

Per Open Meeting Law requirements, an in-person meeting of the New York City Transit Riders Council (NYCTRC) was convened at 2 Broadway at 12:00 PM and at the Manhattan Community Board 10 office at 215 West 125th Street, 4th floor, 10027, and 57 Leonard St, NY* on Thursday, February 27, 2025. Members of the public and Council members unable to attend were present via Zoom.

Member Attendance

| | |
|------------------------------------|-------------------|
| Andrew Albert (Chair) | Present |
| Burton M. Strauss Jr. (Vice Chair) | Absent |
| Dante Arnwine | Present – virtual |
| Andrew Bennett | Present |
| Stuart Goldstein | Present |
| Christopher D. Greif | Present |
| Marisol Halpern | Present |
| Karen Hamilton | Present |
| Cicely Harris | Present |
| Gene Haynes | Present |
| Khalia Hayslett | Present |
| Sharon King Hoge | Present |
| Trudy L. Mason | Present |
| Scott R. Nicholls | Present* |

Staff Attendance

| | |
|---|---------|
| Lisa Daglian (Executive Director) | Present |
| Brian Fritsch (Associate Director) | Present |
| Kara Gurl (Planning & Adv. Manager) | Present |
| Jack Connors (Research & Comm. Associate) | Present |
| Jessica Spezio (Administrative Assistant) | Present |

Non-member Attendance

| <u>Name</u> | <u>Affiliation</u> |
|-------------------|--------------------|
| Cate Contino | MTA GCR |
| Rick Hajduk | MTA |
| Andrey Prigov | MTA |
| Moriah Richardson | MTA |
| Carl Perrera | Concerned Citizen |

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Debra Greif
Matthew
Andrew Kurzweil
Matty Buchys Hyland
Eric Wollman
Jason Anthony

Concerned Citizen
Concerned Citizen
Concerned Citizen
Concerned Citizen
Concerned Citizen
Concerned Citizen

Approval of February 27, 2025 Agenda Approval of January 27, 2025 Minutes

Chair/ Board Report: by Andrew Albert

Andrew introduced and welcomed new members Gene Haynes and Andrew Bennett to the council.

- Provided updates on the status of congestion pricing, including the federal administration's decision to pull approval, the MTA's quick legal response, and the positive initial ridership and traffic benefits.
- Discussed the breakdown of the \$48 million in congestion pricing revenue, with 68% coming from passenger vehicles, 22% from taxis/for-hire vehicles, and the rest from trucks and motorcycles/buses.
- Mentioned the ongoing traffic reductions around the Congestion Relief Zone.
- Highlighted the installation of OMNY machines across the city and the new Convo pilot program for accessibility.
- Provided updates on various infrastructure projects, including Penn Access stations and the Rockaway A train work.
- Noted the 36.4% reduction in crime and the importance of police officers actively patrolling trains overnight.
- Discussed the Queens Bus Network Redesign and the upcoming implementation in June and August.
- Shared news on the new battery/electric locomotives for Metro-North and the retirement of Cathy Rinaldi as President of Metro-North.
- Shared news of the new TWU President.
- Noted that Fair Fares is now available with OMNY.

Khalia raised that student OMNY cards are made of paper and are not sturdy enough for students.

Presentation: Cate Contino, Director, Special Projects and Strategic Initiatives: “Queens Bus Design”

View presentation and Q & A: <https://youtu.be/pp12-pY7Pmg?t=1295>

The MTA Board approved the redesign plan in January, and it will be implemented in two phases, on June 29 and August 31.

The redesign aims to improve reliability, speed, and connectivity, and simplify the network for over 800,000 daily Queens bus riders.

The proposed final plan includes 124 total routes – 94 local routes and 30 express routes. This represents 36 major routing changes and 17 frequency increases.

Some notable changes include:

- Restoring the Q10 local as the Q10 rush route with faster service
- Extending the Q22 to Bayswater and the Q52 SBS to Edgemere
- Creating new rush routes like the Q30 and Q75 for faster service to transit hubs
- Improving connections to the LIRR in areas like Jamaica and Far Rockaway

An equity analysis was conducted, showing a 5% increase in access to all-day frequent service and 3% increase in overnight network coverage.

Extensive community outreach was done, leading to adjustments in the final plan based on feedback, such as maintaining the Q31 routing.

The MTA will continue monitoring the impacts of the redesign and make further adjustments as needed after implementation.

- Andrew asked how the "rush routes" like the Q30 and Q75 will be differentiated from regular local routes. Cate shared that the plan is to have buses display "rush" on the destination signs and headways.
- Lisa asked if there are any plans for bus lanes or other bus priority measures on key corridors to speed up the redesigned routes. Cate shared that some bus lanes have already been installed, like on Hillside Avenue, and more are planned for 2026.
- Chris asked how the redesign will impact accessibility and connections for riders, especially those using paratransit services like Access-A-Ride? Cate shared that

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the plan aims to improve accessibility by prioritizing stops and routes with better connections to subways/rails.

- Stuart asked what the plan is for the Q110 route that previously went to the Floral Park LIRR station. Due to community and Village feedback, it will now terminate at Jamaica Avenue instead of going the extra block to the station.
- Khalia asked how the extension of routes like the B62 to Astoria will impact travel times and reliability for customers. The MTA believes customers will appreciate the increased connectivity, and they will monitor performance.
- Sharon expressed scheduling issues with students at Bayside High School during peak times. Cate shared that current school routing schedules will be maintained in the new plan.
- Karen mentioned there are still many underserved areas and used Laurelton as an example.

Executive Director: Lisa Daglian

Congestion Pricing Impacts:

- Lisa mentioned that studies have shown increases in Broadway show ticket sales and restaurant/business activity in the congestion pricing zone, likely due to the improved traffic conditions.
- She noted that the MTA's open data portal has ridership information, but there is a lag in the data that the MTA has reported. Stuart suggested that PCAC should look into more granular ridership increases around the system.
- Trudy suggested that we release a statement opposing the 3/21 deadline set by USDOT for switching off congestion pricing.
- Lisa also discussed a coalition working to get NJ Transit and PATH to release their ridership data publicly as well.

MTA Capital Plan Funding Report:

- Lisa introduced PCAC's new report and interactive tool with over 24 funding options for funding the MTA Capital Plan's \$35 billion hole.
- She mentioned that the tool generated interest from elected officials, who wanted to contribute their own funding ideas.

Albany:

- PCAC staff has been in Albany multiple times advocating for our Rider-First Fare Agenda including Fair Fares expansion, CityTicket Weekly, and more.

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Old Business:

Stuart asked for an updated station cleaning schedule, and shared that the West 4th Street Station has been much cleaner, but Broadway-Lafayette St has been filthy.

Trudy informed us the bus drivers are getting better at curbing the buses.

Khalia emphasized issues with the material of the student OMNY card and its lack of durability.

Khalia advised the MTA needs to do more outreach with DSS/ HRA about Fair Fares.

New Business:

Stuart mentioned some Conductors are making inaccurate announcements about connections.

Action Items:

None

Adjourned

Video link: <https://www.youtube.com/watch?v=pp12-pY7Pmg>

The meeting was adjourned at 2:00 PM.
Respectfully submitted,

Lisa Daglian
Executive Director