

I come today with one explicit goal - to appeal to Governor Cuomo, the Metropolitan Transit Authority and the Long Island Railroad to build a new, ADA compliant train station at Floral Park. The idea that over 2 billion dollars is slated for this visionary project yet the Floral Park station is going to remain untouched is incomprehensible.

The \$27 billion 2015-2019 MTA Capital Program was approved by the MTA Board on April 20, 2016 with objectives that include enhancements such as ADA compliance, yet the Floral Park train station is not part of the equation. In justifying the need for this third track project, the MTA's Twenty-Year Capital Needs Assessment 2015-2034 analyzed future population and employment trends, identified the largest employment growth in areas such as Suffolk County, and projected increased demand for travel from the outer boroughs of New York City to employers on Long Island, yet over 6,000 disabled residents who are employable but are unemployed in Nassau and Suffolk counties, who could potentially use the LIRR to commute to work, are being denied access at stations that are archaically inaccessible to them. The New Hyde Park Station, Merillon Avenue Station, Mineola Station, Carle Place Station, and Westbury Station are ALL being brought up to ADA compliance under this ambitious enterprise, but this plan starts just east of the Floral Park station. And as most recently as January 10 of the new year, Governor Cuomo announced an additional \$120 million to "enhance" 16 train stations in Nassau and Suffolk counties with state-of-the-art technology including new facilities, Wi-Fi, charging stations, public art, new platform waiting areas, general station renovations and improved signage. But the Floral Park train station will remain in the 1960's with no ADA compliance.

Our train station is 58 years old and has NEVER seen an improvement or renovation project. The facade is crumbling, concrete is breaking away, and rust can be seen from top to bottom. Access to the tracks are by 12 metal staircases, each comprised of 40 steps from street to track level. One escalator, for platform B, leads to one westbound track on the Hempstead line and one eastbound track on the Mainline. There is no public elevator.

In his 2017 State of the State address, Governor Cuomo cites New York's credo as providing opportunity for all. He speaks of New York's unprecedented social progress, and how a bright light of opportunity shines for all New Yorkers. This assertive outlook does not apply to Floral Park residents.

If I might cite some statistics about Floral Park residents from the 2010 US Census. The population was approximately 16,000. Of that, 2,348 were over the age of 65. 761 were disabled and under the age of 65, including me. And 920 children under the age of 5 resided in Floral Park. That's a total of 4,029 residents, exactly 25%, or one quarter of our total population.

Any resident within our 25% population bracket with a mobility impairment, either temporary or permanent, any resident with a medical condition that compromises their ability to navigate 40 steps up and then 40 steps down, any family with young children in strollers, cannot access the station. 25% of Floral Park's residents cannot use the train station that is in the center of the Village that they live in. This does NOT sound like Governor Cuomo's plan of social progress. There is no bright light for opportunity for ALL New Yorker's. The mere fact that I have to come and "ask" for an ADA compliant train station and articulate the inequities is a sad task indeed. It is counter-intuitive to Governor Cuomo's conviction of social progressiveness.

The Floral Park train station MUST be renovated and updated and MUST become ADA compliant. There is no question. There is no debate. There is no compromise. This is not a favor, this is not a bargaining tool for mitigation. This is a public right to PUBLIC TRANSPORTATION.

Nadia Holubnyczyj-Ortiz