

January 18, 2017

Roxanne Mahler

Floral Park, NY 11001

Good Morning Ladies and Gentleman, Distinguished guests, and neighbors,

My Name is Roxanne Mahler, I am a 9-11 first responder who served the City of NY for 17 yrs. I am a Floral Park resident of 18 yr. and my property backs the North retaining wall along the Main Line.

I am for better jobs, stronger economy, safety at crossings, clean air, and a better commute for all Long Islanders. My Question is at what cost to the Main Line communities and Businesses? Where is the funding? Who is paying for this?

I have attended every scoping meeting since 2005. Concerns about our station were raised as well as handicap access. To date we have new stairs with the incline of a small mountain and netting to deter birds from roosting. The handicap access has yet to be addressed.

This project tries to sell itself as Reverse Commute, fewer delays for commuters, Less crowded trains, fewer cars on the road. Born and raised on Long Island, unless you work in the city, Long Islanders drive everywhere!

The Long Island Expressway was built for Freight traffic from the Queens Midtown Tunnel to Riverhead. Original plans were to extend to Connecticut and Rhode Island, but were fought with opposition. It was also to connect to the Lincoln Tunnel and New Jersey, but those plans were cancelled as well. From 1994-2005 HOV lanes were added to lessen the congestion of commuter traffic on the LIE with some success.

Newsday May 12, 2012- Headline "On the Right Track" Yaphank Rail Terminal called Good Start as LI slowly starts to move away from reliance on road freight.

Public Officials have been calling for Truck/Rail facilities for 25 yr. NYS DOT estimates 20 thousand trucks a day use the LIE and only 1% use freight by rail. The rail yards have been built. The Main Line is what stands in their way!

Newsday July 2005- Broke the story Brookhaven National Lab transports radioactive soil illegally for 6 months.

Newsday November 28, 2007- BNL transports 4 thousand cubic feet of radioactive soil to out of state facility.

Floral Park Gateway January 2008- MTA/LIRR failure to notify the Main Line Communities about Radioactive waste being transported. This is going through our back yards and schools!

Newsday January 9, 2009-Freight derails slows LIRR in Deer Park on Ronkonkoma Branch. Cause is miscommunication of crew members.

Newsday September 16, 2015-New Castle freight derails, afternoon rush is affected.

Newsday October 10, 2016- LIRR derails in New Hyde Park, collides with work train, effects morning commute.

The past 10 years there seems to be an increase in train derailments or accidents. The MTA/LIRR need to be held accountable for the Rail Companies it does business with and safety records. Manage its own crews for sleep deprivation and intoxication. Maintain its own infrastructure and run trains on time to avoid overcrowding.

My Concerns are:

- That our station conditions need to be met
- What materials are being transported on the Main Line
- Vibration and the effect it will have on homes due to increase freight
- Disturbing contaminated soil that has toxic herbicides in it
- Dust and air quality
- Noise levels-Not everyone is at work during the day, and the effect on our animals
- Education of our children-our schools do not have A/C
- Sleep deprivation due to work times
- The effect on our business districts
- Traffic on our roads and the response time for our Police and Fire

Governor Cuomo promised an unprecedented community outreach as part of this project. On January 11, 2017 between the time of 2:54 and 3:11pm The Sorry We Missed You was stuck in my door. I was home all day and left to pick up my son from school. This is the only outreach I have received.

The project documents are vague. This is not lets start to build it and figure it out as we go along. For we all know that does not work!!!

We want to be heard by our elected officials that represent WE THE PEOPLE. This is not about what party you belong to or what legacy is left behind.

We understand the need for progress, to move Truck traffic and goods to and from Long Island. To support jobs and to keep our economy growing, and clean air.

What we are not willing to do is to sacrifice our safety, community, our homes, and our quality of life.

Thank you for your time.