



PCAC

PERMANENT CITIZENS
ADVISORY COMMITTEE TO THE MTA

Meeting Minutes of

March 7, 2019

A meeting of the Permanent Citizens Advisory Committee to the MTA (PCAC) was convened at 12:00 noon on Thursday, March 7, 2019 in the MTA Board Room, 20th Floor, 2 Broadway, New York, New York 10004.

Member Attendance

Andrew Albert (Chair)	Present
Randolph Glucksman (Vice Chair)	Present
Francena Amparo (MNRCC)	Absent
Gerard P. Bringmann (LIRRCC)	Present
Sheila Carpenter (LIRRCC)	Absent
Richard Cataggio (MNRCC)	Absent
Francis T. Corcoran (MNRCC)	Absent
Mark J. Epstein (LIRRCC)	Absent
Orrin Getz (MNRCC)	Present
Michael Godino (LIRRCC)	Absent
Stuart Goldstein (NYCTRC)	Present
Christopher Greif (NYCTRC)	Present
William Guild (NYCTRC)	Present
Marisol Halpern (NYCTRC)	Present
Rhonda Herman (MNRCC)	Absent
Sharon King Hoge (NYCTRC)	Absent
Trudy L. Mason (NYCTRC)	Present
Scott R. Nicholls (NYCTRC)	Present
Raymond Pagano (LIRRCC)	Absent
Bryan Peranzo (LIRRCC)	Absent
Marilyn N. Poterson (LIRRCC)	Absent
Edith M. Prentiss (NYCTRC)	Present
Larry Rubinstein (LIRRCC)	Absent
Burton M. Strauss, Jr. (NYCTRC)	Present

Staff Attendance

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

Non-member Attendance

<u>Name</u>	<u>Affiliation</u>
Janno Lieber	MTA
Eric Wollman	Concerned citizen

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Yvonne Morrow
Matt Shotkin
Uday Schultz
Kevin Zeng

Concerned citizen
Concerned citizen
Concerned citizen
Concerned citizen

***Approval of Agenda for March 7, 2019 meeting.
Approval of Minutes for December 6, 2018 meeting.***

PCAC Chair's Report (Executive Director Report) attached.

MNRCC Chair's Report:

- NJ Transit - Discusses the timing of the return of Pascack Valley Line express service.
- Chair Glucksman will be testifying on the FY2020 budget proposal in White Plains tomorrow.

NYCTRC Chair's/Board Report:

- Fare Hikes – Basic fare was kept, no more bonuses (hurts low-income riders), weekly fare up \$1 and monthly up \$6, commuter rails' cap was lowered.
- OMNY – New fare payment, did not go before the Board – done deal.
- Mayor and Governor's Congestion Pricing plan – "Blowing up the MTA", functions of the three MTA operating agencies could be combined.
- Westbury LIRR grade-crossing accident – possible cameras at crossings, smoother surfaces over crossings.
- Performance Metrics – Three operating agencies have to change their metrics and the way they are reported.
- L Train plan change – Janno Lieber is now in charge of the project, not Andy Byford.
- Possible term limits for MTA Board members, which would have their term expire with the person who appointed them to the Board.

Discussion:

B. Strauss: How many Board members could be thrown out if term limits go through?

A.Albert: Governor has six members, Mayor has four, of the seventeen Board members – and County executives.

A.Albert: Congestion Pricing currently doesn't include money for the commuter railroads – it must for LIRR and MNR for it to pass cleanly.

T. Mason: Governor's MTA reorganization/consolidation – now that Corey Johnson has come up with his own plan – was there a conversation at the Board about how the two plans can align?

L. Daglian There has been chatter by Corey. He knows it will not happen during this legislative session. It's a conversation starter.

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Y. Morrow: Congestion Pricing – People who are residents, there is nothing in there about giving them discounts. And people are not going to know what the charge is until 2020. Are those things going to be changed?

A. Albert: You are right about those things – it is not clear about resident discounts, emergency vehicles – there are a lot of unknowns.

L. Daglian: This is seen right now as a concept and not a plan – still a proposal. Committees will come up with the fee and there is a NEPA process that has to happen.

S. Nicolls: If I go from the Verazzano Bridge to the Brooklyn Bridge is that residential toll offset with congestion pricing?

L. Daglian: I believe so, yes, but again it is a concept and not a plan yet.

LIRRCC Chair's Report:

- The need for Quarter Pounders to have an MTA Board vote, and the need to get the rider representatives to have a vote as well – LIRRCC has made this request.
- The testing for the PTC – it has been abysmal – pushing the MTA to hold the contractors' feet to the fire – we should not be picking up the bill to make these corrections.

B. Brashears: Thanks everyone who worked on NYCTRC's 100 Days/Nights report. We are hopeful for the report to be released next week – the release is timely due to the anniversary of the completion of the survey work and the upcoming closing of Astoria Blvd. station.

L. Daglian: Spoke with Dan Rivoli – discusses the report with him in light of the SAP; the report includes improvements from the SAP, which Dan was excited to hear about in order to highlight what Fast Forward can do. Very timely due to budget talks, Fast Forward etc...

A. Albert: Court decision of the Southern District of NY that the MTA's renovation of the Middletown Rd. station (6 Line) triggered MTA's obligation under ADA to install elevators unless technically infeasible.

L. Daglian: Would this apply to the L Train? Some stations are becoming accessible and some not.

E. Prentiss: This decision will be interesting regarding the L Train work. I sued and got one station to be made accessible (6th Ave). The bottom line is that this will be a battle for every single station – this is what we did with Dyckman. It should have been 207th St. station, but Dyckman was cheaper.

S. Binesh: Details the PCAC Capital Program Funding Tool – explains some of the different funding options (approx. 30 options) to fund the program.

B. Guild: Do you know the percentage of the deficit is represented by debt service?

A. Albert: It is between 18-19%. Once you reach 20-21% you are in trouble.

G. Bringmann: What about operating money? Is it holding its own?

A. Albert: No it is not – there is the problem of fare evasion, which is costing the agency \$211-215 million per year.

L. Daglian: Tackling fare evasion is part of the ten point plan (Mayor/Governor). Gerry's question regarding the operating money is a good one to ask the Board.

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T. Mason: The 2-4% bi-yearly fare increase, is that in perpetuity right now? Is there any time limit?

A.Albert: Not every Board member wants to see it every other year.

E. Prentiss: AAR fare has not gone up. I pay for a monthly, which is totally worthless as far as AAR is concerned. I pay for a monthly ticket plus \$2.75 for AAR. I would like to challenge the MTA to look at the poverty rate of the individuals that are paying \$2.75 for AAR. The bottom line is we are paying twice. Hope that we look at OMNY in relation to AAR.

A.Albert: New fare payment (OMNY) will do just that – incorporate discounts for AAR riders, and there could be new discounts as well.

L. Daglian: The proposal is to also increase the number of e-hail participants as well.

Introduction of Speaker: Janno Lieber, MTA Chief Development Officer and President, MTA Capital Construction, gave a presentation on *L Train Update and Live Media Program* (the presentation is attached)

A.Albert: If the cables are accessible, then they have to be protected from vandals/intruders. There is going to be an intruder alert. Who determines how sensitive that will be – setting off the alarm? Will false alarms occur? And if you're only rebuilding sections of the wall, what will be the lifespan of the tunnel wall compared to other tunnels that have already been repaired?

J. Lieber: Will have to give an IOU on the intruder alert – will have to find out. Most of the tunnel wall is in good shape – the condition of the concrete is fine. We are down from 35,000 ft. of bench-wall demolition to 4,000 ft. Much smaller scale.

K. Cafiero: How is this changing the project timeframe?

J. Lieber: We are between 15-20 months.

E. Prentiss: What happens if we have to walk people out during an emergency?

J. Lieber: The walkability of the bench-wall is going to be preserved.

E. Prentiss: Wheelchair users have to wait on the train until it is moved...

J. Lieber: I will provide information to Lisa – evacuation methodology for wheelchair users.

T. Mason: Have you been presenting this to elected officials? And will you be presenting at the town halls starting tonight?

J. Lieber: Yes, in this very room with the elected officials. We are doing the community boards and will have people at the town halls. Most are more concerned with the service plan, not what I am presenting on.

S. Goldstein: Tunnel walkway – what is the useful life of the coating compared to the complete demolition? In other words, are we going to have to do a do-over at some point?

J. Lieber: There is nothing in this plan that is less survivable in time than what was being done before. I think it is better in that you will have access to the cables much better if anything goes wrong. It will be much easier to maintain.

C. Greif: There is a lot of concern regarding the dust. Are you going to make sure things will be safe for customers?

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J. Lieber: When trains go into the stations, dust does go up. We have a dust control plan in place – we will be aggressively monitoring dust/silica levels. We will be going by OSHA standards.

E. Prentiss: New stairwells – you're adding vertical entries – elevators need to be added too. Are you adding elevators where you will be adding stairwells?

J. Lieber: Yes, there are new elevators at Driggs Av, and Avenue A. We are going in with the idea that where you are adding stairs you have to add elevators as well.

E. Prentiss: I am worried about the font and size of text on the digital advertisements. If you can't get close to the map due to crowding, you cannot see the map. Will these screens have the ability to zoom-in?

J. Lieber: No, they will not be touch screens.

J. Lieber: Let me ask the folks who are doing this to be in contact with Lisa. Maybe a Q&A...

A.Albert: The On-The-Go kiosks are touch screens, so maybe these could be programmed in the same.

C. Greif: It would be helpful to have accessibility directions in the case of a reroute.

J. Lieber: Yes, let's get your questions to Lisa and we can follow-up on these issues.

Action Item: • Get information on emergency egress for wheelchair users during construction. • Inquire about making the subway station digital screens touch-screens to have the ability to zoom-in. • Inquire about having alternative accessible trip information displayed during a service diversion (reroute).

L. Daglian: Example: Bowling Green Station – signage when elevator/escalator is out. It would be beneficial to know that an elevator/escalator is out while you are traveling to it, opposed to when you get there – messaging.

J. Lieber: Yes, real-time information is key. That is more with Sarah Meyer.

Adjourned at 2:00pm

Action Items:

- **Inquire about making the subway station digital screens touch-screens to have the ability to zoom-in. And inquire about having alternative accessible trip information displayed during a service diversion (reroute).**

Video Links: [Part 1 of 1](#)

The meeting was adjourned at 2:00 PM.

Respectfully submitted,

Lisa Daglian
Executive Director



PCAC – March 7, 2019

L Train Project & Live Media Program Update



Janno Lieber,
Chief Development Officer



A light rail train is stopped at a station platform. The train is silver and black, with a red "L" logo illuminated above the front door. The platform is dark, and the train's interior is visible through the open door. The train has red headlights and a red "L" logo on top. The platform has a yellow tactile strip along the edge.

L Project Proposal

Recap

Construction



Recap

New plan allows for:

100%

**of daytime weekday service continues between 5 AM and 8 PM,
including peak rush hour times**

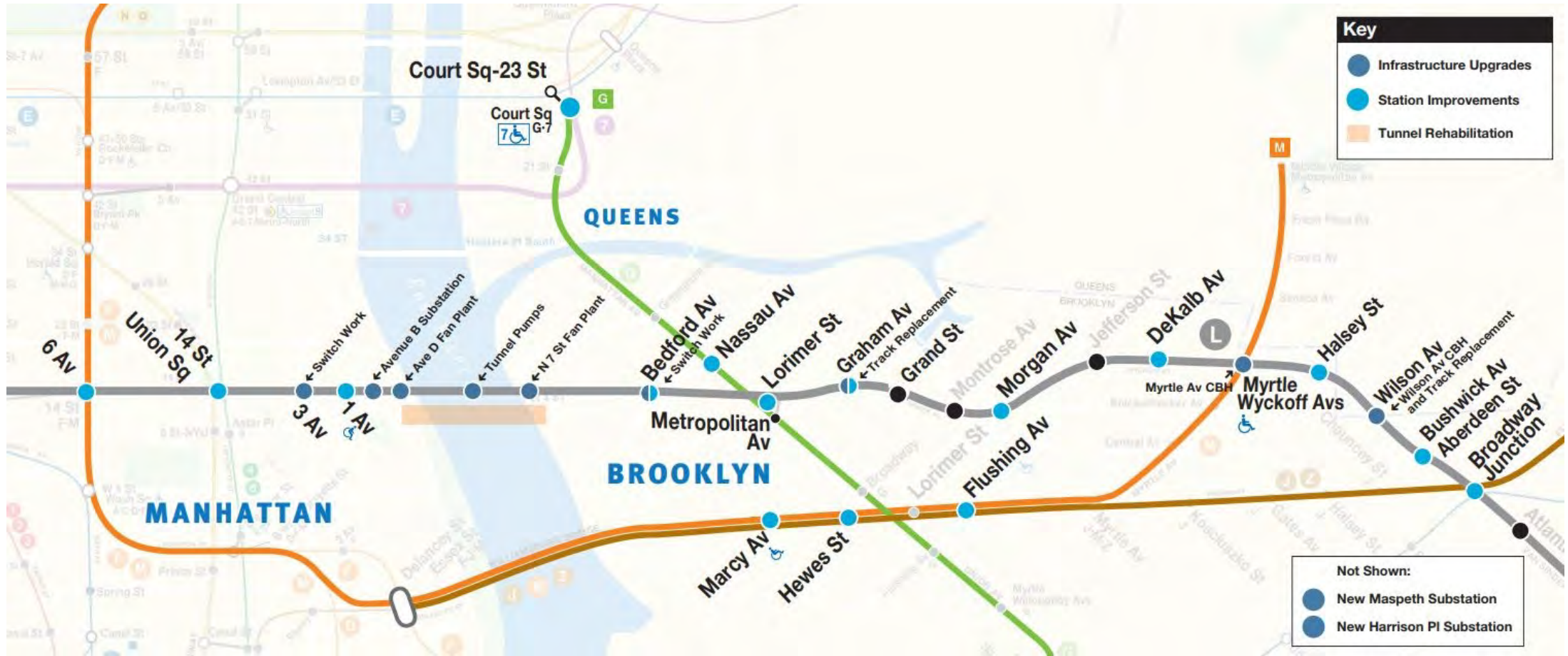


Recap

- Developing a new service plan in line with revised approach for L tunnel rehabilitation
- Coordinating with FTA, NYC DOT, NYPD and other government partners
- Continuing to attend meetings and collecting input from elected officials, advocates and customers via our new webpage, newsletter and meetings
- MTA Capital Construction leading the tunnel rehabilitation work. Independent consultant to report directly to board throughout the project

Construction

L Project scope





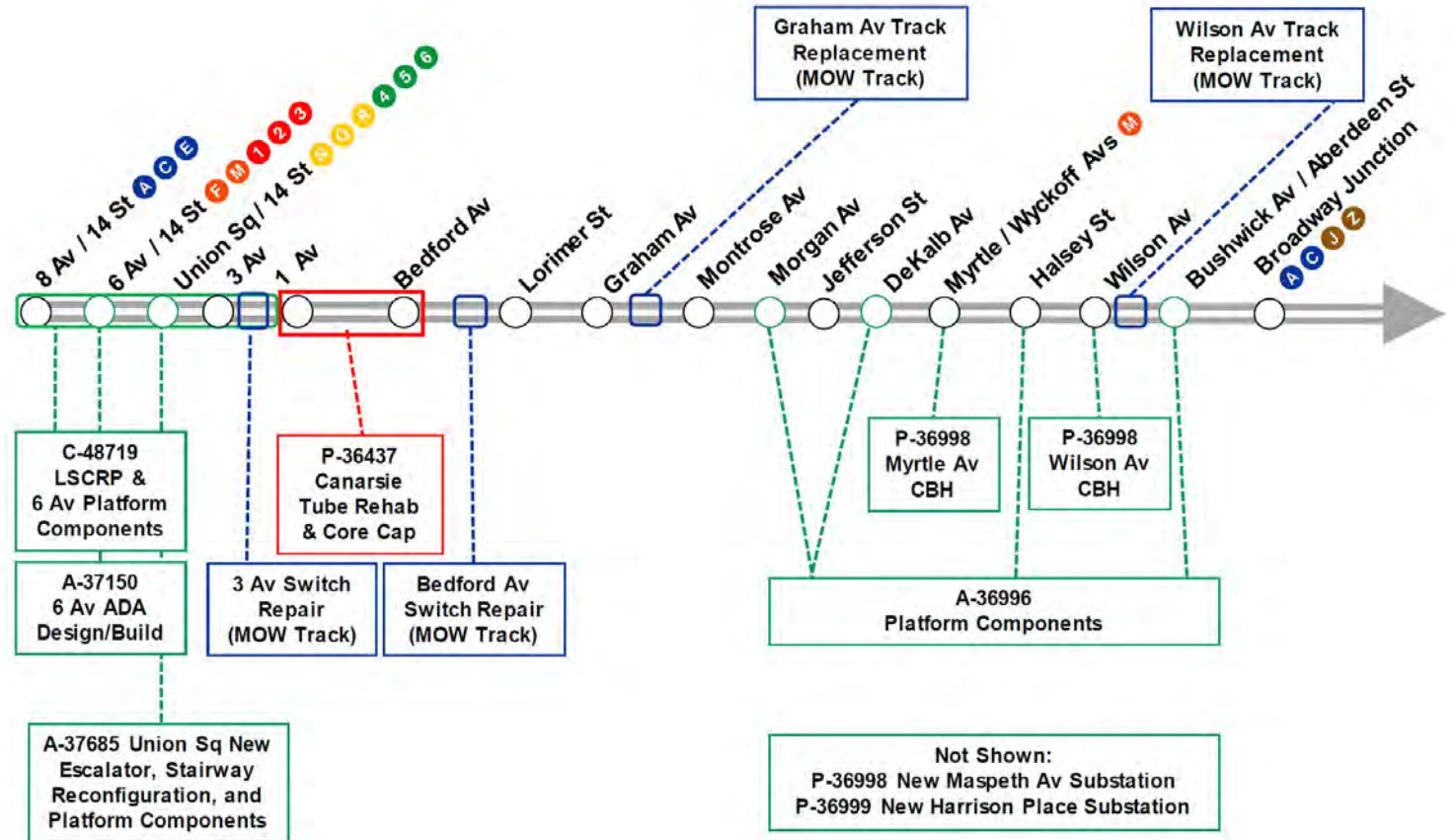
Construction

L Project scope

Station improvements

Infrastructure upgrades

Tunnel rehabilitation

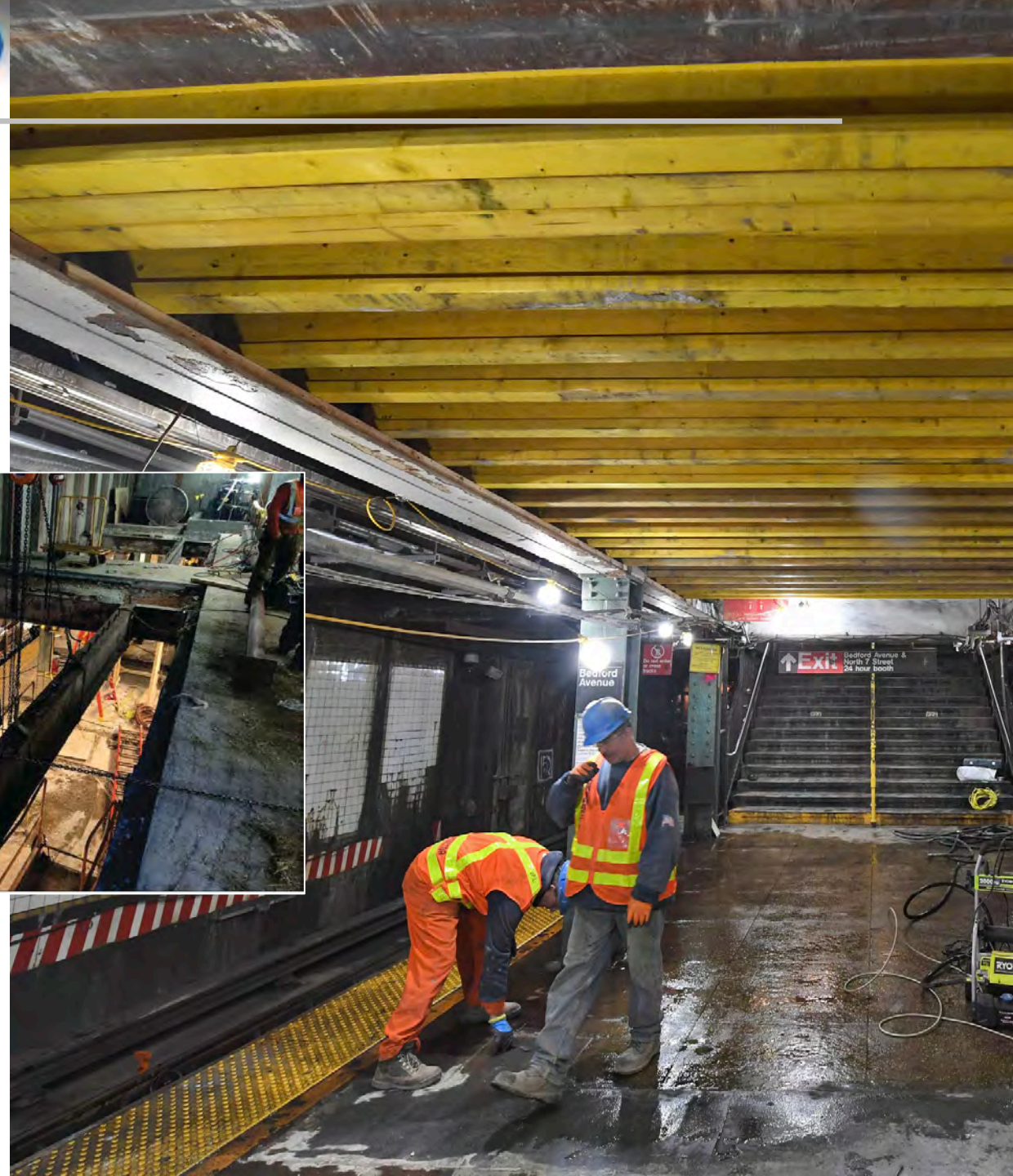


Construction

Station improvement examples

Bedford Av work is on schedule

- New stairs at Bedford Ave and Driggs Ave
- Elevators at Bedford Av Station
- Bedford Avenue mezzanine expansion continues
- Holes for new stairs cut into platform ceiling

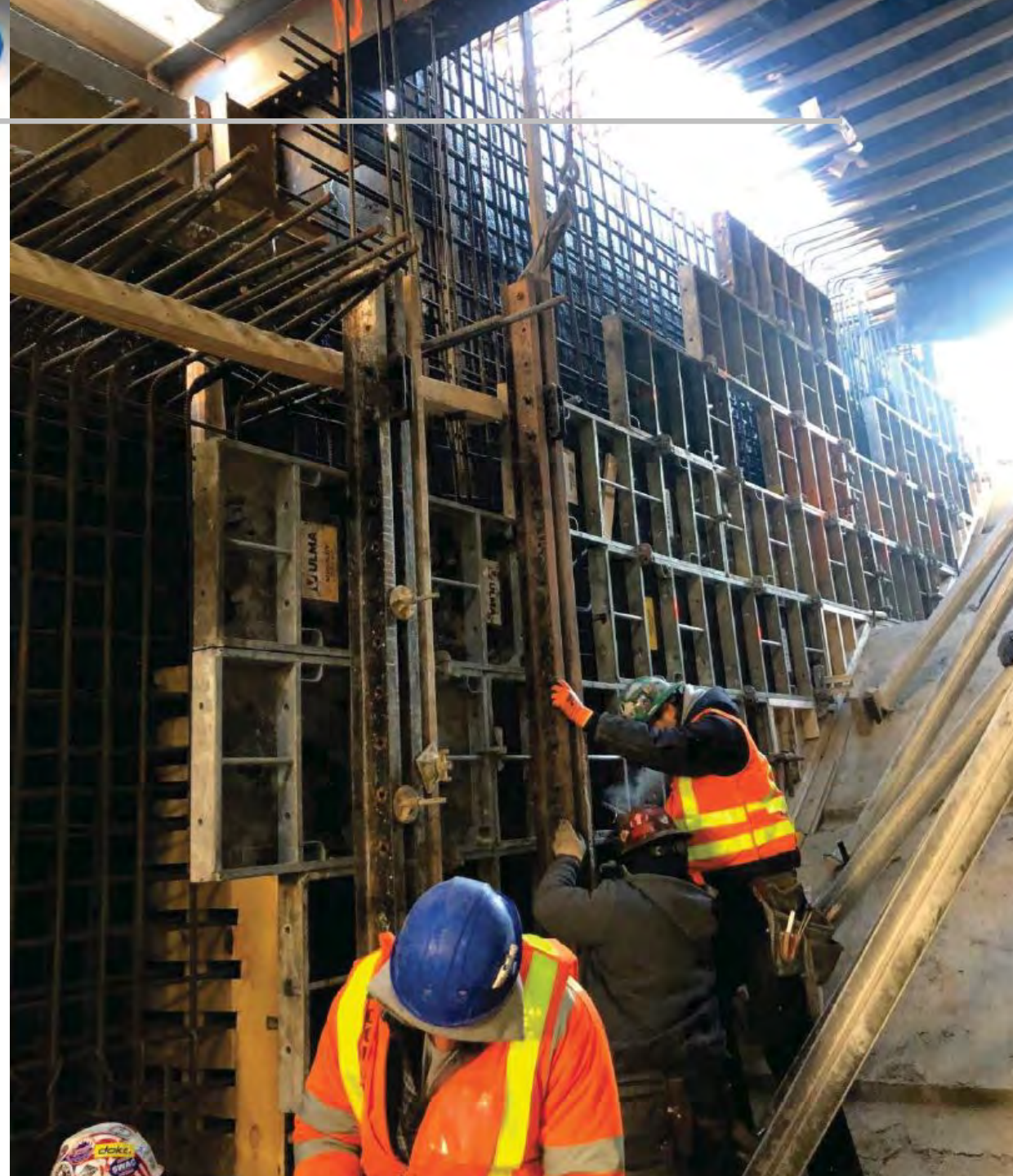


Construction

Infrastructure upgrades

1 Av Station work is on schedule

- Excavation completed at Avenue A
- Wall and floor slab construction started
- Stair construction started



Construction

Infrastructure upgrades

- Track and switch renewals
- Manhattan fan plant rehabilitation
- Three new substations (two in Brooklyn, one in Manhattan)

Construction

Infrastructure upgrade examples

Ave B substation in Manhattan is on schedule

- Excavation about 60% complete
- Steam and electric lines supported
- Electrical gear constructed and ready for delivery
- Continuing work on two substations in Brooklyn:
Maspeth Ave (between Woodpoint Rd and Humboldt St) and
Harrison Pl (between Stewart Ave and Flushing Ave)

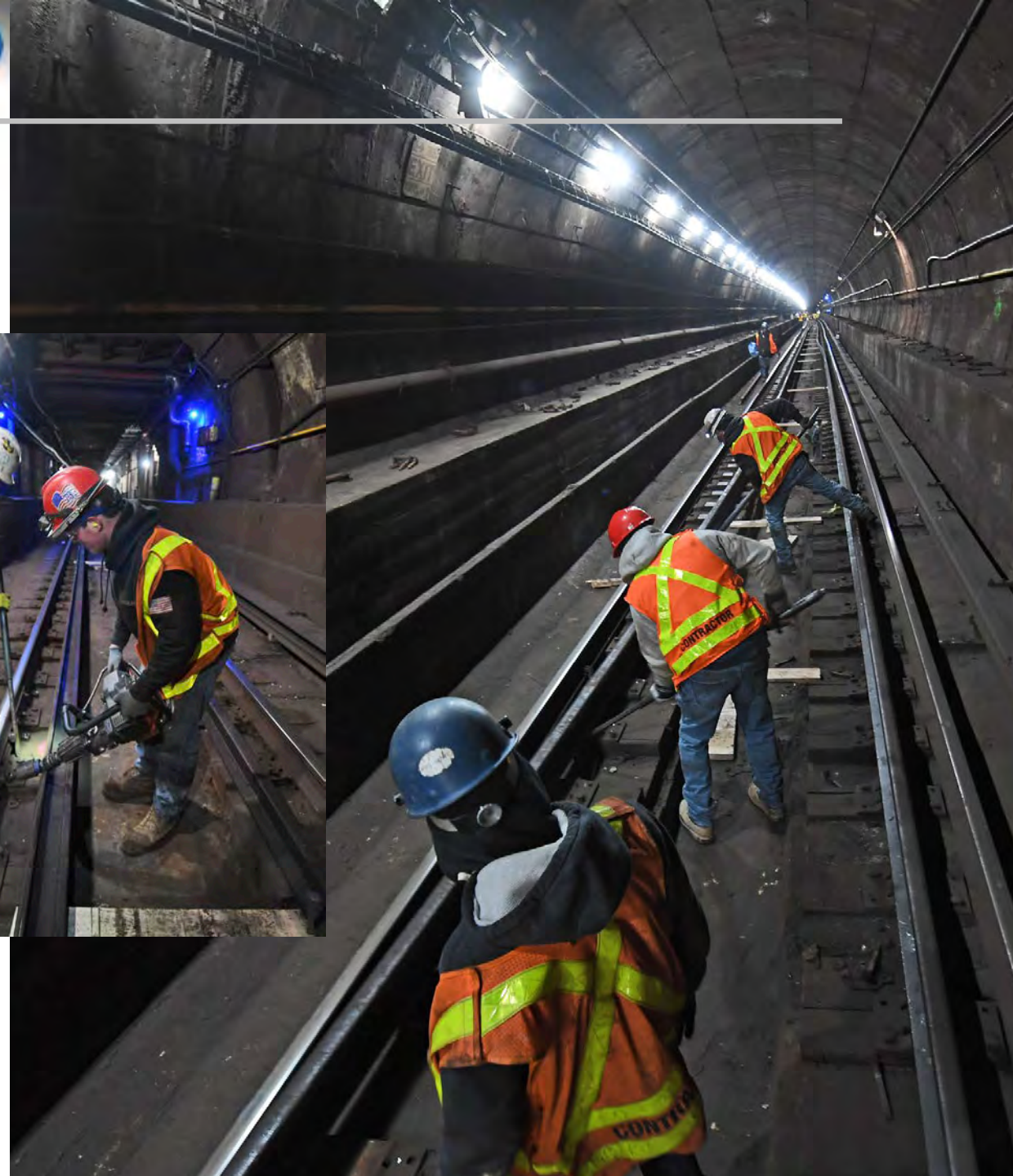
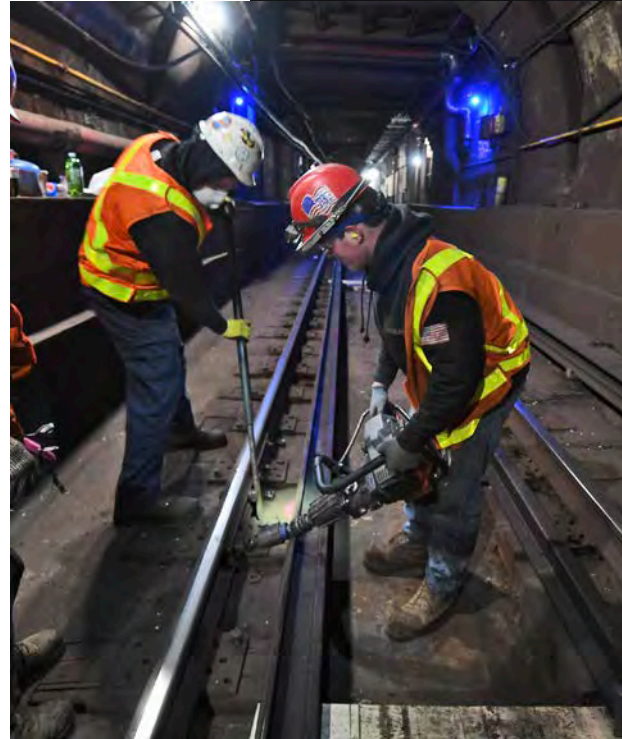


Construction

Infrastructure upgrade examples

Track renewal underway and on schedule

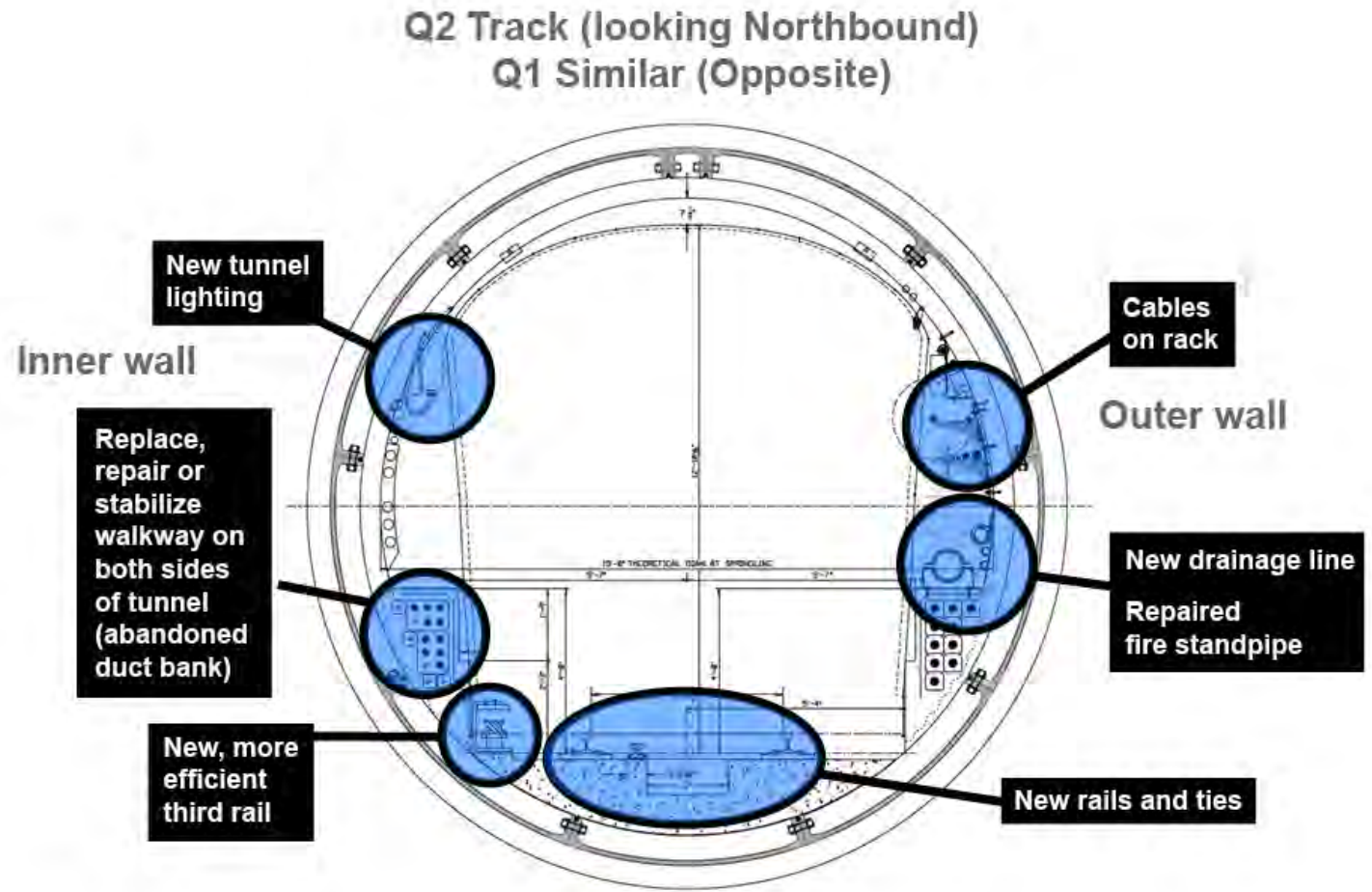
- Work in tunnels and other locations along the line
- Replacement of rails and ties
- Smoother ride and improved reliability
- New, more efficient third rail



Construction

Tunnel rehabilitation

- New rail, third rail, and ties
- Repaired, replaced and stabilized benchwall
- New fiber optics system installed to monitor stability
- New rack cable system
- Upgraded pumps, new drainage line and repaired fire standpipe
- New tunnel lighting



Construction

Tunnel rehabilitation



Construction

Resiliency and the L line

Resiliency projects

Completed:

Sealing all possible street-level vents along 14th Street

Protecting Fans on both sides of river

In Progress:

Increasing pump capacity in tunnel

Relocating pump controls out of flood zone





Communications and Customer Experience



Open houses

Manhattan

Thursday, March 7

6-8 PM


Our Lady of Guadalupe at St. Bernard
328 W 14 St (between 8th and 9th Aves)

By Subway: **A C E** to 14 St , **1 2 3** to
14 St, **L** to 8Av 
By Bus: M11, M12, M14A, M14D, M20

Monday, April 8

6-8 PM

14th St Y
344 E 14 St
(between 1st and 2nd Aves)

By Subway: **L** to 1 Av, **4 5 6 N Q R W** to 14 St- Union Square **L** 
By Bus: M14A, M14D, M15, M15SBS, M101, M102, M103

Brooklyn

Wednesday, March 13

6-8 PM

Williamsburg Northside School
299 N 7 St (at Meeker Ave)

By Subway: **L** to Lorimer St, **G** to Metropolitan Av,
J M Z to Marcy Av
By Bus: B24, B48, Q24, Q59

Tuesday, March 19

6-8 PM

Grand Street Campus High School
850 Grand St (between Bushwick Ave
and Waterbury St)

By Subway: **L** to Grand St
By Bus: Q54, Q59, B43

MTA

Live Media Program

Year One in Review





Public-Private Partnership with Outfront Media

- MTA Board approved — 9/17
- 10 year term + 5 year renewal option
- Goals
 - Transform customer communications through a system-wide, digital ecosystem
 - Self-fund capital investment and generate operating revenue

Scale

Install 53,000+ screens over the next 5 years

16,000 screens in stations

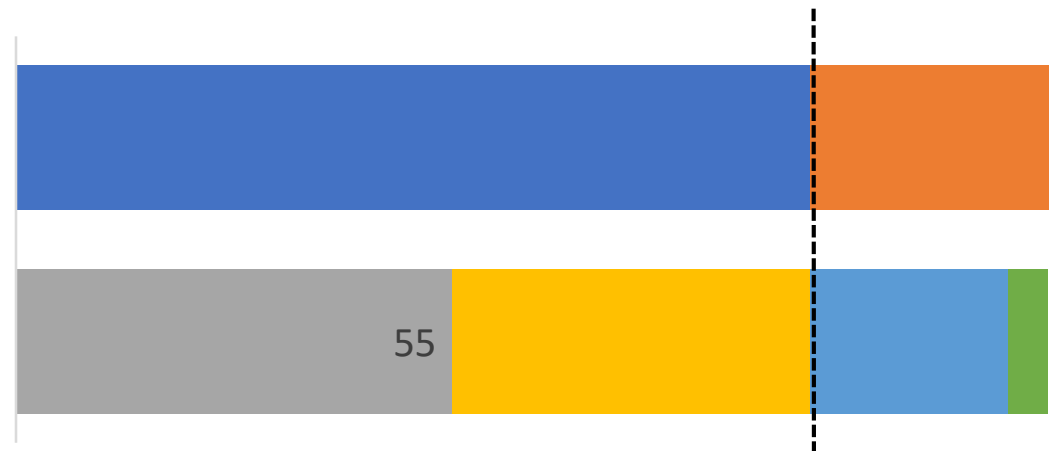
37,000 screens in subway/rail cars





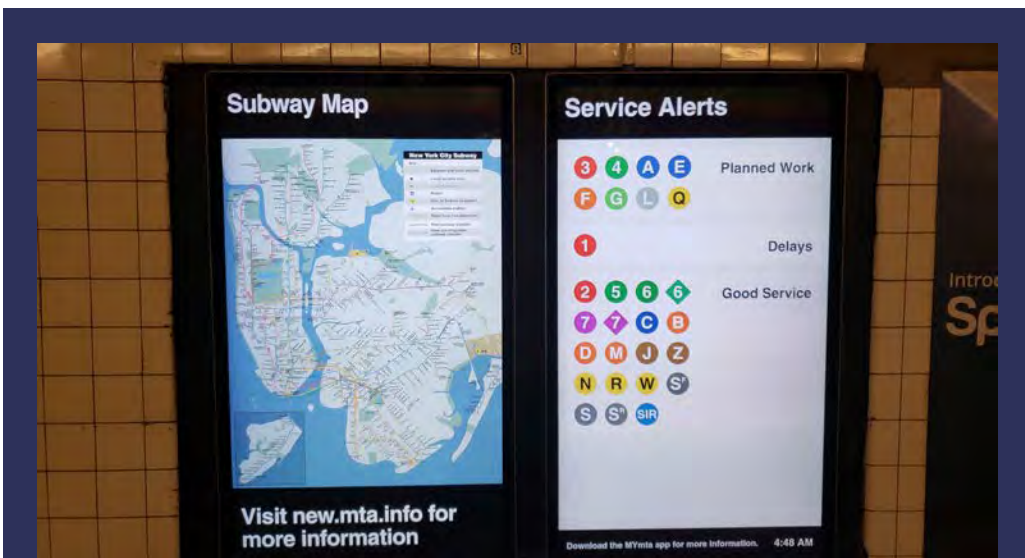
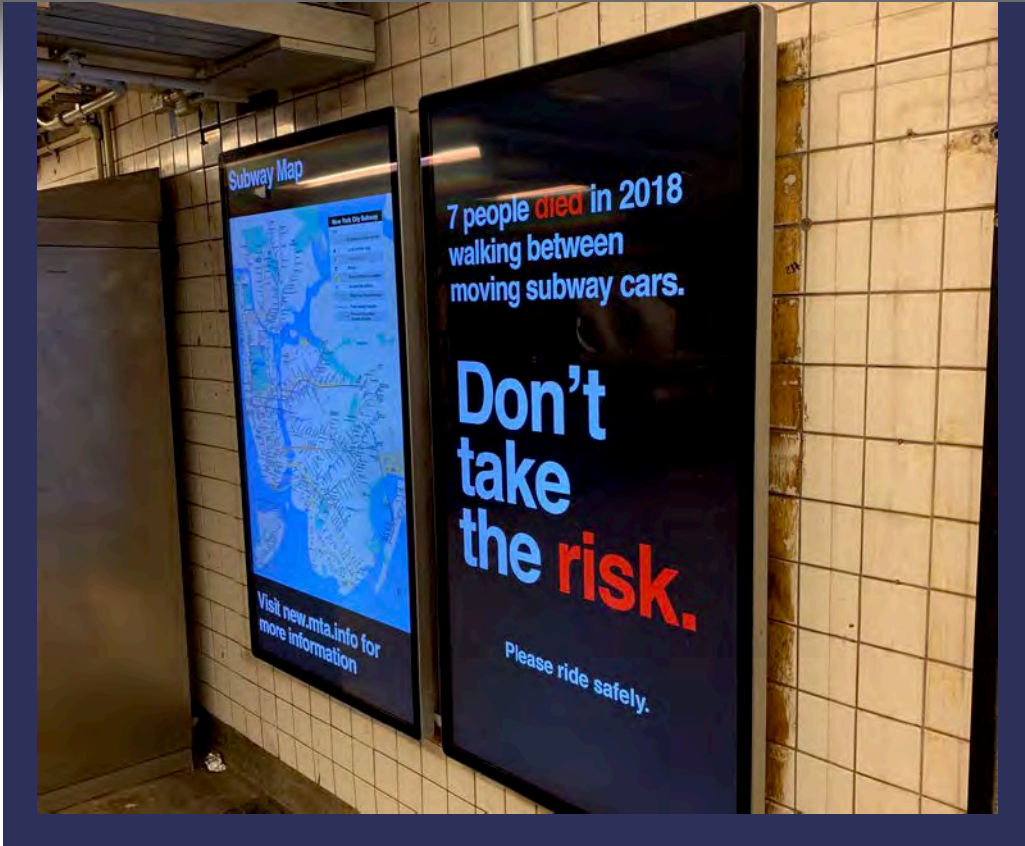
Revenue Share

- Initial MTA revenue share is higher of 55% of baseline or Minimum Annual Guarantee
- MTA rev share increases after capex recoupment to 60% of baseline and 70% of incremental

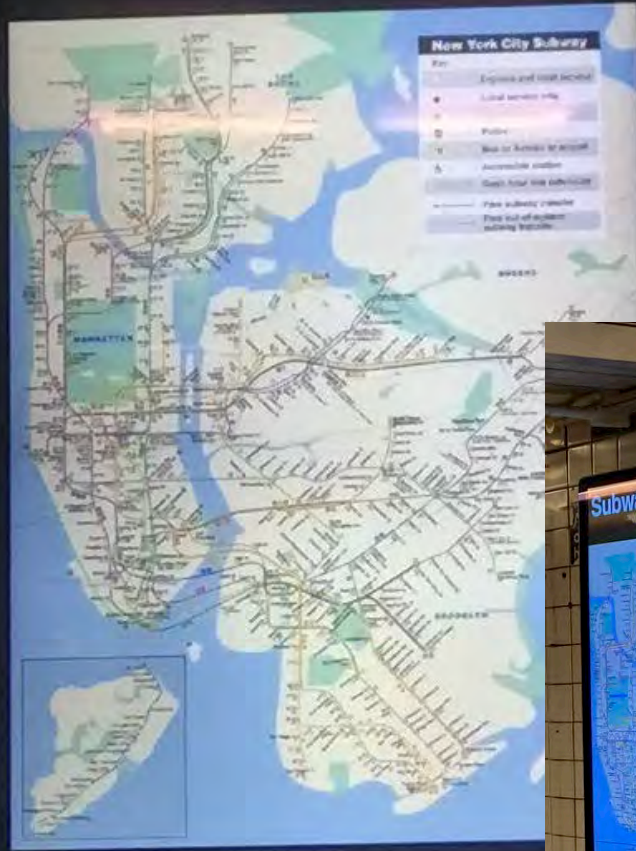


Typical station digital customer information

- Maps - Regular service and night maps (updates dynamically)
- Service status and changes
- Dedicated customer info (no ads)





Subway Map



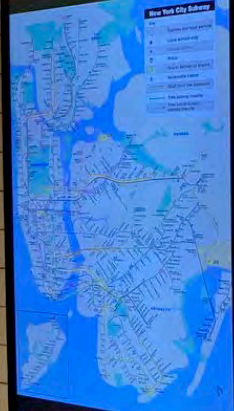
Visit new.mta.info for more information

OUTFRONT

Next Train To


 Canarsie - Rockaway Pkwy	1 min
 8 Av	1 min

Subway Map



Visit new.mta.info for more information

Planned Work


Nights
Jan 7 - 11
9:45 PM to 5 AM, Mon to Fri
TRACK MAINTENANCE
Downtown trains skip 23 St and 14 St

Use the **MYmta** app for travel alternatives and real-time service updates



Major upgrade for customer communication

- Ability to target messages to specific stations, lines
- Dynamic updates (e.g., switch to night map at 9 pm)



Next Uptown and Bronx Trains

4 Woodlawn 3 min

- Wall St
- Fulton St A C J 2 3
- Brooklyn Bridge City Hall J 6
- 14th St - Union Square L N Q R W
- Grand Central 42 St 7 S
- 59 St N Q R W F
- 86 St
- 125 St
- 149 St - Grand Concourse 2 5
- 161 St - Yankee Stadium B D
- 167 St
- 170 St
- Mt Eden Av
- 176 St
- Burnside Av
- 183 St
- Fordham Rd
- Kingsbridge Rd
- Bedford Pk Blvd - Lehman College
- Moshulu Pkwy
- Woodlawn

5 Eastchester - Dyre Av 6 min

4 Woodlawn 9 min

Welcome to Bowling Green



Service Alerts

- 4 5 **DELAYS - POLICE ACTIVITY**
Posted: 2/15, 12:20 PM
Southbound 4 and 5 trains are delayed because of NYPD activity at Atlantic Av - Barclays Ctr.
- 4 **TRACK MAINTENANCE**
Nights, February 11-14
4 trains run local in both directions between Grand Central - 42 St and Brooklyn Bridge in Manhattan

Elevators and Escalators



ELEVATOR OUT OF SERVICE
Posted 2/15 9:22 AM
Elevator 730 (Mezzanine to Street) is currently undergoing repairs.
Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed do eiusmod tempor incididunt ut labore et dolore magna aliqua. Ut enim ad minim veniam, quis nostrud exercitation ullamco



ELEVATOR UNDER INVESTIGATION
Posted 2/15 9:22 AM
Elevator 730 (Mezzanine to Street) is currently under investigation.
Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed do eiusmod tempor incididunt ut labore et dolore magna aliqua. Ut enim ad minim veniam, quis nostrud exercitation ullamco

Systemwide Status

Good Service

7 A C E G L N
Q R W S J Z

Service Change

1 2 3

Planned Work

B D F M

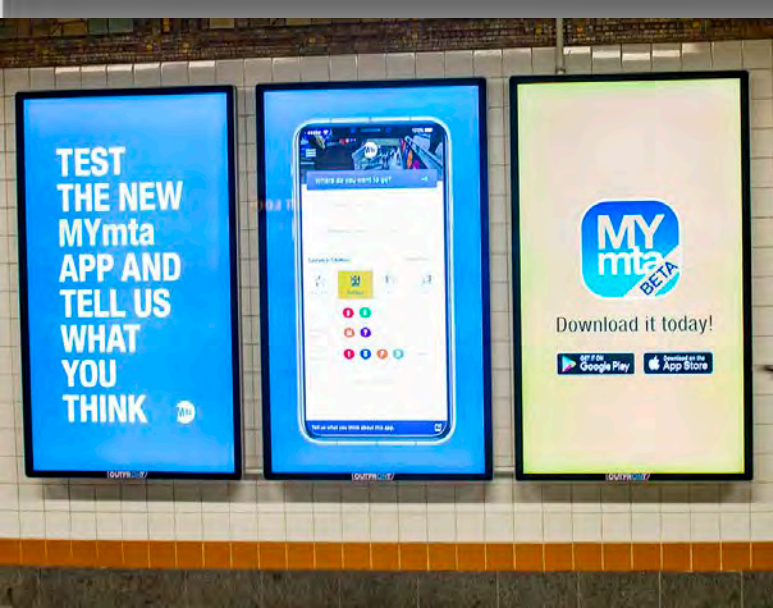
Delays

4 5 6



28 St Station Mosaic

Digital provides opportunity to try new formats



Advertising Screens in NYCT stations



- Pays capital expenses, generates operating revenue
- MTA messages on 20% of ad screens

Rolling Stock

- 37,000+ screens to be installed in 5,100+ subway cars
- Testing underway on 7 line
- Rollout begins 4Q2019
- Deployment coordinated with Fast Forward strategy



Hitting our stride

- Surveyed more than 1/3 of transit stations
- Achieved NYCT 50 Stations Goal (+2)– DEC 2018
- Moved to quarterly (bigger, faster) construction packages
- Goal of 100 stations in 2019





Thank you