

A meeting of the New York City Transit Riders Council (NYCTRC) was convened at 12:00 pm on Thursday, January 31, 2019 on the 16th floor, room 16.08 at 2 Broadway, New York, NY 10004.

Member Attendance

Andrew Albert (Chair)	Present
Burton M. Strauss Jr. (Vice Chair)	Present
Stuart Goldstein	Present
Christopher Greif	Present
William K. Guild	Present
Marisol Halpern	Absent
Sharon King Hoge	Present
Trudy L. Mason	Present
Scott R. Nicolls	Absent
Edith Prentiss	Present

Staff Attendance

Lisa Daglian (Executive Director)	Present
Ellyn Shannon (Associate Director)	Present
Bradley Brashears (Planning Manager)	Present
Sheila Binesh (Transportation Planner)	Present
Karyl Cafiero (Research Associate)	Present
Deborah Morrison (Administrative Assistant)	Absent

Non-member Attendance

<u>Name</u>	<u>Affiliation</u>
Andy Byford	NYCT
Pete Tomlin	NYCT
Robert Marino	NYCT
Deborah Hall-Moore	NYCT
Debra Greif	BFSSAC
Ann Mannino	BFSSAC
William Sanford, Jr.	Concerned citizen
Yvonne Morrow	Concerned citizen
Kenn Zeng	Concerned citizen
Richard Schulman	Concerned citizen

Chair's Report attached.

Approval of Agenda for January 31, 2019 meeting.

Approval of Minutes for December 20, 2018 meeting.

Introduction of Speaker: NYC Transit President Andy Byford and Vice President of Network and Resignaling (CPM) Pete Tomlin.

Priorities:

1. **Back to Basics:** addressing subway speed restrictions; recalibrating signal timers; new customer surveys with Sarah Meyer; clearing bus lanes (NYC Mayor – towing vehicles in bus lanes); root causes of bottlenecks; subway accessibility; development of the General Station Managers program (GSMs).
2. **L Train:** Running 20 minute headways on nights and weekends will be tough; partial or full weekend closures – Council votes for full weekend closures; providing alternatives - accessible bus service; Andy – we should be not be politically-led, but customer-led; we are not locked into the April 27th start date; A. Albert – the Board is calling for an independent review.
3. **Fast Forward:** Re-signaling eleven lines in less than ten years; reconstructing 300 stations; accessible stations no more than two stops away; the next eight weeks are critical to get funding for Fast Forward.

P. Tomlin: Introduces himself, his work history, and details that CBTC is not new technology – it was introduced in Canada 1985.

A. Albert: When you were putting CBTC on lines in Toronto, did you have full shutdowns?

P. Tomlin: Yes, we did full shutdowns on the weekends – one per month to get the work done, provides 5-8 weeks-worth of night closures.

P. Tomlin: Ultra-wideband (UWB) is a significant enhancement to CBTC technology that we already have – pilot trial on the Culver line and in some yards. There are options we can play with.

L. Daglian: What are the steps in the safety certification – is it at the federal level?

P. Tomlin: There are a lot of certifications we can do – we will do it independently ourselves and there are US certifications. PTC example, different than UWB - federal funds are involved.

L. Daglian: How can we help to get Fast Forward funded, signaling?

A. Byford: Avoid the temptation of things like Tesla etc, push CBTC to work parallel with UWB, help us lobby for the funding – push legislators.

T. Mason: Brings up the issue at Grand Central/42 St that when a local 6 train pulls into the station, the express 4/5 trains do not wait for passengers to transfer from the 6 line.

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A. Byford: Yes, I understand as I too experience this, but holding these connections can really affect the lines service. They tell train operators that if they arrive at exactly the same time to hold the doors open, but this is not advised during peak hours.

A. Byford: There is science behind what we are doing – importance of the day-to-day operations in parallel with making the case and getting funding for Fast Forward.

Board Report:

- The Board postponed the vote on the fare hike to the next Board meeting on February 27, 2019. There may be two more additional options to consider during the vote.
- A. Albert opposes a freeze on commutation fares on the LIRR and MNR, but no freezes on the monthly MetroCard fare.
- A. Albert will be pushing for the two hour transfers after the first MetroCard swipe.
- Continues in discussion below...

L. Daglian: State Transportation Budget Hearing – The budget may not happen on-time, and the three main issues to discuss are: congestion pricing; red light/speed zone cameras; and reorganizing the MTA.

T. Mason: The governor has made clear, through his Board members, that if we do not get congestion pricing the fares will have to go up.

T. Mason: We need to voice our support for the concept of congestion pricing – and we need more details of what will now be included.

L. Daglian: We will continue in our testimonies to voice our support for congestion pricing.

T. Mason: Suggests that we send Lisa's testimony to the governor – needs to be submitted in writing.

A. Albert: The governor is now supporting an MTA funding lockbox.

T. Mason makes motion – Council votes to approve.

Action Item: Lisa's testimony to be sent to the governor, the chair of the transportation committee, and other key stakeholders.

E. Prentiss: Traveled to Hunts Point on the 6, which would have required difficult and multiple subway line transfers to do so. There are long service gaps (25-30 minutes), and if you get stuck waiting it can be a very long journey.

A. Albert: Scott Rechler is leading a Board working group to reduce the costs of major projects. One of his big issues is Design-Build for future projects. They are looking to move forward with this on projects where this can be accomplished.

A. Albert: Fare evasion continues to be a huge Board discussion. Commissioner Schwartz is proposing a new "green-fee" on newly purchased MetroCards to go from \$1 to \$2, with the money going to additional personnel to mitigate fare evasion. Discussion ensues...

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A.Albert: There is discussion about getting rid of the bonuses, which will affect poor New Yorkers – keeping the base fare – but this will actually increase the fare for a vast majority of riders.

A.Albert: There are agreements for Amtrak renovations for the Pelham Bridge and Harold Interlocking – meaning Penn Access is a go after ESA opens. There is the possibility of having our Freedom Ticket proposal made available at the new Bronx stations – Acting MTA Board Chair Ferrer agrees.

The Council votes to maintain that Alan Flacks cannot come to the meetings due to his past behavior – let it be (S. Goldstein abstains).

Staff Report:

- Albany – supporting congestion pricing; funding Fast Forward.
- Legislative Day on February 26, 2019.
- 100 Days/Nights report possible release on February 14, 2019.
- Staff is developing a Capital Program funding thermometer.
- We have been testifying at MTA Committee and Board Meetings – and have been talking with the press.
- We have had a substantial increase in our Twitter followers in the month of January – 20% increase, 500% increase in people who saw our posts, 200% increase to our profile views, and a 160% in our Tweet mentions.
- We have meet with Alex Elegudin – continue accessibility conversations; addressing our 2013 vertical gap report (Bridging the Gap); possibility of making station revisits.

E. Prentiss: A major issue with the vertical gaps at station boarding areas (humps) is the train equipment, and onboard train loads.

C. Greif: Signage is needed so passengers know where they can board at boarding areas. The boarding can be uneven, making it difficult for those in wheelchairs, walkers, etc. to board. It is a safety issue.

L. Daglian: We are asking that push buttons (plates) be added to this floor and others at 2 Broadway, so that the building is more accessible for the public at public meetings.

Old Business

E. Wollman: Chief Delatorre spoke at the last meeting – larceny is up – we need to keep an eye on this.

S. King-Hoge: The homeless situation on the E train is a problem – it has turned into a slumber party – discussion ensues.

Action Item: We will send a letter to Chief Delatorre – how many people are responsible for overseeing the homeless problem, and if the Bowery outreach group are doing their part.

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Action Item: L. Daglian will ensure that the downstairs security desk knows that William Stanford, Jr. (Mr. X) is permitted to attend our meetings.

E. Prentiss: Stations where the backs of benches have been removed need to be replaced with new benches.

S. Goldstein: The graffiti on the N line has been being painted over – good thing. Also, we need the general cleaning schedule for the stations that we have asked for.

L. Daglian: There are two schedules – regular and deep-cleaning schedules. We have received the deep-cleaning schedule, but still need the regular schedule.

New Business

E. Wollman: Shouldn't bus drivers be required to pull into the same spot every time on every route?

A. Albert: We will find out a lot at a meeting later today.

Adjourned

Action Items

- **Lisa's testimony to be sent to the governor, the chair of the transportation committee, and other key stakeholders.**
- **We will send a letter to Chief Delatorre – how many people are responsible for overseeing the homeless problem, and if the Bowery outreach group are doing their part.**
- **L. Daglian will ensure that the downstairs security desk knows that William Stanford, Jr. (Mr. X) is permitted to attend our meetings.**

Youtube Video links: [Part 1 of 1](#), [Part 2 of 4](#), [Part 3 of 4](#), [Part 4 of 4](#)

The meeting was adjourned at 2:00 PM.

Respectfully submitted,

Lisa Daglian
Executive Director