

A meeting of the New York City Transit Riders Council (NYCTRC) was convened at 12:00 pm on Thursday, October 24, 2019 in the 20th floor Board Room 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	Absent
Marisol Halpern	Absent
Sharon King Hoge	Present
Trudy L. Mason	Present
Scott R. Nicholls	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
Deborah Morrison (Administrative Assistant)	Present

Non-member Attendance

<u>Name</u>	<u>Affiliation</u>
Deborah Hall-Moore	NYCT
Fredericka Cuenca	MTA
John McCarthy	MTA
William Stanford	Concerned citizen
Eric Wollman	Concerned citizen
Andrew Kurzweil	Concerned citizen
Michael Howard	Concerned citizen

**Approval of Agenda for November 21, 2019 meeting.
Approval of Minutes for October 24, 2019 meeting.**

Chair's - Board Report attached.

Discussion Points:

- TWU Local 100: Controversial email to Union President Tony Utano
- Subway OTP improvements: Andy Byford and NYCT efforts with Subway Action Plan (SAP) and Save Safe Seconds Campaign
- Congestion Pricing: Bridges and Tunnels have hired Transcore to install bridge technology
- Bus redesigns: Bronx releases final plans; upcoming Brooklyn Open Houses
- Announcement of the MTA Budget Transparency Dashboard
- MTA Board Member Robert Linn calls for data-driven decisions when it comes to fare evasion
- Ronnie Hakim's last board meeting
- Darlene Slade retires
- MTA Transformation Plan: They are close to hiring Chief Transformation Officer (CTO) and Chief Operations Officer (COO) – likely to happen before our next meeting
- Cost effectiveness of the 500 police being hired to address fare evasion and quality of life issues
- Vote came up on Positive Train Control (PTC), however auditor did not agree with Siemens analysis for the deadline – all votes were tabled and will be brought up at the next board meeting
- Falling debris at Queensboro Plaza – netting is being installed
- November Financial Plan: Worried about the operating budget – possible service adjustments – need dedicated funding stream
- Ridership has increased, so service has to be kept and we need investments such as rolling stock, etc...

E. Prentiss: Bronx Bus Redesign – 17 stops removed on the BX7 between 166th St and the tip of Manhattan, and none in the Bronx.

L. Daglian: Bronx Bus Redesign is an anomaly – Queens and Brooklyn will be a different format. Also, the Bronx Redesign is not done yet, so there is still the opportunity to provide input.

E. Prentiss: Several removals are ridiculous – none were removed on 231st Street.

L. Daglian: Speak to Manhattan Borough President Gale Brewer – an additional way to advocate.

E. Shannon: Can the Council send a letter to ask that X amount of stops be reconsidered?

A. Albert: Can you send us all this in an email?

E. Prentiss: Yes, I will go through it all. I have sent it before – I will find it and see it again.

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E. Prentiss: Shuttle bus at 184th Street – there are still major problems between 181st and 207th Streets. The A train was not running and was a total disaster. MTA personnel did not know anything. This happened three weeks ago. It was difficult to figure out which shuttle bus was which. Bus signage only said, “Shuttle Service” with no directional information.

S. King Hoge: We have similar problems in Astoria. There should be paper signage in stations.

D. Hall Moore: I haven’t received Edith’s email, but will forward it on once I receive it.

Old Business

C. Greif: Signage is needed on B train service. The service ends early and the notice is too short for Fast-Tracks.

L. Daglian: The MTA does post signage and sends out electronic notices. They don’t put up signs due to people not looking at the dates, so they are reluctant to posting paper signage early.

T. Mason: Constituent complained about (M11, 104, 7, 5) bus service to Linda Rosenthal and Gale Brewer, who sent along the letter to Andy Byford.

L. Daglian: We got a copy of the letter, and it is not our role to respond to the person who wrote the letter because we were just cc’ed on it.

T. Mason: It deals with so many issue that need to be addressed.

E. Prentiss: Despite having a dispatcher at 161st St, they are still having problems with buses being laid-over there. Why the multiplicity of buses?

E. Shannon: Is there any chance with congestion pricing that spaces can be provided for buses? The buses could possibly get more side street areas.

Mr. X; L. Daglian; A. Albert: Discussion about Mr. X’s request demanding an apology and compensation for his loss regarding an issue that happened 18 years ago about no bus service in Greenpoint.

E. Wollman: At future meetings can we all get documents passed out to the members?

L. Daglian: We always offer them – I offered them today – but we’ll make sure to continue to have them available, yes.

New Business

Mr. X: Complains about being cut off at yesterday’s MTA Board Meeting.

L. Daglian; A. Albert: Express how inappropriate his behavior was at the meeting – his language and degrading remarks to Ronnie Hakim.

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C. Greif: It is the 115th anniversary of the subway is this Sunday.

A. Albert: The Transit Museum is running nostalgia trains.

T. Mason: Nostalgia trains will be running on the West Side on the 1,2,3 lines.

C. Greif: (1) Homeless levels are increasing in Brooklyn and Queens – people asking for swipes/MetroCards - It makes it unsafe getting on and off trains; (2) Sheila, Edith, and I attended the Jay Street-Metro Tech Accessible Station Lab.

Introduction of Speaker: John McCarthy Special Advisor for Agency Operations and Initiatives, and Fredericka Cuenca MTA Director of Strategic Initiatives – presenting on the MTA’s Capital Program 2020-2024

T. Mason: When you say full-funding, does that mean we will get the full-funding for the second phase of Second Avenue Subway (SAS)?

J. McCarthy: This includes federal funding – it is assumed. Not getting federal funding is not an option – it is a great return on investment.

E. Prentiss: How does doing this little piece of the A train (CBTC) help the entire line?

F. Cuenca: Having the ability to get through the congested segment will help the entire line – building blocks of helping the entire line – with the ability to turn around trains faster.

J. McCarthy: Bundling in the Capital Plan – putting similar types of plans/projects together produces savings (i.e. elevators, grade crossing, etc...).

F. Cuenca: Bundling across agencies (i.e. elevators) takes a more regional perspective – it helps to efficiently deliver projects using a single contractor, helping the MTA’s bottom line.

L. Daglian: East Side rezoning – taking advantage of value capture along Second Ave Subway Phase II – how does this fit into the model – construction?

F. Cuenca: There are conversations happening with City Planning and MTA’s Bob Paley on a site by site case. There is the possibility of joint development projects for the four new Bronx MNR station with value capture.

S. King Hoge: (1) Bus Depots – we need one in the Bronx to relieve bus traffic going to Port Authority; (2) LIRR – possibility of running LIRR as subway service in the Hamptons; (3) We need commuter rail parking (garages).

F. Cuenca: Structured parking is expensive – there needs to be shared costs with someone else – there needs to be other contributions.

J. McCarthy: Hicksville has four lots – we will build structured parking on one lot and TOD on the other three lots. There is a need to incentivize ride share – how to incentivize people to use less parking?

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E. Shannon: East Side Access and Congestion Pricing – parking is important. There needs to be a regional parking assessment. The LIRR has no full assessment – there isn't money in this program for structured parking.

J. McCarthy: John Florio is working on this. There are some lots and a need for consolidation, building residential near transit, improving station access (kiss-n-ride), Uber to stations, bikes, etc...

T. Mason: Has there been any planning/thinking for phases III & IV of SAS?

F. Cuenca: The original environmental assessment included these phases - preliminary planning has been done initially.

J. McCarthy: SAS Phase II has been better than Phase I – we have saved money – the scope is reduced making stations more affordable.

E. Prentiss: (1) ADA issues – they are replacing 15 elevators in Washington Heights. The elevators do not go to the platforms – it is a lot of money for not going to the platforms; (2) Yonkers has a terrible platform – it is not accessible; (3) 14th Street Busway – The number of stops that were taken out are crucial for accessibility – 14th St & 5th Ave – removal here is a major issue – it is the intersection for major bus routes.

J. McCarthy: We will take a look.

E. Prentiss: Returning service to existing train tracks – Wading River – what was formally passenger service is now a freight line – Bay Ridge – we need to look into these as well.

J. McCarthy: Janno Lieber talked about how the use of existing ROW for expansion has to be explored – it is on our radar. – Fredericka is working on this.

C. Greif: (1) NYCT should reuse old buses for reduced fare MetroCards – make them like those vehicles; (2) Atlantic Ticket – Queens Village has high ridership; (3) There is a need for accessibility at other LIRR stations.

J. McCarthy: Phil Eng wants to expand accessibility.

Adjourned

YouTube Video links: [Part 1 of 1](#)

The meeting was adjourned at 2:00 PM.

Respectfully submitted,

Lisa Daglian
Executive Director

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