

Memorandum



Metropolitan Transportation Authority

State of New York

Date September 9, 2015
To MTA Board Members
From Stephen J. Morello, Counselor to the Chairman *SJM*
Re Capital Projects Public Hearing Transcript – 09/02/15

Attached is the Capital Projects Public Hearing transcript that includes oral testimonies and public comments from the September 2, 2015 public hearing held at 2 Broadway. The hearing video will be available on our website, www.mta.info by Friday, September 11th.



Metropolitan Transportation Authority

CAPITAL PROJECTS PUBLIC HEARING

TRANSCRIPT

Metropolitan Transportation Authority
State of New York
Public Hearing on Capital Projects
2 Broadway | 20th Floor - William J. Ronan Board Room | NYC
September 2, 2015

*Metropolitan Transportation Authority
State of New York
MTA Public Hearing On CAPITAL PROJECTS
Held at the William J. Ronan Board Room
2 Broadway, 20th Floor
New York, NY 10004
September 2, 2015*

Dais Appearance

Sophia-LaFrance Brooks
MTA Government Relations Specialist, Hearing Officer

Marc Albrecht
Deputy Director, Capital Program Funding and Grant Management

George Ooman
Director, MTA Bus Company

Virginia Bartoldus,
Director of Administration, Grant Management, Long Island Rail
Road

John Kennard
Vice President, Capital Programs, Metro-North Railroad

James Wardle
Deputy Chief, Capital Program Oversight, New York City Transit

Metropolitan Transportation Authority
State of New York
MTA Public Hearing On CAPITAL PROJECTS
Held at the William J. Ronan Board Room
2 Broadway, 20th Floor
New York, NY 10004

September 2, 2015

Name	Affiliation
1. Mr. X	Concerned Citizens
2. Rudolph David Harris, Jr.	Concerned Citizens
3. Eric Shields	Concerned Citizens
4. Pedro Valdez Rivera	Concerned Citizens
5. Julio Munoz	Concerned Citizens
6. Kiteriara Brown	Concerned Citizens
7. Nancy Singleton	Concerned Citizens
8. Ms. Kemp	Concerned Citizens
9. Constance LeSold	Concerned Citizens
10. David Gerber	Concerned Citizens
11. Frederick Wells	Concerned Citizens
12. Sylvester Magloire	Concerned Citizens
13. Juan Castillo	Concerned Citizens

[Hearing Convened, September 2, 2015 at 4:30 PM]

MS. SOPHIA-LAFRANCE BROOKS: We're about to begin the MTA Capital Projects public hearing. Good evening. My name is Sophia-LaFrance Brooks, MTA Government Relations Specialist, and I will serve as the hearing officer for tonight's public hearing. I have an introductory statement that have to be read about the purpose of tonight's hearing. First and foremost, I want to thank you all for coming.

I would like to explain what the procedures are for those of you who are not familiar with them. If you wish to speak, please sign up outside at the registration table. Speakers will be given up to three minutes to present their testimony. At the last minute, a yellow light will go off on the timer, and a small horn will sound to remind you that you are running out of time, and you'll be asked to conclude your comment so in the interest of fairness, we can give everyone the right amount of time. With that, some introductory comments from Mr. Albrecht.

MR. MARC ALBRECHT: Ladies and gentlemen, my name is Marc Albrecht, and I am the Deputy Director of Grant Management for the MTA. I'm going to ask the people at the head of the room to start from my left and introduce themselves.

MR. JOHN KENNARD: Good evening. My name is John Kennard. I'm the Vice President of Capital Programs for Metro North

Railroad.

MR. JAMES WARDLE: Hello. My name is James Wardle, New York City Transit Capital Program Oversight and Performance.

MR. GEORGE OOMAN: Hi, my name is George Ooman. I'm Director of MTA Bus Company.

MS. VIRGINIA BARTOLDUS: Good evening. My name is Virginia Bartoldus. I'm Director of Administration and Grant Management for the Long Island Rail Road.

MR. ALBRECHT: I would like to begin this public hearing by reading this prepared statement. It will take me approximately ten minutes to read the statement which will become part of this hearing's public record.

I would like to note that a transcript of this hearing will be made, and a copy will be supplied to each MTA board member. In that regard, it would be helpful if each speaker could provide the hearing officer with a copy of their written statement if you have one. In recognition of the special needs of our hearing impaired customers, a sign language interpreter was offered in the notice for this hearing upon advance request. No request was made in advance of this hearing. The hearing is being held in a building accessible to persons with mobility impairments.

The MTA has conducted a community involvement and public

information effort to encourage customer comment at this hearing. Bilingual posters announcing this hearing were displayed system-wide at New York City Transit Subway, Long Island Rail Road, and Metro-North Railroad Stations. Notices were also displayed on all buses operated by New York City transit and MTA Bus. Advertisements announcing this hearing were published in the *New York Post*, *El Diario*, and *Amsterdam News*. The notice of the public hearing was mailed to approximately 1,500 persons including elected officials, community organizations, private transportation providers, transit advocacy groups, government agencies, and interested private citizens.

This is a public hearing being held by the Metropolitan Transportation Authority or MTA in connection with requests to the United States Department of Transportation for federal financial assistance under the Moving Ahead for Progress in the 21st Century act known as MAP-21 for the balance of federal fiscal year 2015 and for 2016 for capital improvements to the systems operated by MTA New York City Transit, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Railway, MTA Long Island Rail Road, MTA Metro-North Railroad, MTA Construction Company, and MTA Bus Company.

Copies of the description of projects from which specific

request for federal financial assistance will be selected have been available for inspection at numerous public locations through this service area. In addition, copies of these documents were also available on the MTA website since August 6th and are available this evening as well. Today's hearing is being held in accordance with federal requirements in order to qualify the projects for federal financial assistance.

We are here today to seek comments on a proposed a list of project only. The projects in this hearing may be more than we ultimately seek funding for, and the MTA may or may not do any of the projects listed here with federal funds. At this hearing, and opportunity will be afforded to all persons, agencies, and organizations interested in being heard with respect to the social, economic, environmental, and historic preservation impact of the projects and to submit evidence and recommendations orally or in writing with respect to any aspect of this list of projects.

I will not give a general description of the categories of work in which the projects, which are the subject of today's public hearing, are contained. Anyone interested in the details of the individual project can inspect copies of the description of projects which are available at the registration desk.

The request to be made for federal financial insistance --

assistance will incorporate individual projects into programs of work and would be submitted as appropriate following this public hearing in anticipation of federal funding that may be available under the transportation legislation under the following programs: Sections 5307, 5309, 5324, 5337, 5339, and 5340 of Title 49, Chapter 53 of the United States Code, Funds available for transit use under Title 1 of MAP-21, also known as the highway portion of the legislation.

The final program of projects will be selected from the list of projects published in the legal notice of this hearing. Applications will be prepared and submitted to USDOT, and such applications will be made available upon written request to me as the MTA's Deputy Director of Grant Management. The MTA will make the final program of projects available on its website at www.MTA.info for Section 5307 funded project when the FTA awards a Section 5307 grant.

In summary, the published list of projects contain capital improvement work to be done in the following program categories. I will now read those categories. For New York City Transit, subway cars, \$1,387,500,000; buses, \$276 million; stations, \$579.26 million; track, \$344.2 million; line equipment, \$414.1 million; line structures, \$154.7 million; signals and communications, \$61.4 million; power, \$491.5 million; shops,

\$85.6 million; depots, \$8.1 million; miscellaneous, \$34.7 million; for the Staten Island Railway, \$275 million. The total for New York City Transit, \$4,112,060,000.

For MTA Bus, facilities, \$187.07 million; for the Long Island Rail Road, stations, \$173.3 million; track, \$409 million; line structures, \$163.1 million; communications and signals, \$403.5 million; shops and yards, \$353.7 million; power, \$276 million; miscellaneous, \$52.8 million. The total for Long Island Rail Road: \$1,831,400,000.

For Metro-North Railroad, stations, \$134.5 million; track and structures, \$104.27 million; communications and signals, \$136 million; power, \$28 million; other, \$30.15 million. Total for Metro-North Railroad: \$432.92 million. The MTA grant total, \$6,563,440,000.

MTA will be submitting applications to obtain federal assistance from various sections of the MAP-21 legislation. Section 5307 is a formula-based program from which a specified amount of federal funds is allocated to the urbanized area for each federal fiscal year. In federal fiscal year 2015, the MTA is tentatively projected to be eligible to receive \$662.1 million of Section 5307 funds. Of that amount, MTA expects to elect to use \$633.7 million for New York City Transit, Manhattan Bronx Surface Transit Operating Authority, Long Island Rail

Road, And Metro-North Railroad capital projects. MTA is expected to elect to use 28.4 million for MTA Bus projects. Apportionments for federal fiscal year 2016 are not yet available.

In addition, MTA proposes to submit capital projects to request some or all of the Section 5307 funds for federal fiscal year 2016 that will be available and submit some capital projects to request 5307 funds remaining from prior fiscal periods' allocations and for adjustments to the 5307 program if necessary. In addition, MTA also proposes to submit projects for federal funds from the Section 5337 State of Good Repair funding category.

In federal fiscal year 2015, MTA is eligible to receive \$599.8 million of Section 5337 funds and \$24.8 million from the Section 5339 bus and bus facilities funding category. Apportionments for federal fiscal year 2016 are not yet available. Project will also be submitted for federal funds under MAP-21 as appropriate in an effort to assure receipt of the maximum amount of federal assistance. Amounts that will be received for federal fiscal year '16 are not presently known.

The MTA is eligible to receive Section 5324 funds from the Disaster Relief Appropriations Act of 2013. The full allocations under that act have not yet been made. We also may

submit additional project -- projects and amounts sufficient to request federal fund balances from prior fiscal year allocations and grants within each of these fund categories, including fund categories under MAP-21 as appropriate and for adjustments to these programs. The capital improvements to be gress -- progressed with these funds generally take place in the confines of the transportation systems of the MTA- or city- or county- or state-owned property.

Any property acquisition or relocation that may be required for the projects will be carried out in accordance with the appropriate provisions of law and regulatory requirements. The projects are not expected to have any significant adverse environmental impact. Should the United States Department of Transportation prepare a formal statement on the environmental impact of any of these projects, the availability of such a statement or statements from DOT will be made known by appropriate publication.

The projects outlined in this public hearing conform to the long range transportation plan for the New York metropolitan region and have been or will be endorsed by the metropolitan planning organizations for the New York metropolitan region for Orange County and for Dutchess County as the product of continuing cooperative in comprehensive planning for all modes

of transportation.

Reduced fare privileges for the elderly, disabled, and Medicare users will be made available as required by federal law. All legal requirements relating to the elderly, disabled, and Medicare users will be met. In closing, I would like to emphasize that the financial aid that will be requested is essential to the implementation of MTV's Capital Program.

For today's public meeting, the re-em -- MTA representative seated at the head table are here to listen to your comments regarding the proposed list of projects. We will not be responding to any comments today. We are here to listen. As noted earlier, that the transcript of this hearing will be distributed to each MTA board member. Thank you.

MS. BROOKS: Reminder, if you would like to speak and have not done so yet, please register out front before 6:00 p.m. today. The first registered speaker will be Mr. X, followed by Rudolph Davis Harris, Jr. Good evening, Mr. X.

MR. X: I said it before, and I'm saying it now. You shouldn't start public hearings before 6:00 p.m., nor start them at a time when people are still working. But there's an old saying goes your hard head will give you a soft behind. Regarding your ac-, current program, c- current [unintelligible] [00:13:59] program, there are some projects that are missing.

Okay, there's a subway train station near Hostos College [phonetic] that has elevator which hasn't worked in over 20 years. That elevator needs to be rebuilt so it can serve the platform levels, the mezzanine levels, the street level. Why you excluded that from your current capital program remains a mystery.

We have two subway trainees near Lena College [phonetic]. They're not wheelchair accessible either. Do you intend to make them wheelchair accessible, since like Hostos College, Lena College is a popularly landmark? Both popular colleges.

And something else that irritates me. The executor -- MTA's exact director deciding we should register speak either by phone or snail mail, but he didn't -- he prohibit us from registering to speak via online. Is there any particular reason why we couldn't register to speak online? Why, why can't we, why can't we -- why is he, why is he deciding how we should register to speak? Between -- I'd rather register online than register by phone, and I, I definitely don't want to register via snail mail because you know how snail mail works.

MS. BROOKS: Please conclude.

MR. X: I'm disappointed that he's absent. He should be here. So it appears he wants to attend public hearings -- he decided, he decides to attend the public hearings whenever he feels

like it. If I can sacrifice to be here, he can sacrifice to be here. If I can be a man about it, he can be a man about it. So what, what's, what's his story?

A-, so from this point on, you shouldn't start public hearings before 6:00, and when you hold public hearings, let us decide how we register to speak, either by phone, online, snail mail, let us decide. You shouldn't decide for us. That's unfair to us. Okay? You're not dictators. If [unintelligible] [00:16:29] wants to be a dictator, that's on him. Doesn't mean you have to be a dictator too.

MS. BROOKS: Thank you, Mr. X. The next speaker is William Davis Harris, Jr., followed by Eric Shields. Good evening, Mr. Harris.

MR. RUDOLPH DAVID HARRIS, JR.: Good evening, fellow members. I like riding this number seven train because I've been doing that over the past decades, and they're still serving Times Square-42nd Street, the last stop for now. And soon, later on this -- later on December at the end of this year, I'm gonna take a ride on the seven train to two new stations, 41st Street-10th Avenue, and 34th Street-11th Avenue. I'm aware of that service change because it, it affects me very well, and I even went to the Second Avenue Community Information Center to learn more about the Second Avenue subway, which is the new T

line, 'cause I know it's gonna run along the east side via Second Avenue and the existing Q train will, will do that too, and that will be -- that will start in December of 2016.

I'm so glad, I'm so glad that affects me very well because these two service changes could be my birthday present when I turn 42 this year and when I turn 43 next year. I'm, I'm gonna be very happy about this 'cause you're -- you members are doing it very well, and I'm proud of you. And I'll, I'll be looking forward to these two services when it comes up for May.

MS. BROOKS: Thank you. The next speaker is Eric Shields followed by Pedro Rivera. Good evening, Mr. Shields.

MR. ERIC SHIELDS: Good evening. Hoarse. I -- picking up from what he said, you know, in regards to, you know, subway improvements, I've really can't put all of my experiences in three minutes, so the best way I can summarize is by saying something that I wrote. Given all the options I've ridden -- you know, I haven't just ridden the city transit. You know, I've had a lot of time to ride all the agencies between maybe Orange County, and I've also ridden agencies in the states bordering us, and I've taken a lot of time to understand how these agencies work and how they deal with the issues in their own way 'cause, you know, different agencies, even though they may function differently -- they may paint their buses

differently, they may charge differently -- they all have the same goal, point A to point B.

And usually to solve a problem, you have to know where it starts, and I often feel that many projects -- you know, projects have a goal, but projects also have a means to get something done. And actually, given what happened earlier today with the Long Island Rail Road -- I'm not gonna go through that. Let the news do that. In other words, I feel as though in order to solve a problem, not only do you have to, you know, have resources. You have to know where to get it at its weakest points, you know, a strong chain is only as strong as its weakest link. If you can break the main cause of a problem, it's easier to go after the rest of it. The rest just comes together like a puzzle or something.

And given all the agencies I've ridden through, you know, I've, I've seen what everyone else has done, and I've seen what others can make use of, and I kind of feel that leadership isn't the only thing I feel that would put things back, well, quote, on track. I feel that, you know, fellowship would help too.

MS. BROOKS: Please conclude.

MR. SHIELDS: I see. And in any case, you know, things work -- I feel that things work better when they're together. You know, when people work as a team, they tend to achieve more

things. And I have been following a lot of the stuff that's been going on, you know, on the news. I've been in m-, smack in the middle of it, and I've pretty much been what you would call in the field. I've been in all the subways. I pretty much gone through every one, and I know mostly what each subway [unintelligible] [00:21:35] through.

Of course in conclusion, I just want to see the work. You know, I just want to see things work. Doesn't matter how much it may cost just as long as things fall together and don't fall apart. That's -- if anything, that would be more than just a birthday present. That could be something everybody can enjoy. That's it. Thanks.

MS. BROOKS: Thank you. The next speaker is Pedro Rivera followed by Julio Munoz.

MR. PEDRO VALDEZ RIVERA, JR.: [unintelligible] [00:22:11]
MTA. My name's Pedro Valdez Rivera, Jr., and I'm a member of the transit advocacy group known as the Riders Alliance, a membership based, grassroots based, community organization dedicated to subway bus riders in New York City. The focus of the capital program for the fiscal 2015-2016 is very intriguing, but in terms of the subway cars, especially the R211s that you're pushing for the federal funding, it can't become soon enough. It needs to be replace as soon as possible 'cause those

R46 cars, the 75-foot cars you see on the A train, the F train, the R train, and the Rockway [phonetic] Park shuttle and the Staten Island Railway with the R44s, they -- they're terrible [unintelligible] [00:22:58]. The mean district between failure, not so much.

I'll ride the, the newer cars. So it's a bad experience for everybody who rode those subway cars. It's been around since the mid-'70s to say the least, so please try to find a, a builder, like a builder like Kawasaki or Bombardier, who does reliable for all people who value the subways. Now, we don't want have a R179 fiasco with Bombardier and [unintelligible] [00:23:31] delayed the newer cars, the R179 cars and leave the all R32 and R42 cars behind.

As for the signals, the signals needs to be modernized as quickly as possible 'cause, you know, there's a increase in subway ridership, and it's about to be all-time highs in the next couple years or so, so especially the heavy lines, such as the Lexington Avenue line and [unintelligible] [00:23:59] lines, that needs to be replaced with the communication based train control. And the buses -- and I will conclude, it's the buses that needs to be replaced in the average -- these buses, I see in the last 20 years since 1996, and they do work -- work too well. So the -- I like the new buses, but we, we need those

buses as soon as possible. Otherwise, the -- we break down too often, and it'll be a great inconvenience for the bus and subway riders.

And one more thing before I conclude my testimony is that s-, the s-, the East River Tunnels. It needs to be finished as soon as possible where, with s-, best funding possible because, you know, because of Superstorm Sandy, we need to finish the -- your job is to finish those. Make them more resilient, the -- all the tunnels of -- impacted by Superstorm Sandy as quickly as possible. Thank you so much.

MS. BROOKS: Thank you. The next speaker is Julio Munoz followed by Kiteriara Brown. Good evening.

MR. JULIO MUNOZ: Good afternoon. How are you folks? I'm a resident of the Bronx. I'm here because as a previous speaker had mentioned, we have a -- by the way, my name is Julio Munoz. I'm President of the South Bronx Community Congress, and the last three and a half years, we've been advocating for an elevator to be repaired or replaced at 149th Street and Grand Concourse, number two, four, and five line. And as the previous speaker has said, that's the Hostos Community Colleges right there.

That is an project that's -- needs to be re-, put in this budget. Our organization has managed to bring attention both in

the media and the politicals. A letter was sent from the congressman from the local council persons. The community boards all signed a letter sent to your organization requesting that this project be priority.

The American Disability Act requires that this, this elevator be replaced. Thirty-five years ago, there was an elevator there that was functioning. Sometime because -- I guess because of budget reasons, that elevator was abandoned and was never used again. We re-, again, I'm repeating myself, but three and a half years ago, we started advocating for it to be replaced or renew or fix. At this point, we don't see it in the budget this year or for next year, but we do want to strongly encourage that this project you put on the budget. Thank you very much.

MS. BROOKS: Thank you. The next speaker is Ms. Brown followed by Nancy Singleton.

MS. KITERIARA BROWN: Good evening, my name is Kiteriara Brown. First I would like to thank you all for p-, for providing this platform for constituents to voice their opinions. I personally read the, the entire 175-page proposal and developed a list of eclectic questions that I had for you all, but unfortunately as announced at the beginning, questions are not allowed and only comments are only allowed to be

provided. So I'm hopeful that at the end of the meeting, we will be awarded the opportunity to have a meet and greet so at least one of my questions may be answered. Thank you.

MS. BROOKS: Thank you. Next speaker is Nancy Singleton following by Ms. Kemp. Good evening.

MS. NANCY SINGLETON: Hello, lovelies and honeys in the world. [unintelligible] [00:28:29] bus needs. It would be nice to have more [unintelligible] [00:28:33]. Alright. Hello, lovelies and honeys in the world. [unintelligible] [00:28:46] bus meetings. It would be nice to have more ramps and bathrooms and seats and more coworkers to clean and wash the subways. But subways and buses store -- so more subway and buses store -- stores -- new subways and buses. It would be nice.

The subway and buses has made a lot of progress. See you soon. Nancy Singleton.

MS. BROOKS: Thank you. Next speaker is Ms. Kemp followed by Constant [phonetic] LeSold.

MS. KEMP: Good afternoon. My name is Mrs. Kemp, and I live in Harlem. And I ha-, my question is -- my comment is for the Long Island Train. I was wondering do -- is the Cannonball West train, is it accessible for people with disability and if the Cannonball train will make a stop at the Harlem-125th Street station in the future in 2016? Are there any plans in your

budget to make a train stop that the 125th Street-Park Avenue train station? Oh, well the Long Island Rail Road train at 34th Street. And the other thing I wanted know is if there's going to be -- the other thing -- my other comment was that there is no elevator at the 110th Street train station on the A -- the B and C line. There's no elevator to get you up and down the stairs and 110 Street and Central Park West. That's all I have. Thank you very much.

MS. BROOKS: Thank you. The next speaker is Constant LeSold followed by David Gerber.

MS. CONSTANCE LESOLD: My name is Constance LeSold. I live on Eastern Parkway now. I've lived for 40 years on Eastern Parkway and worked very hard for the renovation of the Franklin Avenue shuttle. Twenty years it took from the time in 1977 when public hearings were held on the potential closing of the shuttle. Now, from beginning to end and to this day, we have been asking for an accessible, like everybody else here -- that seems to be the word today is accessibility. We've been asking for accessibility to the cultural circle of Brooklyn. There is no -- and it's, it's, it's outrageous.

Now, I -- my background includes also mainly working on subways and trees and transportation. I'm on the board -- the committee. I was Chairman of the Transportation Committee of

Community Board Eight for many years. I am not on the board at present, but I still serve on the committee, and we are asking for that subway at the Brooklyn Museum, which has been on the list now forever to be speeded up and done. I mean, this, this is outrageous.

I'm also one of the founding members of the Eastern Parkway Coalition, which is right now trying to rebuild over the issues that we feel are being neglected by the City, including the deaths of the elm trees on Eastern Parkway that we worked so many years to get planted. But we -- I belong to all the senior citizens' centers in the area, and every single one of them wants accessibility on untold numbers of stations because we need that as well as more buses, and we need the 71 bus which the community board is pushing for. We need that 71 bus back on. There's no east-west transportation.

MS. BROOKS: Please conclude.

MS. LESOLD: And, and would say at the end, I'm a former board member of Disabled in Action and still an active member, so I'm not going away. And please go ahead. Make another list. Finish the list you've got. Taxis don't do me any good. I can't afford 'em, and I'm glad Disabled in Action has worked so hard on 'em, and we're gonna get 'em. Access-A-Ride is -- I don't eat yet, but I have sciatica. I can't go up those stairs.

And so please, I'm representing thousands of people down here. Please at least fix that station at Brooklyn Museum, and all the rest of 'em in the city.

MS. BROOKS: Thank you. Next speaker is David Gerber followed by Frederick Wells.

MR. DAVID GERBER: Good morning. I mean, good e-, good evening, everyone. Marc Albriss [phonetic] -- forgive me to mispronounce you name it. You had said that copies -- sorry. Your -- you had said the copies of the entire 175-page manual the MTA hearing were available out front. They're not. So for the record, there's no -- there are absolutely no copies for them to be review. And with regard to the projects, I clearly don't understand several things how the MTA priorities. The MTA priorities, number one, I think at the top of the list, they need a proofreader, but I'll get back to that pa-, part.

Priorities is now -- one of the items they have is the ADA elevator accessibility to Bethel Park station, Bethel Park Boulevard on the B and D line. That may serve well to the segment of customers going to New York Botanical Garden, but it does not as-, address the issues to New York Montefiore Hospital or a station along the four line. And I'll say this: because there's two segments -- there's one segment here, Westchester County, which, unlike Nassau County, does not -- has very few

options for buses to go to a ADA station. For example, the route 20 and number 4 lines, route 20 being the busiest line in the B line system, does not go to a ADA accessible subway station. Neither [unintelligible] [00:35:43] Parkway or Bethel Park has a accessible station.

Twenty line goes up to White Plains and also serves the mall, Cross County Mall, as well as the casino. The casino does not have any ADA accessibility. The mall does not have any of the fol-, five bus routes have any ADA accessibility.

MS. BROOKS: Please conclude.

MR. GERBER: And both -- you should look, look -- consider look at the projects themselves. As far as the capital projects, you can't build something like the L line and don't have a failsafe system [unintelligible] [00:36:21] meltdown. The Long Island Rail Road, you need to -- you should've just put in additional tracks at Flatbush Avenue years ago, so this way trains could be diverted to Flatbush Avenue instead of this mess. And this misinformation here, like I said, it's wrong information here. You guys need a proofreader. Here's your pledge to customers. I can name a lot of misinformation on the website.

MS. BROOKS: Thank you. Next speaker is Frederick Wells.
Good evening.

MR. FREDERICK WELLS: Good evening. Okay. What I'm focusing on -- I'm Frederick Wells, and what I'm focusing on today is the need to, to speed up the process of putting up the select bus service. As I saw on the web site, one of, one of the routes you're focusing on is South Brooklyn, the B6 and B82. Okay. This -- the following bus routes should immediately be turned to select bus service as, as fast as possible. One, South Brooklyn, B6 and B82, which should be one, one bus route replacing both the limiteds on, you know, B6 and the B82, and it needs an extension out to Queens, like JFK Airport.

Other routes include Flatbush Avenue, B41; Guy R. Brewer Boulevard in Queens, the Jamaica-Far Rockaway line; Hillside Avenue Q43; Kissena/Parsons -- that's the other Flushing-Jamaica corridor; South Bronx, that's spanning the Bx5 and Bx6; Church Avenue, the B35 route; Northern Boulevard, that's sp-, well, spanning Little Neck all the way to Long Island City, perhaps e-, maybe even Manhattan. That's the tw-, Q12, -13, -28, and -66 line. DeKalb Avenue Brooklyn, that's the B38; West Side corridor, I'd say, should be the M7 bus. M7 should be turned to select, and then North Bronx along Gun Hill Road. It's a -- it -- along the Bx28 and -38, and it's -- it should be run across -- it's and run across the Bronx into Riverdale. And new select ca-, but service corridors that should be put in place

are Merrick Boulevard/164th Street. You can't do Merrick Boulevard alone because it's, it's not a, it's not coverage line. You have the N4 there to prove it. Two -- Metropolitan Avenue, we know there's not enough, there's not enough service on the Q54, but that, that should be a SBS [phonetic] route. Myrtle Avenue spanning Queens to Downtown Brooklyn, that's a Jamaica-Downtown Brooklyn route. Eastchester to Harlem, you -- it's like it's on -- downtown Brooklyn to LaGuardia Airport is real-, you need a direct link.

MS. BROOKS: Please conclude.

MR. WELLS: And, and lastly [unintelligible] [00:39:07] to LaGuardia Airport's like an extension of the Bx23. It's like -- somewhat like the Q50, but it go nonstop into the airport. It's, it's, it's no sense in having people dropped off in Downtown Flushing just for a 30-minute ride on the 48 when, when you can just r-, just have service going straight into the airport. Thank you.

MS. BROOKS: Thank you. At this current time, we do not have any more registered speakers, so if anyone would like to speak that have not registered as yet, would you kindly go to the front and register to speak? You have until 6:00 p.m. this evening, and we're going to take a short recess until we have additional speakers. The current time is 5:10. Thank you.

[OFF THE RECORD]

[ON THE RECORD]

MS. BROOKS: Okay. The current time is 5:43. We would like to resume, and our next speaker is Sylvester Magloire. Sir, please approach the podium.

MR. MAGLOIRE SYLVESTER: My name is Magloire Sylvester. I'm a ext-, Teamsters Local 14 worker and for 45 years, and I'm riding the train in [unintelligible] [00:40:32]. And do I have to express my concern now, or... My, my plan for, for my neighborhood is I feel very down when I see my station I'm riding with for the past 45 years, the L train connecting to the two train [unintelligible] [00:40:55] Street and Lavonia [phonetic]. It's a mess, mostly the [unintelligible] [00:41:02] station. Slow. No lights. I even got pictures of [unintelligible] [00:41:07] on the station, and it's only on the 250 feet course. I had to pay two fare. Sometime I had to ask for swipe because my, my card [unintelligible] [00:41:17] 18 minutes, it was expired to ask for a swipe with my card in my hand. No free transfer.

People with wheelchairs, people walking with a crutch, you know, baby strollers had to walk two long steps. So I figure that something got to be done because I [unintelligible] [00:41:43] be done before. Because I've been away

[unintelligible] [00:41:45] good station been adjusted, like the West Fourth Street station. They have a new connection. And I went to aqueduct, I see the nice station, nice way to have a nice crossover. And you got a free transfer from 59th Street 4-5 train to the F train, which is about three blocks. I wonder why we don't have this over there. Street is desert. No light sometime. People get mugged most of the time, and it's on the news. [unintelligible] [00:42:21] making up the, the stories. I went to the [unintelligible] [00:42:26].

We talked to [unintelligible] [00:42:31] people in the area. They said they don't know what's going on. Why we, we never have no -- I mean, nothing done for us, for all these complaint we been having for the past years. You know. These stations are so close, you can put, like, a lamp. You make a con- connected. And you got to pay two fares. You have to walk those stairs in the rain on a snow down on the street. That street's not a good neighborhood. The -- it's, it's, it's no house over there. It's -- the project is, like, couple feet away.

MS. BROOKS: Please conclude.

MR. SYLVESTER: So I think s-, the MTA got to do something. The last time they told me they have no money. The [unintelligible] [00:43:11] say oh, no, no. We're not -- we're

short of budget, but they figure out ways. If you raise the fare, at least go do something for this small stretch.

[unintelligible] [00:43:23] longer, you got -- MTA has big project. Seventh Avenue project, that gonna cost, cost billions, the Seven Avenue project, so I don't see what's -- what cannot be -- nothing can be done over there. We have -- I've been fighting for the past five years. Still we've been fighting. We call. Nothing happen. We send -- Facebook. We have Twitters. We have all s-, we have all kind of thing. The news, we call the news, and last week, we have Mr. Eric Adams look [unintelligible] [00:43:57] project. It was there. [unintelligible] [00:44:00] I hope something be done.

MS. BROOKS: Thank you.

MR. SYLVESTER: Welcome.

MS. BROOKS: The next speaker is Juan Castillo. Good evening.

MR. JUAN CASTILLO: I'd like to apologize. I didn't, I didn't have enough time to prepare a spee- a speech [unintelligible] [00:44:29], but I'll try to make it up [unintelligible] [00:44:30]. I would like to thank the MTA board of directors for giving me the time to express my concerns about the struggles me and customers are dealing with today. I know about the fiscal capital pro- program that you're doing the

fi-, for federal fiscal year. I've been to one of those hearings last, last year. I hope to go more i-, next year, this year.

I'd like to express my concern about the, the 34th Street -- the new 34th Street [unintelligible] [00:44:59] line that -- which we'll connect passengers from Queens to mid-, to midtown Manhat-, to West Midtown i-, for fi-, it also ri-, bring customers to the nearby Javits Center. I ho-, I look forward to ri-, I look forward to seeing the new station.

Also like to a- a- address the concern about the ADA accessibility for each su- subway stop ar- around the five boroughs. As we know, this year marks the 25th anniversary of the ADA act that was signed in 1990, and I was hoping we, we may take it -- take this law into a new, a new quarter century as we try to make up- upgrades to the subway station that already has ADA accessibility along with potential subway stations that could get ADA accessibility or the possibility of doubling the ADA accessibility by including an elevator and a wheel-, a wheelchair ramp simultaneously at that stop.

The potential stations I come up with will be the 42-Port Authority stop on the, the A, C, and E; the Coney Island-Stillwell Avenue terminal for the D, F, N, and Q, and hopefully out enough go the Mo-, the Mosholu Parkway stop on the four line

to Bronx--

MS. BROOKS: Please conclude.

MR. CASTILLO: --which, which is near -- the only subway stop nearby in the Bronx that is close to the, the nearby Montefiore Hospital. I hope that we will continue this new -- the new quarter century of the ADA Act with that, with that change in hand. Also, I'd like to address the concern about the SBS fare, fare machines that are -- that happen to, to break down mo- most recently. I rode the M60 today on the Saint Nicholas and Malcolm X Boulevard stop, nobody, nobody got their tickets because all the machines were down. I was able to get mine on Amsterdam and LaSalle heading the Lexington Avenue. Hopefully we get extra f- fare machines on s-, on all the select bus lines, including the, the two new ones, the B46 and Q44 available for sometime next -- this year. Thank you.

MS. BROOKS: Thank you. If there's any one who would like to register that has not registered as yet, you have until 6:00 p.m. this evening. At this current time at 5:52, we will be taking a short recess until we get additional speakers.

[OFF THE RECORD]

[ON THE RECORD]

MS. BROOKS: The time now is 6:00 p.m., and there are no more public speakers. We now conclude the MTA Capital Project

public hearing. Thank you all for attending.

[Hearing Adjourned, September 2, 2015 at 6:00 PM]



Metropolitan Transportation Authority



CAPITAL PROJECTS PUBLIC HEARING

WRITTEN COMMENTS

Metropolitan Transportation Authority
State of New York
Public Hearing on Capital Projects
2 Broadway | 20th Floor - William J. Ronan Board Room | NYC
September 2, 2015

Select Bus Service corridors that needs to begin and new Select Bus Service routes


The following bus routes SHOULD immediately be turned into SELECT BUS SERVICE routes.

1. **South Brooklyn** – Both the B6 and B82 LIMITEDS should be transformed into a new B81 SELECT BUS SERVICE spanning Coney Island to Ozone Park, Rockaway Blvd  Station. Most service via Flatbush Junction (B6) while maintaining a 5 to 10 minute (general) headway (overall service at 3 to 5 minute headways). Also a new B85 SELECT BUS SERVICE from Bay Ridge, 86th Street  Station to JFK Airport via the B4 and B6 routes (Flatbush Junction) is to operate at All Times at 5 to 10 minute headways during the days and at 30 minute headways during Late Nights.

2. **Flatbush Avenue** – All Kings Plaza bound B41 LIMITEDS should be transformed into a new B41 SELECT BUS SERVICE. B41 service to Bergen Beach should be replaced by a rerouted B9. Possible extension into the Rockaways via the Q35 (current) route.

3. **Guy R. Brewer Blvd** – All Far Rockaway to Jamaica trips (Q113 and Q114) should be transformed into SELECT BUS SERVICE. A new Q115 SELECT BUS SERVICE to run via the Q113 routing between Far Rockaway and Five Towns and via the Q114 between Five Towns and Jamaica should be added, mainly to replace the Q111 short runs and to maintain a 5 to 10 minute headway between SBS buses.

4. **Hillside Avenue** – SELECT BUS SERVICE on the Q43 should be implemented, however a 3 tier service is needed. The Q43 must run as a LOCAL during Late Nights, Middays, Evenings and Weekends. The Q43 LIMITED must run during RUSH HOURS as the Q1 LOCAL is available at a 5 to 10 minute headway during these Hours. The Q43 SELECT BUS SERVICE should run between 5 AM and Midnight 7 Days a Week at 5 to 10 minute headways and bypass the 197th Street and 212th Street Stops (for the LOCAL and LIMITED buses only).

5. **Kissena Blvd/Parsons Blvd** – There is a strong need to restructure the Q25/Q34, extend the Q50 and start a new Q45 (or Q61) route from Jamaica (LIRR STATION) to Hunts Point  Station. All Q25 buses to run LOCAL between Jamaica and College Point. The Q34 route to change to service LaGuardia Airport and to operate SELECT BUS SERVICE. The Q45 (or Q61) new route is to operate as a SELECT BUS SERVICE route mainly to assist the Q44 SELECT BUS SERVICE (which is along Main Street). The Q50 SELECT BUS SERVICE is to run between Jamaica LIRR STATION and Co Op City at All Times.

6. **South Bronx** – A new Bx45 SELECT BUS SERVICE to operate between Pelham Bay Park and Yankee Stadium via the Bx5 and Bx6 routes.

7. **Church Avenue** – The B35 LIMITED should be transformed into a B35 SELECT BUS SERVICE. The only difference would be no bus lanes due to the narrow corridor of Church Avenue.

8. **Northern Blvd** – SELECT BUS SERVICE should run along the Northern Blvd corridor spanning the Q12, Q13, Q28 and Q66 bus routes between Little Neck and Long Island City into Midtown Manhattan. This should have a distinguished Q68 route number and run at All Times at 5 to 10 minute headways during the day and 30 minute headways during Late Nights.

9. **DeKalb Avenue** – All B38 LIMITEDS should be transformed into SELECT BUS SERVICE which includes Sunday Service.

10. **West Side Corridor** – The M7 should be transformed into a SELECT BUS SERVICE route spanning Harlem and Chelsea. Restore the M6 to operate LOCAL service (via 6th Avenue).

11. North Bronx – A newly distinguished SELECT BUS SERVICE route to operate along the Bx28/Bx38 route along Gun Hill Road spanning Riverdale and Co Op City (terminal at Bay Plaza). This should operate at All Times at 5 to 10 minute headways during the day and 30 minute headways during Late Nights.

New Select Bus Service Corridors that should be put in place are as follows:

1. Merrick Blvd/164th Street – This is the only way SELECT BUS SERVICE can be placed on the Q5 bus route as a Q5 SELECT BUS SERVICE. This is to span from Green Acres Mall to Flushing operating at 5 to 10 minute headways throughout the day replacing the Q5 and Q65 LIMITEDS. Merrick Blvd alone is faced with NICE Bus operation of the n4 between Jamaica and Freeport as the coverage route, while the Q65 does not meet the frequency guidelines for SELECT BUS SERVICE (there's 10 to 12 minute headways during the Off Peak Hours).

2. Metropolitan Avenue – This is not a new corridor, however the Q54 at current does not meet the guidelines for SELECT BUS SERVICE due to the 15 to 20 minute headways during Off Peak Hours. This new corridor to run as Q54 SELECT BUS SERVICE would present Off Board Fare Collection, and increased service on the Q54 route spanning Downtown Jamaica and Williamsburg, Brooklyn.

3. Myrtle Avenue – A new Jamaica to Downtown Brooklyn SELECT BUS SERVICE link route should be put in place mainly to improve service along the B54 and Q55 routes in Brooklyn and Queens respectively, while presenting Off Board Fare Collection along the length of the corridor. This SELECT BUS SERVICE should run at All Times at 5 to 10 minute headways during the day and 30 minute headways during Late Nights.

4. Eastchester to East Harlem – See <http://brie.hunter.cuny.edu/hpc/wp-content/uploads/2015/04/bronx-bus-rapid-transit-route-1-copy.jpg> for details. This is to run parallel to the ⑥ and ⑦ Subway lines between the Northeast Bronx and East Harlem, directly connecting each line without entering Manhattan.

5. Downtown Brooklyn to LaGuardia Airport – A new B80 SELECT BUS SERVICE from Fulton Mall to LaGuardia Airport should be put in place travelling along much of the B62 route between Downtown Brooklyn and Williamsburg, across the Kosciusko Bridge and via the BQE. At current, it is difficult for customers to directly connect with the ⑤ line for service to Long Island City without either back tracking or taking one or two extra trains, while the N train travels through Manhattan which adds time and is a difficult transfer to/from the ⑤ line in Long Island City and customers are required to use the ⑦ train for a transfer to the N just to connect with the M60 SELECT BUS SERVICE, when they can simply use the ⑤ or ⑥ train to Jackson Heights for the Q47 or Q70 LIMITED. This B80 SELECT BUS SERVICE is to alleviate the excessive transfers with a one seat service to/from LaGuardia Airport along with bypassing Jackson Heights Station as to not duplicate the Q70 LIMITED.

6. Co Op City to LaGuardia Airport – The Bx23 should be transformed into a SELECT BUS SERVICE and extended to LaGuardia Airport. The Bx29 would be extended to service all of Co Op City replacing the Bx23 as the LOCAL. Similar to the Q50, it will cross the Whitestone Bridge, but unlike the Q50, it will travel non-stop to LaGuardia Airport via the Whitestone Expressway and Grand Central Parkway. Service should operate every 5 to 10 minutes during the day and every 30 minutes during Late Nights.



Metropolitan Transportation Authority

MTA Community Affairs

Public Hearing

Comments/Questions Form



LOCATIONS:

- ☐ BRONX COUNTY ☐ KINGS COUNTY ☐ NEW YORK COUNTY ☐ QUEENS COUNTY
☒ RICHMOND COUNTY ☐ NASSAU COUNTY ☐ SUFFOLK COUNTY ☐ WESTCHESTER COUNTY
☐ ORANGE COUNTY

NAME:	FIRST	Kevin	LAST	Michelus
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			ZIP CODE + PRE-SORT	10304
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EMAIL:	KMichelus@aol.com			<input type="checkbox"/> NO EMAIL ADDRESS

Comments/Questions

The public hearing was very enjoyable
The MTA staff were very courteous
I hope to attend more public hearings and
there will be more in the future.

(OVER)

Public Hearing

Comments/Questions Form



LOCATIONS:

- ☐ BRONX COUNTY
 ☒ KINGS COUNTY
 ☐ NEW YORK COUNTY
 ☒ QUEENS COUNTY
☐ RICHMOND COUNTY
 ☐ NASSAU COUNTY
 ☐ SUFFOLK COUNTY
 ☐ WESTCHESTER COUNTY
☐ ORANGE COUNTY

Representing the
National Parks Conservation Association

NAME:	FIRST Lauren Cosgrove	LAST Cosgrove
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EMAIL:	1cosgrove@npca.org	OTHER 203-644-9934
		<input type="checkbox"/> NO EMAIL ADDRESS

Comments/Questions

There is an urgent need to increase express bus services to Rockaway & Far Rockaway Queens, to Howard Beach & Broad Channel and down Flatbush Ave to Marine Park & Canarsie. This area was devastated by Hurricane Sandy & remains at great risk for future storms & flooding. These additional services would provide a MUCH NEEDED additional evacuation route, especially for the majority of families, elderly & disabled whose lives depend on public transit for evacuation. It would also support thousands of jobs in low-income neighborhoods, & would bring millions of new NYC residents & tourists to Jamaica Bay, Gateway National Recreation Area, Ruis Park and Rockaway Beach.

(OVER)



These recreation opportunities would
be amplified by express bus service.
With more park visitors comes more
revenue for local Businesses along
Flatbush, Broad Channel & in Rockaway.

These neighborhoods **DEPEND** on
public transportation. Their only other
option is to ride the A-Train for
90 minutes to get to Manhattan. It's
only right to improve bus services for
their survival, economic-well being, &
quality of life.

Public Hearing Comments/Questions Form



LOCATIONS:

- ☐ BRONX COUNTY ☐ KINGS COUNTY ☒ NEW YORK COUNTY ☐ QUEENS COUNTY
☐ RICHMOND COUNTY ☐ NASSAU COUNTY ☐ SUFFOLK COUNTY ☐ WESTCHESTER COUNTY
☐ ORANGE COUNTY

NAME:	FIRST Pedro Valdez Rivera Jr.	LAST	
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TELEPHONE:	HOME (718) 782-3209	OTHER (347) 482-7779	
EMAIL:	pvaldezrivera jr@gmail.com <input type="checkbox"/> NO EMAIL ADDRESS		

Comments/Questions

• Some comprehensive studies are needing to be fully funded, in the future, made by the end of this year.

- Misc. {
- 1) The A & C Full Line Review. & Due to Superstorm Sandy.
 - 2) The Northeast Queens Bus Study.
 - 3) The Rockaway Beach Branch Study.
 - 4) The Bay Ridge Branch Study.
 - 5) The R Full Line Review. & Due to Superstorm Sandy.

• In terms of the Capital Program Funding:

- Relv. {
- The R179s are needed to deliver, ASAP.
 - The R188s are needed to deliver, ASAP.
 - The R211s are needed to deliver, ASAP.
 - The newer buses are needed to deliver, ASAP.
 - The East River Tunnels are needed to be strengthened & adapted from future storms, ASAP.

(OVER)

Public Hearing Comments/Questions Form



LOCATIONS:

- ☐ BRONX COUNTY ☐ KINGS COUNTY ☐ NEW YORK COUNTY ☐ QUEENS COUNTY
☐ RICHMOND COUNTY ☐ NASSAU COUNTY ☐ SUFFOLK COUNTY ☐ WESTCHESTER COUNTY
☐ ORANGE COUNTY

NAME:	FIRST <u>Khiteriara</u>	LAST <u>Brown</u>
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TELEPHONE:	HOME <u>(212) 751-3754</u>	OTHER
EMAIL:	<u>khiteri@gmail.com</u> <input type="checkbox"/> NO EMAIL ADDRESS	

Comments/Questions

- ① There is a large budget for administrative needs. What exactly do the "administrative needs" entail?
- ② In regards to Engineering Design Services, can you elaborate on "scope development" and "survey assessment"?
- ③ What percentage of this project is contracted out to third parties?

We ask that the MTA not only give careful consideration to the projects listed above, but also give the 5 projects listed below much attention, and add them to their budget. Our community is in dire need of these repairs.

- 1) Rehabilitate the West 157th Street IRT "I train" Subway Station. This is a heavily-used commuter station, and has been neglected for years.
- 2) Rehabilitate the West 155th Street IND Subway Station. This station has been neglected for years.
- 3) Need for elevators on the West 155th Street and West 163rd Street IND C line. There is a need for ADA Compliance as there are no elevators on this line after West 125th Street and before West 175th Street. The West 155th Street Station is extremely high to reach street level.
- 4) The passageways to cross over (uptown/downtown sides) at West 163rd Street is closed by gates, although there are four unused stairways present on both sides and at least two of them need to be made accessible for station crossovers. The huge gated area is both unnecessary and unused.
- 5) Need for the new digital touch signage and route directions options displays at all CB12, M stations.

Thank you for your time and attention.

Sincerely,
Yahaira Alonzo,
Chair of the Traffic and Transportation
Committee, CB 12, Manhattan.

George Fernandez, Jr., MSW,
Chairman CB 12 Manhattan.

Proposed MTA Projects for CB12, M – Federal FY2016

Proposed Program of Projects Federal Fiscal Year 2016

Agency	ACEP ID
New York City Transit	T7040702
Project Name	Planning Number / PIN
Replace 12 Traction Elevators/Broadway-7th Ave	MW48-1505
County/Borough: Manhattan	Zip Code

Object/Purpose of Project
The purpose of this project is to replace 12 existing traction elevators that are approaching the end of their useful life.

Units/Locations/Limits
The 12 traction elevators are located on the Broadway-7th Avenue Line in the borough of Manhattan at the following stations:
191st Street Station, Broadway/7Ave, IRT Manhattan (4)
181st Street Station, Broadway/7Ave, IRT Manhattan (4)
168th Street Station, Broadway/7Ave, IRT Manhattan (4)

Proposed Program of Projects Federal Fiscal Year 2016

Agency	ACEP ID
New York City Transit	T7041401
Project Name	Planning Number / PIN
Station Signage Improvements (2016)	ST06-1999
County/Borough: Multiple	Zip Code

Object/Purpose of Project
This project will correct sign inconsistencies by updating information, responding to vandalism and complying with Federal regulations by installing more durable signs at various locations in the subway system.

Units/Locations/Limits
Systemwide

Proposed Program of Projects Federal Fiscal Year 2016

Agency	ACEP ID
New York City Transit	T7090413
Project Name	Planning Number / PIN
Upgrade SCADA System	MW01-2609
County/Borough: Multiple	Zip Code

Object/Purpose of Project
The purpose of this project is to update the Supervisory Control and Data Acquisition (SCADA) System to a more robust PLC/Gateway based system for improved monitoring and control.

Units/Locations/Limits
Remote Terminal Units of IND, IRT, and BMT Zone Control Rooms.

Proposed Program of Projects Federal Fiscal Year 2016

Agency	ACEP ID
New York City Transit	ET100308
Project Name	Planning Number / PIN
Near-Term Flood Protection: 207th St Yard	MW01-0968
County/Borough: Manhattan	Zip Code

Object/Purpose of Project
The purpose of this project is to perform a feasibility study and design and implementation of Near-Term Flood Mitigation Measures at the 207th Street Yard. Temporary flood barriers will be designed and installed at the site in order to provide flood protection against future storm events.
Units/Locations/Limits
The 207th St Yard is located in upper Manhattan, along the Harlem River, bordered by 207th and 215th Streets to the south and north, and 10th Ave to the west.

Proposed Program of Projects Federal Fiscal Year 2016

Agency	ACEP ID
New York City Transit	T7100402
Project Name	Planning Number / PIN
Roof Repair: 207 St Maintenance and Overhaul Shop and Component	MW41-2757
County/Borough: Manhattan	Zip Code

Object/Purpose of Project
This project is for roof repairs at the 207 Street Maintenance and the Overhaul Shop located in the borough of Manhattan. The repair of the roofing systems at the shop will bring them into a state of good repair and eliminate roof leaks over both shop floors.
Units/Locations/Limits
The 207 St. Maintenance and Overhaul Shop is located in the borough of Manhattan.

Proposed Program of Projects Federal Fiscal Year 2016

Agency	ACEP ID
New York City Transit	T7100422
Project Name	Planning Number / PIN
Yard Lighting: 207th Street Yard	MW31-6521
County/Borough: Manhattan	Zip Code

Object/Purpose of Project
The purpose of this project is to ensure the operational safety of the 207th Street Yard by upgrading the lighting to current operating standards.
Units/Locations/Limits
207th Street Yard



Metropolitan Transportation Authority

CAPITAL PROJECTS PUBLIC HEARING

ON-LINE COMMENTS

Metropolitan Transportation Authority
State of New York
Public Hearing on Capital Projects
2 Broadway | 20th Floor - William J. Ronan Board Room | NYC
September 2, 2015

Serial	First Name	Last Name	City	State	Comments
1	Cmdr Howard	Kalachman	Lynbrook	NY	<p>We are concerned about further expenditure with current managment. As an example wrote an email about a ticket that was not received rsvp said would be up to 15 days before we get a proper reply. That is totally unacceptable and needs to be fixed. This is an indicator poor or mismanagement! A customer/commuter should not have to wait 15 days for proper response to an email.</p> <p>Further there is no way to get a live human on the phone just automated that has often just hung up on us!</p>
2	Gabriel	Aphiel	Losangeles	CA	<p>White Mexican man are refusing to give disabled people free rides home from the hospital with there bus pass are hospital bands on. Then bus driver tries to fight the disabled person that's are ready injured.</p>
3	marylou	kavaler	ny	NY	<p>Sunday 8/24/14..Grand Street Station looking fabulous!!! Immaculate, Even the tracks were vacuumed...just commendable.. I am writing, because I complained several weeks ago about the deplorable condition of this station; and now? Perfect...thanks so much..I am a frequent shopper in Chinatown...as are many others..thanks..</p>
4	Joe	Versaggi	Bridgewater	NJ	<p>The LIRR's diesel fleet situation is not being taken seriously. The fleet:</p> <ul style="list-style-type: none"> - has miserable MDBF - is incompatible with other RR fleets (i.e. MU cables pins) - delivering unacceptable OTP due to MDBF and over-crowding on weekend Montauk and Greenport trains - is inadequate in size - not a sustainable situation <p>In the short run, at bare minimum, you would do well to come out of denial and add 10 - 20 cars to the current Bombardier Multi-Level (MLV) car order now being delivered to MARC and make whatever customizations needed to make compatible with the C3 cars.</p> <p>Then focus on Super Steel loco replacements, which everyone knows was a political deal for Governor Pataki.</p> <p>This needs to be done regardless of the DMU / East End Shuttle situation.</p>
5	Christopher Davids	Davids	Brooklyn	NY	<p>I Still Waiting For A Apology from The Queens Village Depot-Queens Division for Not Having Any of The x63-x64 and x68 Express Bus Schedules at The Front Door of The MCI Express Buses. I Calling For All The New Rules For All The Bus Depots in The Bronx-Brooklyn-Manhattan-Queens and Staten Island in The Future. I Calling on The MTA To Sit Down With Both The Nassau County Executive and The Suffolk County Executive To Work With Both The Metropolitan Transit Authority (New York) and The Nassau-Inter County Express Together as A Team in The Future for Life.</p>
6	Lewis	Jones	Brooklyn	NY	<p>Return the B51 bus for those of us who hate taken subway to downtown Manhatten and City Hall</p>
7	Kevin	Zeng	Brooklyn	NY	<p>I would like to suggest you that 4th Avenue Line Rehabilitation Project and Montague Tunnel connect to Nassau Street Line. Elevator will be adding at 36th Street, 25th Street, Prospect Avenue, 9th Street, and Union Street Station on the 4th Avenue Line in both directions.Also Elevator is adding at Fort Hamilton Parkway, 15th Street-Prospect Park, 7th Avenue, 4th Avenue-9 Street and Smith-9th Steret Station on the Culver Line. They need to Rehabilitation at 36th Street, 25th Street, Prospect Avenue, 9th Street, Union Street, and Atlantic Avenue-Barclays Center Station on the 4th Avenue Line in both directions. Also they need to Rehabilitation at 7th Avenue, 15th Street-Prospect Park, and Fort Hamilton Parkway on the Culver Line in both directions. They need to rebuild tracks on the Montague Tunnel that connect on the Nassau Street Line from Court Street to Broad Street Station in both directions.</p>
8	Christopher	Greif	Brooklyn	NY	<p>Good Day as know work on N F Line we need elevator 2 line F Ave X Kings highway 18 Ave N 86st Kings highway Bay Pkwy 18 Ave 8 Ave hope add money station update Staten Island train car there old need to be fix and as for S54 run on weekend S54 pass nyc uing part of line is hills not fair for wheelchair or waker up that hill. If you have any question cal or email me Christopher greif.</p>
9	Mark	Lacari	Staten Island	NY	<p>My Name is Mark Lacari. I am a 22 Year Old College Student who lives here in Staten Island, New York. As head admin of the Staten Island Railway Passenger Advocacy (a social media group of over 100 members), we as a group of concerned Staten Island residents are frustrated by the lack of any major investment or expansion for the Staten Island Railway, which has now become an outright embarrassment to both Staten Island and New York City. As each day passes, our traffic is getting worse and worse, and with the population booming, the situation is getting critical. Commuters are getting stuck in major traffic jams on Express Buses that only make the ride discomforting after a long day at work. Majority of those riders want a solution and know the Staten Island Railway can be the one way to solving the problem. We are calling for a new Staten Island Railway (Not the Staten Island Railway as it exists today), one which after a bevy of expansion and modernization investments will turn the Railway into 21st century asset that Staten Island residents can be proud of. \$275 Million Dollars may be good for the Staten Island Railway, but the Railway needs over Half a Billion Dollars for real investments to be initiated for the Staten Island Railway, especially for projects which we know will revolutionize our Railway. Some Key Projects We Are Calling For Include The Following: 1. Link The Staten Island Railway with a tunnel to Brooklyn or Manhattan. There is little to no excuse for continuing to ignore a tunnel project for the Staten Island Railway, and now is the time do undergo such a project. Using the Long Island Rail Road East Side Access project as inspiration, we must continue to modernize our transportation options with a long-sought tunnel linking the Staten Island Railway with Manhattan or Brooklyn. It is extremely difficult to believe that, in the 21st century, many Staten Islanders still commute by boat. The Staten Island Ferry may be a novelty for tourists, but it isn't an adequate solution for a growing population base of Staten Island residents. 2. Extend the reach of The Staten Island Railway by implementing Light Rail Transit (NOT BRTI). Staten Island residents have expressed strong interest in the implementation of Light Rail on our North Shore, South Shore, and through Staten Island's mid-section (from the Outerbridge Park & Ride, with a connection at the Eltingville Transit Center to locations like the Staten Island Mall and a possible expansion to the College of Staten Island). 3. Create a Huguenot Transportation Hub that would provide Staten Island commuters and High School Students a transportation hub that streamlines connections with the Staten Island Railway at Huguenot Station, along with connections to local and express bus routes including the X17, X17I, X19, X23, S55, and S56. 4. Make all of the Staten Island Railway stations ADA accessible (currently, only St. George, Dongan Hills, Great Kills, and Tottenville are ADA accessible). It is shameful to everyone, and insulting to the disabled, that the Staten Island Railway is not fully ADA compliant. The Need For a Modernized and Expanded Staten Island Railway has never been so great in our life time, and something no one can dispute. Staten Island deserves to be home to a world-class rail transportation network. Indeed, our economy and our quality-of-life all depend on it.</p>

Serial	First Name	Last Name	City	State	Comments
10	John	Long	Staten Island	NY	For many decades Staten Island has been short changed when it comes to funding for Mass Transit. Staten Island needs more Rail options as Traffic conditions deteriorate and become worse and worse each day. Till this day, The North Shore Railroad sits abandoned, left to rot away as the nightmare of the daily commute continues. Talk was proposed on a Bus Rapid Transit line on the former Right Of Way, but this is a poor choice when it comes to transit options for the Island. Sure Restoring Rail service would be expensive, but the benefits of restoring the Rail line would increase revenue for the MTA and the community in the long run. Rail can move more passengers quickly, which would also alleviate the strain on the roads if North Shore Residents could get to the Ferry quicker as many residents work in Manhattan, Brooklyn and New Jersey. Recently there have been events on Staten Island and in New Jersey that have brought Traffic all across the Island to a stand still... While the roads slowed to a crawl, the Staten Island Rails still provided service along it's corridor. Now if you look at other transit municipality's across the country and world, many who implemented Bus Rapid Transit as an alternative to Heavy Rail or Light Rail within several years of operation had to spend even more funding to return to Heavy Rail or convert to Light Rail in order to move the amount of Passengers that BRT is Grossly undersized for. Why spend money to build a BRT line when it will not be able to service the needs of the North Shore Community, Rail is the only alternative to move more passengers faster!. Staten Island needs more Rail Transit options as Road conditions grow worse daily. When the construction projects of the Outlet Mall, the Hotel and the Wheel swing into high gear, Saint George will become a traffic nightmare, and when these projects are finally completed, the transit conditions at the Ferry will become worse, bus overcrowding will be at Critical Mass during peek rush hour times. The North Shore needs another reliable Rail link that can move passengers, and for many years the lack or inability by the State, City and MTA have left the North Shore in a perpetual "Transit Hell" without one. BRT is not the way to go if restoration of this line is to ever proceed, for once stop short changing Staten Island and short changing us on service, bring back the North Shore Railroad, the residents are in dire need of reliable transit, and more buses won't fix the problem.
11	Kristofer	Bloomer	Walkill	NY	I would like to know what allocation of funds and what projects/deadlines are in place to fix the timing issue with the Hudson Line. I commute from Beacon, and am in complete shock to the delays and amount of slow downs that continue to take place given the cost of tickets constantly is increasing.
12	Alfonso	Sorrese	Briarwood	NY	<p>The MTA's number one priority should not only be fixing the aging system (I agree that is important) but making the subway system like it was....the quickest and most efficient way to get around the city. The subways hardly ever work as they used to. The delays are incredible and much more frequent. My 45 minute commute from Briarwood, Queens to Fulton Street in Manhattan is NEVER 45 minutes....it's at least an hour going to work and sometimes upwards of 1 hour and 45 minutes to get home. That's ridiculous for a trip that is only 14 miles! I can board a plane and fly to Chicago in less time.</p> <p>I realize passengers get sick and passengers hold doors, which can cause delays....but something should be done about the constant train congestion and the timing of the trains leaving the stations. I NEVER know if I'm going to make it to work or my appointments on-time...and it's not fair when one depends on a schedule that is more often than not inaccurate. I miss medical appointments because of the MTA. I arrive at work late sometimes because of the MTA. I inconvenience other people by being late because of the MTA. And I am someone who always allows for extra time....but within reason. I mean an extra 15-20 minutes is reasonable, but no one should have to plan an extra hour just in case of delays.</p> <p>Finally, I do not define "on-time" by how long I wait for a train on the platform. For me, on-time is when I go to the MTA's Trip Planner, input my starting and ending address, plan my trip and allow for an extra 15 minutes or so. Wait time for a train is useless if the train comes on-time but you get stuck in a subway tunnel and are late for work. PLEASE...PLEASE, make the MTA Great Again as it once was! Thank you.</p>
13	Enrique	Colon	Bronx	NY	The South Bronx Community Congress is urging the MTA board to include and prioritize the construction of elevators at the E. 149th St. Grand Concourse train station in it's 2015-2019 capitol budget plan as soon as it gets funded. Thanks, Enrique Colon, Secretary, South Bronx Community Congress.
14	Rivka	Yaged	Brooklyn	NY	PLEASE!!!! reinstate the X29 express bus from Brooklyn to Manhattan. The trip into lower Manhattan by subway from my address is extremely inconvenient. I therefore need to use the local B68 bus up Coney Island Ave to Cortelyou Road by walking one block to transfer to MTA Bus Company BM1 - BM4 buses. Many times I miss all of downtown Manhattan buses by a few seconds. It isn't fair for all of us who used to ride the X29 bus to pay 6.50 to ride a local bus for 1/2 the trip and have aggravation of waiting twice each morning for buses to work. BTW: all the X29 buses were practically full and many with SRO. This is a condition which I never encounter on the "protected " BM1 - BM4 buses, which are usually occupied by 5 - 20 people each trip. I have never had a SRO bus pick me up at Cortelyou Road few at least the past 3-4 years. ALso, the route is different on the way home. I no longer have the option to ride the express bus to Coney Island Ave from Broadway in Lower Manhattan. I therefore cannot take advantage of the weekly unlimited express bus card which makes sense only if the rider is using express buses both directions. PLEASE understand I collected many petitions to bring back the X29 buses. There are many of us who still use express buses because of hardship with subway travel especially to lower Manhattan from our area, despite the difficulty with the transfers described above. I have never received any satisfactory explanantion from MTA why this particular full and economical bus route was cut in June, 2010 while other less economical routes were left intact or reinstated since then (examples: 1. BM4 bus route with very few passengers on most runs, even as few as 2-3 passengers 2. the X28 weekend bus service).
15	Mychal	Johnson	Bronx	NY	As a resident of NYC who lives in the borough of the Bronx, we need this body to fund the repair and maintence of the 2,4,5 and 6 train lines in the South Bronx. As each of these lines enter the Bronx from Manhattan the condition of the following stations are deplorable. At 149th St and Grand Concourse where 3 lines intersect the 2,4 and 5. There the elevator needs to be replaced to serve the handicap, physically impaired as well as children and parents with children. On the 5 line the first station in the Bronx 138-Grand Concourse has rusting bulkheads, paint chipping and typical an uncleanly appearance. On the 6 line stations from 3rd Ave and 138th St to Hunts Point Ave, six stations are terrible and beneath the standards of any other station on the 6 line. Each station has has rusting bulkheads, paint chipping and typical an uncleanly appearance. Immediate funding is needed to be allocated to these South Bronx stations to ensure an equal standard of treatment exists throughout the five boroughs.

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16	Alan	Doloboff	Port Washington	NY	Get the tunnels, signals, crossing gates, etc fixed already. It is time to bite the bullet and realize what needs to be done.
17	Maximino	Rivera	Bronx	NY	NYC MTA Need to restore the passenger elevator @ the 149 th street Grand concourse subway station,, I'm 65 year old with a bad case of knee problem, very difficurt for me to transfer to the no 4 train to go to my medical @ the Bx va hospital @ kingbridge!!
18	Maximino	Rivera	Bronx	NY	NYC MTA Need to restore the passenger elevator @ the 149 th street Grand concourse subway station,, I'm 65 year old with a bad case of knee problem, very difficurt for me to transfer to the no 4 train to go to my medical @ the Bx va hospital @ kingbridge!!
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20	Rev Carmen	Hernandez	Bronx	NY	I am a disable person and honestly NYC and DC are not disable friendly, the trains the elevators need to be fix and make sure everyday they are working. All train station need to have an elevators for us disable people. Especially on 149th street on Grand Concourse need elevators to be fix and working for us to enjoy the traveling but we stuck at home, cause we don't have access to elevators in any train station.