and what the residents and business located there had to endure. It took the Long Island Rail Road over 13 months just to complete replacement of 8 staircases in Floral Park from cement to metal! If the MTA/LIRR foregoes federal funding of this project, what provisions have been made if expenditures exceed the projected budget? Will the costs then be passed along to the LIRR commuters and the homeowner's taxes? The businesses and residents along the 9.8 mile path are going to make extreme sacrifices and get nothing in return. Suffolk County is going to benefit the most from the third rail project. From what I saw at the January meeting, Floral Park is going to get the least out of all the towns along the path. At the meeting I did not see any posters or information regarding how Floral Park will be affected by the entire project. I was told that since Floral Park already has an elevated station with a third rail in place, most of the project was taking place east of South Tyson Avenue. No one could tell me what, if any, improvements were going to be made to the Floral Park station. However, there were pictures of how the stations east of Floral Park were to be improved and modernized. This tells me that Floral Park, in particular, is going to put up the noise, traffic, pollution, etc. with little recompense. Our station is old and needs updating. Debris comes down from the elevated tracks between Tyson Avenue and Tulip Avenue. Water leaks down during heavy rain storms and melting snow. Flowerview Gardens is located near the overpass. You can hear the trains and at times feel vibrations from my apartment. If more trains are added for a

	<p>reverse commute as well as an increase in freight trains, the noise will only get worse. The LIRR states it is going to build retaining wall along the path of the third rail to reduce noise and pollution. Can any kind of noise abatement be put on elevated tracks? The LIRR should work to modernize the Floral Park train station and make it handicap accessible or ADA compliant. (There is only escalator which only goes up.) The Long Island Rail should consider the following cost effective alternatives to improve system safety and reliability. The Long Island Rail Road should fix its outdated infrastructure by upgrading high-speed signaling and switches, passing sidings and power equipment along the main line as well as replace worn out tracks before it takes on a large scale project which includes adding a third rail and upgrading railroad crossings. What good does a third rail do if trains cannot move due to frozen switches/signals or a broken rail in the tunnels going into Penn Station or Atlantic Avenue? Increase the number of cars on existing peak Main Line trains. Invest in purchasing new trains or new snow removal equipment. Invest in better maintenance of its equipment to prevent train breakdowns.</p>
<b>Kathryn Jorge</b>	<p>I am a current resident of the Village of New Hyde Park. I'm writing to express my doubts and concerns about this project. I'll be upfront: I am not a frequent rider of the Long Island Railroad. In addition, my home is not very close to the LIRR stations. In fact, I and my other family members find it more economical and useful to use the NICE Bus System: the bus stops are closer and the service puts less of a dent in one's wallet. But the reports I've read about this project and the presentations of my village's mayor, Robert Lofaro, has raised significant concerns. My family and several neighbors are worried in particular about the nature of the increased freight that is planned -- we've had several high-profile LIRR crashes and derailments. What if, instead of a passenger train, it was a freight train carrying gasoline or radioactive lab material? We also have concerns about how such a major construction project will affect local traffic, because it is bound to cause major issues along main arteries such as Covert Avenue and New Hyde Park (already busy stretches of road). And what of the environmental impact? Another issue of major concern to my family and neighbors is the issue of property taxes. Residents of Nassau County pay some of the highest property taxes in the state, much less the nation. Local village taxes, town taxes, county</p>

	<p>taxes, state taxes, federal taxes, school taxes, utilities -- these add up and they're only getting higher. I was raised in New Hyde Park - lived here for about 20 years -- and it's growing increasingly more difficult to live here affordably. Even if New York State were to cover the costs entirely, residents of New Hyde Park will have to pay in some way or another, and that's likely through higher property values and higher property taxes. I believe Elaine Phillips, the state senator whose district covers New Hyde Park, is also skeptical of some of the funding costs. Thus far, your information says a lot of about the macroeconomic effects of the third rail, particularly for city residents. As a resident of New Hyde Park, however, I see very little that benefits my community. In fact, I see a lot of downsides. My family and I currently stand opposed to this project, especially without more studies about the effects -- tangible effects -- this project will have on local communities in the expansion path. Thank you for giving me the opportunity to give voice to my opinion and concerns. I hope you will give consideration to the opinions New Hyde Park residents like myself and to my local elected officials in regard to this LIRR expansion proposal.</p>
<b>Patricia Clements Jaquay</b>	<p>I have been a resident of the Village of Floral Park since 1956 and am adamantly opposed to the Third Track Expansion! When my family moved to this Village the tracks were still on the ground, it was like moving to the country from Brooklyn. What a beautiful town! It was then and still remains today one of the most desirable communities on Long Island to raise a family and maintain a successful career in NYC. The beauty, safety and convenience the residents (young and old) of our town enjoy would be totally disrupted during the time of the construction. I vividly remember what it was like during the two years it took to raise the tracks...the disruption of our daily lives, demolition of homes all along Atlantic Avenue to lay the temporary tracks in the street, the dust and dirt that filtered into our homes and the cracks in the plaster ceilings and walls in our home that made my Father very angry. He was the longest dues paying member of the West End Civic Association. My parents lived in the house where my brothers and I were raised on Floral Boulevard, one block from the Bellerose Station, until their death in 2007 four months apart at age 89 and 86. They were active members of the community and our church, Our Lady of Victory were my older brother and I went</p>



	to school. They loved this town. Freedom and safety for the children are fundamental characteristics of the Village of Floral Park that offer families a tremendous sense of security. That will come to a grinding halt if we, the residents, along with the help of our elected officials don't stop this Third Track initiative. The small businesses in our town will suffer terribly. I implore you to seek another alternative so we can continue to enjoy our way of life in the Village of Floral Park.
<b>Abdul Aziz Bhuiyan</b>	Yes, hi, my name is Abdul Bhuiyan, I own a house at 301 on Covert Avenue the first house if you're going south on the side of the railroad. I'd like to speak to somebody regarding the possibility of selling my to the LIRR. If you can give me a call at 917-945-6044. I have a lot of 800 by 100 on the first lot on the corner. If you're interested, please give me a call at 917-940-6044. Thank you.
<b>Lynn</b>	Hi, My name is Lynn and I live in Carle Place, my property borders the railroad and I, at (516) 220-0559 and I just have a quick question. In Carle Place, is the new track on the side of the houses or is it on the other side where there are no houses – This is, my question as it relates right at the train station, so at the train station itself at Carle Place, part of it borders houses and this side going west doesn't have house. So, at the actual station, I guess it changes no matter how far you go. Thank you. Bye. (516) 220-0559.
<b>Joseph Smorosky</b>	Ok, Joseph Smorosky 147 Atlantic Avenue, Carle Place. I was just interested in how high your wall was going to be when you complete your work on the third rail. And, the trees that are on your property, due to construction if they fall on a house, who will be responsible? Thank you.