

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 on Thursday, September 26, 2024. Members of the public and Council members unable to attend were present via Zoom. There was no in-person quorum for the meeting, making it an unofficial meeting*.

Member Attendance

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

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
Henry Mei (Intern)	Present

Non-member Attendance

<u>Name</u>	<u>Affiliation</u>
Sean Fitzpatrick	MTA C & D
Melissa Farley	MTA
Jesse Figueroa	Concerned Citizen

NYCTRC MINUTES

2

Debra Greif
Jason Anthony
William Stanford Jr.
Andrew Kurzweil
Eric Wollman
Mike Ring
LT

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

Not Approved- Agenda for September 26, 2024

Not Approved- Agenda for July 25, 2024 meeting

Not Approved- Minutes for July 25, 2024 meeting

***Not Approved- Minutes for June 27, 2024 meeting
(Due to Lack of Quorum)***

Chair/ Board Report: by Andrew Albert

- **2025-2029 Capital Program**

- 69% of the subway system uses over 100-year-old signaling.
 - 81 power substations are in poor or marginal condition.
 - 95% of structure supports and framing of the Grand Central artery are in poor or marginal condition.
 - 53% of stations along the Metro-North Harlem Line are in poor or marginal condition.
 - 80 LIRR bridges & viaducts need significant repairs.
 - 75% of LIRR tunnels are in poor or marginal condition.
- MTA must invest \$23 billion per year to maintain its \$3.5 trillion asset.
 - The Capital Program is an important economic driver in every part of NY State.
 - MTA is building better, faster, cheaper— bundling work by type, geography.
 - New Railcars:
 - 1500 subway, 500 commuter railcars
 - Signals: CBTC on N, Q, R, W Astoria to DeKalb Ave; Nassau St J, Z lines; Rockaway & Liberty Ave lines: Euclid Ave-Lefferts Blvd, Far Rockaway, Rockaway Park

NYCTRC MINUTES

3

- Maintenance Facilities:
 - Livonia Shop, 240 St shop - R62, R62A fleets past their 40-year life.
- Renew power systems:
 - New substations
- Repair Critical Structures:
 - Elevated lines, overhead bridges, Atlantic Ave tunnel, etc.
- Interborough Express:
 - Brooklyn to Queens
- Improve Station Environments:
 - Signs, columns, platform edges, security cameras, communications rooms, OMNY vending machines, escalators, etc.
- More accessible stations:
 - 60 new accessible subway stations
 - 6 new accessible railroad stations: Bellerose, Douglaston, Cold Spring Harbor, Ludlow, Wakefield
- New fare gates:
 - reduce fare evasion, improve accessibility at 150 stations.
- Zero-emission bus fleet:
 - 500 zero-emission buses, charging depots.
- Resiliency:
 - Reduce flooding in subways; Metro-North Hudson Line protection against flooding, landslides, etc.
- Fix choke points:
 - DeKalb Ave, Nostrand Junction

Presentation: *Sean Fitzpatrick, Assistant Vice President, Strategic Public Affairs MTA C & D Re: 2025-2029 Capital Plan*

Sean Fitzpatrick gave an overview of the MTA's 2025-2029 Capital Plan, focusing on the improvements coming to New York City Transit. Upgrades to signals, stations, more accessibility, better resiliency, and overall better State of Good Repair is included in the plan.

He shared that there is no New York without transit, and no transit without investments. This is a \$65.4 Billion dollar plan for Transit, and \$3 Billion for Bridges & Tunnels. \$2.75 Billion is included for the IBX (reviewing the design and then the construction).

Executive Director: Lisa Daglian

Lisa shared that we are still fighting to restore congestion pricing, particularly needed in the context of the next Capital Plan. Everything in the plan is a big “IF” unless the plan is funded, and we still have to fund the last plan with Congestion Pricing.

- The team is still doing research and releasing upcoming reports on funding, congestion pricing, fare policy, and more.
- All three chairs of PCAC now sit on the Penn Station Working Advisory Group (Penn SWAG) to give input into plans surrounding the station.
- Staff has worked on a new PCAC Newsletter, including media hits and all information PCAC related.

Old Business:

Mr. X informed us that MetroCards are often swallowed on buses and requested assistance with getting a refund for his MetroCard that was swallowed after adding funds.

New Business:

- Efforts on fare evasion while also keeping people safe was discussed.
- Rumors of students selling their OMNY cards.
- Street renaming for Edith Prentiss
- M1 bus should run more service to the Bronx.

Action Items:

None

Adjourned

Video link: Not available

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

Lisa Daglian
Executive Director