

Per Open Meeting Law requirements, an in-person meeting of the New York City Transit Riders Council (NYCTRC) was convened at 2 Broadway and at 205 E.78th St New York, NY\* at 12:00 PM on Thursday, October 30, 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)	Present—virtual
Dante Arnwine	Present
Andrew Bennett	Absent
Stuart Goldstein	Present
Christopher D. Greif	Present
Marisol Halpern	Present—virtual
Karen Hamilton	Present
Cicely Harris	Present—virtual
Gene Haynes	Absent
Khalia Hayslett	Present
Sharon King Hoge	Present
Trudy L. Mason	Present*
Scott R. Nicholls	Absent

## 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
Benjy Ross (Intern)	Present

## Non-member Attendance

<u>Name</u>	<u>Affiliation</u>
Antonio Reynoso	Brooklyn BP
Brit Byrd	Brooklyn BP Office
John McCarthy	MTA
Lucille Songhai	MTA

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Anthony Drummond  
Mr. X  
Jesse Figueroa

MTA  
Concerned Citizen  
Concerned Citizen

### ***Approval of October 30, 2025 Agenda Approval of September 25, 2025 Minutes***

### **Chair/ Board Report: by Andrew Albert**

Updates from the MTA this month:

- Celebrated Demetrius' one-year anniversary and improvements in subway On Time Performance (up to 85%).
- Announced new countdown clocks and improved station technology for better rider information.
- Noted expansion of platform barriers across stations to increase safety, with ongoing limitations at certain narrow stations.
- Reported 94% on-time performance for Access-a-Ride pickups, with goals to further reduce wait times.
- Highlighted improvements in Access-a-Ride vehicle tracking, booking, and user training.
- Acknowledged the need for more community outreach, especially around the use of the OMNY system as the MetroCard is phased out.
- Announced 15 new customer service centers (to a new total of 30, open 24/7), upcoming F/M train swap, and plans for "proof of payment" across OMNY-enabled transit.
- Noted a new 2020-2024 Capital Plan amendment including \$600M in capital savings, enabling more station accessibility projects (e.g., Fort Hamilton Parkway, Morrison, Soundview, and Second Avenue stations).
- Discussed the Penn Station Access project, delays due to Amtrak cooperation, and interim solutions being explored.
- Major projects and challenges covered: new clean work trains for tunnels, federal funding threats for Second Ave Subway & Gateway Tunnel, push for work zone speed cameras, and bridge weight restriction updates
- Celebrated OMNY's adoption across 86% of riders(3 billion taps), a post-COVID record-high daily ridership of 4.56 million riders last week, and renaming the 23<sup>rd</sup> Street station on the 6 line to 23<sup>rd</sup> St - Baruch College.
- Updates on Grand Central improvements and continued focus on elevator accessibility and signage enhancements.

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- Addressed ongoing communications improvements for bus reroutes, discipline for subway surfing, and tinted-window enforcement for safety.

**Presentation:** *2025 Comprehensive Plan for Brooklyn- Antonio Reynoso Brooklyn Borough President, and Brit Byrd, Senior Planner at the BP's office.*

View presentation and Q & A: <https://youtu.be/Dbzkg1E0BaM?t=651>

- Borough President Reynoso detailed his journey as a transit advocate, emphasizing the need to shift New York City away from car-centric culture toward prioritizing public transit, bikes, and pedestrians.
- He described the inspiration behind his transportation philosophy, referencing global examples and stressing equity, accessibility, and the cultural meaning behind transportation choices.
- Borough President Reynoso explained Brooklyn's new 2025 Comprehensive Plan, highlighting it as a living, evolving document designed to align transit, housing, and land use planning to break out of historical silos.
- He advocated for Transit-Oriented Development as the borough's principal growth strategy and introduced tools like the Access to Opportunity Index to better measure and address transit equity.
- Borough President Reynoso stressed the importance of addressing political will—both for supporting realistic, achievable transit projects (such as the Utica Avenue extension) and for broader advocacy efforts.
- He acknowledged the challenges posed by community resistance, especially in some areas with a car-centric identity, and called for ongoing education, outreach, and flexibility in planning.
- Borough President Reynoso emphasized accessibility (for people with disabilities, seniors, and all users), inclusion of community feedback, and the need to balance residential and freight needs in major projects like the IBX (Interborough Express).
- He argued for better coordination among city agencies (transit, housing, planning) and for creating a citywide comprehensive plan, noting the limitations of existing structures and agencies.

- Antonio concluded by encouraging feedback on the Comprehensive Plan, stressing its influence on advocacy, funding, and legislative efforts, and inviting further collaboration with all stakeholders.

### **Q & A from the presentation**

- *Members raised questions about the feasibility, funding, and prioritization of Comprehensive Plan elements, asking how the plan would be updated and how projects (like the Utica Avenue or Flatbush extensions) would be chosen for investment.*
- *Borough President Reynoso clarified that implementation depends on a mix of legislative action, local funding, advocacy, and community outreach. He stressed the need for realistic, achievable projects due to resource and political constraints, distinguishing between visionary (but unlikely) expansions and those with practical support.*
- *Karen voiced concerns about Southeastern Brooklyn neighborhoods bordering Queens being left out of transit plans and pressed for greater cross-borough planning, noting local resistance and historical lack of investment.*
- *Borough President Reynoso acknowledged these tensions and the importance of building political will and educating communities—highlighting that the plan must reflect both immediate opportunities and long-term visions, while confronting local opposition and car-centric cultures.*
- *Khalia and Chris asked how the plan incorporates disabled New Yorkers and universal access. Borough President Reynoso and Brit stressed that accessibility is embedded throughout the plan rather than isolated in a separate chapter, and invited direct feedback to ensure their needs are met.*
- *There was discussion of the importance of outreach, public education (especially in senior centers and libraries), and better digital and physical access to the Comprehensive Plan document.*
- *Participants recommended strategies for leveraging developers' investments in public infrastructure, to which Borough President Reynoso emphasized the limitations of current city planning structures and the need for long-range, integrated capital planning.*

### **Old Business:**

Dante mentioned the B43 Bus has repeatedly been rerouted with no announcements made.

Khalia asked if there have been updates on preventing subway surfing.

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Stuart asked if there have been updates on preventing people from gaining access to subways and driving trains.

### **New Business:**

None

### **Public input Q &A:**

### **Adjourned**

Video link: <https://www.youtube.com/watch?v=Dbzkg1E0BaM>

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

Lisa Daglian  
Executive Director