

Exhibit Book  
MTA Board Meeting  
2/26/2025

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**Metropolitan Transportation Authority**

**State of New York**

**OFFICIAL TRANSCRIPT**

**CAPITAL PROJECTS**

**PUBLIC HEARING**

**[PROJECT: MTAHQ 109]**

**Virtually via Zoom**

**In-Person at 2 Broadway, New York, NY 10004**

**William J. Ronan Boardroom, 20<sup>th</sup> Floor**

**February 4, 2025**

**6:00 pm**



*Metropolitan Transportation Authority*

*State of New York*

**OFFICIAL TRANSCRIPT**

*Capital Projects*

*February 4, 2025*

**Panelists:**

**Hearing Officer Sophia-LaFrance Brooks**

MTA Headquarters – MTA Government & Community Relations

**Tiana Grimes**, *Director, Capital Funding Management*

**Ralph Barone**, *Director, Economic Analysis & Capital Budgets LIRR*

**Michael McKenna**, *Deputy Director, Project Development MNR*

**Gillian Persaud**, *Director, Capital Budget & Grant Management MTA BUS*

**James Wardle**, *AVP, Capital Program Development & Analysis C&D*

**John J. McCarthy**, *Chief of Policy and External Relations*

**Jaibala Patel**, *Deputy Chief Financial Officer*

**Accessibility & Language Assistance Services:**

American Sign Language – Virtual

CART Captioning – Virtual

**Affidavit of Publication:**

**Daily News** – January 3, 2025,

**Amsterdam News** – January 9, 2025

**Chinese World Journal** – January 9, 2025

**Russkaya Reklama** – January 10, 2025

**El Diario** – January 9, 2025

**Haiti Liberte** – January 8, 2025

**Korea Daily NY** – January 9, 2025

**Weekly Bangalee** – January 11, 2025

**Public Participation:**

Public Participation Survey Results

- Online Comments: **23** comments received
- Via Email: **1** comment received via other email
- Onsite Comments: **2** comments received

**Media:**

None

*Metropolitan Transportation Authority*

*State of New York*

*OFFICIAL TRANSCRIPT  
Capital Projects Public Hearing*

*February 4, 2025*

<i>Name</i>	<i>Affiliation</i>
1. Ciara L. Smith	Private Citizen
2. Mr. X	Private Citizen
3. Brian Fritsch	PCAC
4. Christopher Greif	Accessibility
<b>5. Matty Hyland [R]</b>	<b>Private Citizen</b>
<b>6. David Paul Gerber[R]</b>	<b>Private Citizen</b>
<b>7. Mary Pearson [R]</b>	<b>Private Citizen</b>
<b>8. Jessica Murray [R]</b>	Elevator Action Group
9. Debra Grief	Accessibility
10. Allison Mintz	Private Citizen
11. Noa Toba	Private Citizen
12. Frank Schwartz	Private Citizen
13. Alberto Michieli	Private Citizen
14. Juan Castillo	Private Citizen
15. Jacky Levi	Private Citizen
<b>16. Miriam Fisher [R]</b>	<b>Private Citizen</b>
<b>17. Sara Virgil [R]</b>	<b>Private Citizen</b>
<b>18. Harry Chalfin [R]</b>	<b>Private Citizen</b>
<b>19. Bill Ferns [R]</b>	<b>Private Citizen</b>
20. Yifeng Zhang	Private Citizen
<b>21. Alan Weng [R]</b>	<b>Private Citizen</b>
22. Martin Gangursky	Private Citizen
23. Joseph Peters	Private Citizen
24. Tynisha Hamilton	Private Citizen
<b>25. Jason Anthony [R]</b>	<b>Private Citizen</b>

[Hearing Convened, February 4, 2025, at 6:00 PM]

MS. SOPHIA-LAFRANCE BROOKS: Good evening, everyone.

Before we begin the public hearing, we will play our emergency evacuation procedure announcement.

[ANNOUNCEMENT BEGINS]

*Your safety is of the foremost importance to the MTA. Therefore, we ask that you listen and adhere to the following instructions.*

*If you witness an emergency, notify emergency personnel in the room and call 911 immediately. Please follow any audible instructions provided through the public address system or visually on screens in the event of an emergency. If an alarm sounds, wait for a public address announcement and follow instructions. If told to go to another floor or to evacuate the building, leave all unessential items behind and use Stairwell A, just across the main hallway, or Stairwell B, down the hallway, past the elevators. If you have a mobility disability or cannot self-evacuate, please proceed to Stairwell D or E for assistance by MTA staff or emergency personnel. An automated external defibrillator (AED) for use by trained personnel is in the main hallway, just past the elevators. If you need assistance during an evacuation, please tell an*

*MTA staff member or emergency personnel. Thank you. And have a safe day.*

[ANNOUNCEMENT ENDS]

MS. BROOKS: Now, we will begin the Capital Projects Public Hearing. For the record, today is Tuesday, February 4, 2025, and the time is 6:02 p.m. My name is Sophia-LaFrance Brooks and I am the Assistant Director of MTA Government and Community Relations, and I will be tonight's hearing officer.

Tonight's public hearing provides the public with an opportunity to comment on MTA federal grant proposals for federal fiscal year 2025. The hearing is being held in a hybrid format with options to participate in person, as well as virtually via Zoom's online platform. This hearing is being livestreamed and recorded, and will be available publicly on the MTA YouTube channel and Capital Project's webpage.

CART captioning and American remote -- and remote American Sign Language interpreters are available at tonight's hearing. For your virtual attendees, to turn to CART captioning, please use the CC button at the bottom of the screen. Sign language interpreters will appear on the screen for all attendees.

To hear the translated audio, use the Interpretation button on the bottom of the screen.

Please note that each speaker is limited to two minutes.

We ask that speakers keep their remarks to within the two-minute time frame out of respect out of all speakers. As a reminder, we ask that all public speakers adhere to the MTA's Rule of Conduct and Decorum.

We will now start with opening remarks from John McCarthy, MTA's Chief of Policy and External Relations, and Tiana Grimes of Capital Funding Management.

MR. JOHN J. MCCARTHY: Thank you, Ms. Brooks. Before we start, I just wanted to take a quick moment to, before we get into the technical side of the Capital Program Projects hearing, it's important to note the significance of why we're here, which is the significance of federal funding and its impact on New York transit system.

The MTA, as you will read in the document, receives both formula grants and competitive grants from the federal government. We -- there's an allo-, annual allocation of approximately \$2 to \$2.5 billion in federal support. These funds are a big part of our capital program and, and play a crucial role in sustaining and advancing capital projects that keep the region's transportation network running efficiently, projects like ADA, improved accessibility, signals, new signals so we can move trains more quickly, new rolling stocks, etcetera.



This is very important tonight, because New York has a long history of being a donor state. What does that mean? That means New York contributes more in federal taxes than it receives back in funding. This has been happening for a long time. Again, this is, when we pay tax dollars as individuals, go to Washington, we have to fight, fight, fight to make sure that dollars come, those dollars come back to us. How do they come back to us? In the form of transit funding is a big portion of that. So, tonight's engagement presents an opportunity to underscore the essential role of that federal investment in maintaining and modernizing the MTA's infrastructure.

Looking ahead the proposed \$68.4 billion '25-'29 Capital Program is expected to utilize \$14 billion in federal dollars. That accounts for approximately 20 percent of the program's, program's total funding. These investments that will come from that funding, that federal funding, are vital, again, vital to supporting a transit network that -- this is an important stat -- that carries 43 percent of all U.S. mass transit riders. The MTA is nationally significant on transit and we have a critical need for continued federal partnership so that we can keep moving those massive numbers of people.

So, thank you for coming here tonight. If you're speaking

remote, thanks for being here, and we welcome your remarks.

Back to you, Ms. Brooks.

MS. TIANA GRIMES: Good evening. My name is Tiana Grimes and I am the Director of Capital Funding Management at the Metropolitan Transportation Authority. I would like to welcome you to the Capital Projects Public Hearing for the Federal Fiscal Year 2025. I will begin this public hearing by reading a prepared statement, which will become part of the hearing's public record. I would like to note that a transcript of this hearing will be made and a copy will be supplied to each MTA Board member.

This hearing is an opportunity for the members of the public to comment on the proposals. Representatives of the MTA are here to listen and record your comments. We will not be responding directly to your comments today.

The panelists for tonight are Gillian Persaud for MTA Bus Company, Ralph Barone for Long Island Railroad, Michael McKenna for Metro North Railroad, Alex Cohen for New York City Transit, and James Wardle for MTA Construction and Development Company. Also on the panel tonight is Sophia-LaFrance Brooks, who is our Hearing Officer.

I would -- I should emphasize, public comments, including spoken comments today, all correspondence and e-mails, will be

transcribed and incorporated into the official record and distributed to every Board member.

The MTA has conducted a community involvement and public information effort to encourage customers' comments at this hearing. To make the public aware of this hearing, advertisements were published in eight print media outlets, multi-lingual posters, digital and social media assets. Notice of this hearing was also posted on the MTA website, along with multi-lingual translations. The languages translated, in addition to English, include Spanish, Chinese, Korean, Russian, Bengali, and Haitian Creole.

This is a public hearing being held by the Metropolitan Transportation Authority, or MTA, in connection with requests to the United States Department of Transportation for federal financial assistance under multiple federal legislative acts. This federal assistance is for capital improvement projects for the systems operated by MTA, New York City Transit, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Railway, MTA Long Island Railroad, MTA Metro North, MTA Bus Company, and for the MTA Construction and Development Company.

Copies of the project descriptions from which specific requests for federal financial assistance will be selected have been made available for public inspection at numerous public

locations throughout the service area. In addition, copies of these documents were also available on the MTA's website since January 3, 2025.

At this hearing, an opportunity will be afforded to all persons and agencies interested in being heard with respect to the social, economic, environmental, and historic preservation impact of the projects and to submit evidence and recommendations orally or in writing with respect to any aspect of this list of projects.

Today's hearing is being held in accordance with federal requirements to qualify the projects for federal financial assistance. We are here today to seek comments on the proposed list of projects only. The projects in this hearing may be more than we ultimately seek funding for, and the MTA may or may not do any of the projects listed here with federal funds. The published list of projects contain capital improvement work in the following amounts for each agency: New York City Transit, including State Island Railway, \$8.182 billion; Long Island Railroad, \$633 million; Metro North Railroad, \$710.14 million; MTA Bus Company, \$96.78 million; MTA Construction and Development, \$2.553 billion. The total for the MTA is \$12.175 billion. Anyone interested in categories of work which are subject of today's public hearing, or the details of individual

projects, can inspect copies of the description of projects, which are available on the MTA's website.

Section 5307 is a formula-based program from which a specified amount of federal funds is allocated to the urbanized area for each federal fiscal year. The MTA will make the final program of projects available on its website, [new.mta.info/transparency/grant-management](http://new.mta.info/transparency/grant-management) for section 5307 funded projects, when the FTA awards those grants.

In federal fiscal year 2024, MTA receive \$914.9 million in section 5307 funds for New York City Transit, Manhattan and Bronx Surface Transit Operating Authority, Long Island Railroad, Metro North Railroad, and MTA Bus projects.

MTA will be submitting applications to obtain federal financial assistance through various transit funding programs that support capital investments and infrastructure improvements. Final amounts that will be received for federal fiscal year 2025 are not presently known. The requests to be made for federal financial assistance will incorporate individual projects into programs of work and will be submitted as appropriate, following this public hearing in anticipation of funding that may be available under the Federal Transit and Infrastructure Investment Programs. These include sections 5307, 5309, 5310, 5324, 5337, 5339, 5340 of Title 49, Chapter 53

of the United States Code, as well as other federal funding sources dedicated to supporting transit projects.

The final program of projects will be selected from the list of projects published in the legal notice of this hearing. Applications will be prepared and submitted to the United States Department of Transportation. MTA proposes to (a) submit capital projects to request some or all of the section 5307 funds for federal fiscal year 2025 that will become available, and (b) submit some capital projects to request 5307 funds remaining from prior allocations and adjustments to section 5307 program.

In addition, MTA also proposes to (a) submit projects for federal funds from the section 5337, state of good repair funding category, for federal fiscal year 2025, and (b) submit additional projects in amounts sufficient to request federal fund balances from prior fiscal year allocations and grants within these fund categories, as well as other applicable federal transit funding programs.

The capital improvements to be, progress with these funds generally take place in the confines of the transportation system of the MTA or the city, county, or state-owned property. Any property acquisitions or relocations that may be required for these projects will be carried out in accordance with the

appropriate provisions of law and regulatory requirements. The projects are not expected to have any significant adverse environmental impact. Should the United States Department of Transportation prepare a formal statement on the environmental impact of any of these projects, the availability of such a statement or statements from the United States Department of Transportation will be made known by appropriate publications. The projects outlined in this public hearing conform the long-range transportation plan for the New York metropolitan region and have been, or will be, endorsed by the Metropolitan Planning Organization of the New York metropolitan region, for Orange County and for Dutchess County, as a product of continuing cooperative and comprehensive planning for all modes of transportation.

Reduced fair privileges for the elderly, people with disabilities, and individuals covered by Medicare will be made available, as required by federal law. All legal requirements relating to the seniors, people with disabilities, and individuals covered by Medicare will be met.

In closing, I would like to emphasize that the financial aid that will be requested is essential to the implementation of the MTA's capital program. We greatly appreciate your participation in this public hearing and value your input on the

proposed list of projects. MTA representatives are here to listen and carefully consider all comments shared today. While we will not be providing responses during this session, your feedback will be recorded, included in the official hearing transcript, and shared with each MTA Board member for their review. Thank you for your time and engagement.

I'd also like to add, on the dais tonight is our Deputy CFO, Jay Patel. I will now turn this over, turn it over to public -- the public hearing officer, Sophia-LaFrance Brooks, to commence the public speaking session. Thank you.

MS. BROOKS: Thank you. Language assistance was offered in the notice for this hearing upon advanced request. At the deadline, there were no requests for the services.

At this time, there are 44 registered speakers. Speakers will be called in the order they signed up. If you have joined the Zoom under a name that's different from the one that you used when you signed up to speak, please identify yourself in the Q&A function with the name you used when you signed up. When you are called on to speak, there will be a brief transition on the screen. Please make sure that, once the screen updates, your camera and microphone are enabled before beginning your remarks. You will not be able to unmute or enable your camera until it is your turn to speak. Please



remain patient until then. In the event you miss your name being called, we will call the list one more time after all speakers in attendance have been called the first time.

By attending this virtual webinar, hybrid webinar, you are consenting to be recorded. Please be aware that there is an auditory and a visual cue to remind you that you have 30 seconds to conclude your remarks. Thank you for your patience and understanding through this in person and virtual public comment sessions.

Our first speaker tonight is Ciara Smith, following by Mr. X.

MS. CIARA SMITH: Hello. Hi, everybody. So, my name is Ciara Smith. I am a native of New York City. And I know I have two minutes, but I have so much to say, so I'll try to squeeze everything in, in the two minutes' time given.

On your announcement on the train, it clearly states, if you see something, say something. As of lately, I see people seeing something, not saying nothing, and nor are they doing something. I'm a doer in New York City.

I take care of 1,000 senior citizens with my not-for-profit organization. I, I provide beauty and grooming services for mothers and fathers, prostate cancer survivors, breast cancer survivors, and our veterans. A few weeks ago, we had a young

lady die on a train engulfed in fire. And I see MTA employees and our officers that wake up very morning and put on their blue outfits that I once called our superheroes, and nobody did anything. She's not the only person that I'm talking about, but she's the highlight of my conversation tonight, and all the people that are seen on our cell phones, social media. MTA has the power and authority to shut those things down so people don't see it over and over again. I want to be able to change those things, because I seen something, I couldn't say it, because I wasn't there, and I couldn't do nothing, as a doer.

I would love to have the opportunity to promote and show you guys what I had came up with, a business plan that will help MTA change the native of New York City, as we all love to be there for one another in dire need, and I would never want to see that happen to anyone again. Can y'all please change and fix the trains and the elevators and escalators in a mi- timely manner, because we need your help. Thank you so very much. And please --

MS. BROOKS: Thank you.

MS. SMITH: -- do something, say something and do something. God bless.

MS. BROOKS: The next speaker is Mr. X, followed by Brian Fritsch.

MR. X: If you start a public hearing here at 6:00 p.m. and you tell us doors open at 5:00 or 5:30, I expect you to send us upstairs when you're supposed, and not whenever the hell you get around to it. And this isn't the first time you did that. You can't cut into our time. I told you that before. This is a public hearing. It's for the public. Don't cut into our time. Don't use us as a stepping stone to get what you want. Don't backstab us like the OJs. Okay? You can either accept us for who we are and give us your love, like Curtis Mayfield. You understand what I'm saying?

I think it's sad the MTA had, or should I say Joseph Biden, Jr., or should I say Harrison Ford and Dave [unintelligible] [00:20:37] with a bigger nose and a smaller head, is again absent. If he could hold a public hearing anywhere, particularly here, he could show. Did he no-show because he knew I was testifying and he didn't want me to make him look like Peter [unintelligible] [00:20:49] Devil's Disciple? That's a possibility.

Okay. So, Sophie, since you're here, I'll make this clear to you, your unofficial husband and the MTA head. We got two subway train stations at Hostos College. We need an elevator in that complex. The [unintelligible] [00:21:18] College advocated for that years ago, and there's still no elevator. When the

hell are we getting this elevator? Are we getting it? And, if so, when? You're treating my borough like, like, like a stepchild, like one of the two forgotten boroughs, and Staten Island is the other. We need an elevator, we need an update. Okay?

And another thing, there's a passageway on 14th Street between 7th and 8th Avenues. It was closed years ago. You need to go open that passageway.

MS. BROOKS: Thank you. Please be mindful of the MTA Rules of Conduct and Decorum. The next speaker is Brian Fritsch, following by Christopher Greif.

MR. BRIAN FRITSCH: Good evening. I'm Brian Fritsch, Associate Director for the Permanent Citizens Advisory Committee to the MTA, PCAC. Despite the unprecedented uncertainty surrounding federal funding, writ large, and transit projects in particular, there is no shortage of projects in the MTA's pipeline worthy of federal support. New subway and train cars and buses, improvements in power, tracks, and structures, plus the transformative Penn Station access project, the over \$12 billion of work outlined is essential to keeping our system running safely and reliably for the millions of riders who depend on it daily. Transit makes New York work and it's one of the few ways NYC is, is affordable compared to other cities

nationwide. Yet, the federal government already severely underfunds the MTA, which supports 43 percent of the nation's transit riders, but only receives 17 percent of federal transit funding.

New York's congressional delegation should take note. One way to begin to rectify the funding gap is to advocate for more formula-based financing, that is more objective and less prone to changes in administrations, over a grant-based approach. A stronger and steadier pipeline of funding will aid planning efforts, reduce project costs, and support U.S. manufacturing. It's a no-brainer.

New York State must also do its part. The governor and legislature have two clear, important jobs. First, support congestion pricing from external threats so the '20-'24 capital plan has the funding it needs. And second, determine how to fund the \$35.4 billion gap in the '25-'29 plan. PCAC has outlined two dozen funding op sources in a soon to be released report, so take your pick. Many of these options also support the State's equity and climate goals. These are tall, but not, far from insurmountable tasks. With the New York State support behind these capital projects, we respectfully urge the Federal Transit Administration to fund these projects generously. New York and its millions of riders depend on it.

Thank you.

MS. BROOKS: Thank you. The next speaker is Christopher Greif, followed by Matty Hyland, virtual.

MR. CHRISTOPHER GREIF: Good evening, everyone. I'm Christopher D. Greif, advocate for ADA Accessibility Transportation Group. As I already put this in with us and MTA, this will be going up to Albany, as well.

I just want to be very clear, our goals and missions, as we've already been doing for the last six years, which we are being accomplished, getting things done. But we still need to continue advocating for federal and state, and the federal government needs to understand accessibility is the priority 1, also. Bigger elevators, wider ramps, boarding assistance, signages that could be not just up and high in the school, but also on the floor. Rail alert -- I'm sorry. Boarding assistance also accounts for the assistance with the railroads, both directions, as well as accessibility, passengers that needed help on the railroad, as well.

Navigating, also the NaviLens, which is being tested, we need to continue more of that on all the subways and buses, including the railroads in the near future. And, yes, update our buses and Access-A-Ride and the train cars, especially stations that need LED lighting to see, we can see traveling on

or off the trains, station, in- indoor stations or outdoor stations. And very important, accessibility signs are very important to make sure we can see where we're going and what direction is transferring to another train station, to another train or bus, or exiting safely.

We need to continue doing this and making sure the accessibility future rides with us, because the future has to move on, and always move on to continuous accessibility. Thank you.

MS. BROOKS: Thank you. The next speaker is Matty Hyland, virtually, followed by David Paul Gerber, virtually. There will be a brief transition as you are called to speak. Please make sure that your screen updates and your camera and your microphone is enabled before you begin your remarks.

MR. MATTY HYLAND: Okay, perfect. Thank you, Sophia, and good evening, everybody. My name is Matty W. Buchys Hyland and I'm an advocate for people with disabilities. This is my first time speaking using this Chromebook, and I'm proud of it.

While I do want to thank some people for the capital plan, I am disappointed, however, in, in, in not having the Staten Island Railway connect to Tottenville in New York to Perth-Amboy in New Jersey, Middlesex County, for the Long Branch Line. As I know, I've spoken with Andrew Albert, the Chair of the New York

State Transit Riders Council and, you know, suggested, because some people go to Newark Airport, which is a Port Authority-owned facility in, in New York, so -- in New Jersey, excuse me. And I would like to thank for this Chairman Janno Lieber, Construction and Development President Jamie Torres-Springer, Commissioner Marie Therese Dominquez, our Secretary of Transportation Sean Duffy, and Matthew Welbes, the Acting Executive Director for the FTA.

And I'm going to mention, like I said before, as the accessibility, the future rides not with me, everybody, but with all of us. So, that's all I'm going to have to say. I look forward to see what 2025 brings. So, thank you and God bless you. Thank You very much, Sophia. Good night.

MS. BROOKS: Thank you. The next speaker is David Paul Gerber, followed by Mary Pearson, virtual.

MR. DAVID PAUL GERBER: Hello. Sorry about that. That's a very strong speech by the very first speaker there. You see something, you say something. And Mr., and with Mr. X, yes, [unintelligible] [00:29:04] Grand Concourse is two years late.

But we're here for federal funds. You guys are asking for federal money. There should be Elon Musk project of DOGE that could go after the MTA and their finances. For example, East Side access originally cost \$4 billion. It tripled, and we're



three to five years late, to nearly \$12 billion. You want all these projects here for all this money here, but you can't, but they can't even manage a project. Some of them are over budget and some of them are late. [Unintelligible] [00:29:43] CBTC, [unintelligible] [00:29:46] Grand Concourse, Long Island Railroad, Grand Central Madison, those are some of, also some of the issues involved here. So, there should be a DOGE, a DOGE, and the MTA should not get any money.

And you guys want this congestion money to fund these projects here. What is the purpose of funding these projects if the MTA can't fin-, can't handle in a construction development contract themselves? You know, I hope Donald Trump will come in and take this congestion pricing off. Because MTA needs to learn a lesson that they need to do their finances, manage their contracts better. Alright? And you can take that congestion pricing and put it where the sun don't shine. Sorry about that. Thank you.

MS. BROOKS: Thank you. The next speaker is Mary Pearson, followed by Jessica Murray, remotely.

MS. MARY PEARSON: Hi. I'm advoci-, I'm advocating for expanded reduced fare hours on express buses. At the Bronx MTA open house on December 16th, one of your outreach specialists told me the idea of expanding reduced fare hours on express

buses was once again being considered. For those who live in transportation deserts, such as Co-op City, I do hope it will be carefully reconsidered, especially now, during this increased push to go totally OMNY card. The New York City Social Media Toolkit states:

*Starting mid-February 2025, all Fair Fare New York City participants will be transitioned from Fair Fares New York City Metro card to using the discount with OMNY. Fair Fare New York City will no longer issue Fair Fares Metro cards. Fair Fare New York City will begin issuing Fare Fairs New York City OMNY cards to use with the discount at enrollment, renewal, or replacement.*

Reduced fare OMNY cards are honored 24/7 on subways and regular buses. Why not supplement the Senior Fair Fare, as well? Why not allow for reduced fare OMNY to be hon- honored full-time on express buses? Why are express buses the only means of transportation allowed to discriminate against seniors and the disabled? Even if off-peak reduced prices were only charged de- heading in the appropriate direction, toward the outer boroughs from 6:00 to 10:00 a.m. and toward Midtown from se-, 3:00 to 7:00 p.m., the MT- MTA would make some money instead of potentially losing much more in the future.

For our seniors and people with disabilities, express buses

at full fare are an MTA cost saving last step before Access-A-Ride, which, in 2018, cost the MTA \$72.50 a trip, and by April '23 cost the MTA an average of \$116.00 per trip. Thank you for your time.

MS. BROOKS: Thank you. The next speaker is Jessica Murray, remote, followed by, in person, Debra Grief.

MS. JESSICA MURRAY: Hello. I don't know if it's my turn to speak. Okay. Hello. My name is Jessica Murray. I'm a member of the Rise and Resist Elevator Action Group. I just want to say I fully support federal funding for new elevators and elevator replacements.

However, reading through this document, on page 10 I wasn't sure if there's an error, because it says the request is for \$300 million to replace up to 25 station elevators at various locations. If that's individual elevators, you're asking for \$12 million per elevator. If that includes some kind of long-term maintenance contract, I feel like that should be specified in the request. If it's an error and it actually should be replace elevators at up to 25 stations, that seems a little bit more realistic.

\$12 million for elevators just doesn't really seem -- or elevator replacement, doesn't seem like a sustainable amount of money to be investing. If it is per elevator, that means it's

\$30 million per station to replace elevators. And we've already been told that the equipment itself is not what's expensive, it's the labor, it's the having to move utilities around. \$30 million per station is what we've been told, some stations to do a whole brand new installation cost. So I'm, I'm really confused about how this could be so high. And, so, I just wanted to, to note that.

Thank you for your time.

MS. BROOKS: Thank you. The next speaker is Allison Mintz. Sorry, the next speaker is Debra Grief, followed by Allison Mintz.

MS. DEBRA GRIEF: Good evening. My name is Debra Grief. I am an advocate for people with developmental disabilities and also with physical, mental, and other forms of disabilities. I've been very happy to see more of the elevators being placed in our system. I especially like that they're very strong glass and see-through. For someone like myself, who gets claustrophobia, it makes it easier.

I am looking forward, also, for when you can ramp a lot of the stations, too, because ramps don't break down.

I want, I will be advocating very strongly to the federal government to stop not giving the correct amount of funding to the MTA, because for all the years that the state legislative

has stolen money that should have been made to upgrade our system, which includes, also, the, the Verrazano Bridge, the Tri -- now, I'm calling [unintelligible] [00:36:27] Triborough Bridge, Queens, Midtown, the, the Brooklyn Battery Tunnel, as well as the Whitestone, Throggs Neck. These systems have been underfunded.

And people don't realize. They're complaining about congestion pricing. Well, for all the years that our system was not pr- pla-, they did not pay for it correctly, they did not fix it correctly, we are now playing catch-up. So, if you want to make sure you don't accidentally see bridges falling down of then being told we can't use them, or the elevators are breaking, we need all the capital funding to fix the system the way it should be so it's truly accessible. Not just only for people with disabilities and seniors, but for everyone. Thank you.

MS. BROOKS: Thank you. The next speaker is Allison Mintz, followed by Noa Toba.

MS. ALLISON MINTZ: I'd like to speak to promote funding to the 168th Street station, specifically to get to the 1, and the greater problems it represents within the subway system.

If you're familiar with this station, you don't like being there. The huge elevators are the only option to get to the

station platforms, and there's a sense of impending doom on the way down. Once on the tracks, you're surrounded by a variety of unhoused individuals, people defecating in corners, and people yelling profanities and other random things across the tracks.

You'll notice that I didn't say the NYPD. That's because they are never there. The only police presence at the station, if any, is above the tracks, after the turnstiles, where a group of cops stands in a big group, just chatting with each other. This is not only a 168th Street issue. When the NYPD say they are patrolling a station, you can only guarantee they are physically there. They are on their phones, playing games, scrolling Twitter, socializing. Officers need to be stationed on platforms and at station entrances, in pairs or alone, actively patrolling and monitoring for harmful activities, as is their job. And they need to be there all the time, or as close as possible to all the time, not once a week or when they feel like it. Ignoring these concerns is a direct threat to New Yorkers that is so frustratingly to fix. You are failing the City.

While I'm here, for the love of God, add stairs to the 168th Street One Station. Accessibility via the elevators is great, and I'm a huge advocate for accessibility. But it's a

huge time suck and safety concern for those of us who don't need it. What if something happens on the tracks and emergency services need to get there in seconds? They couldn't do it. This goes for all stations with sole elevator access to platforms.

So, to recap, step one, add public stairs to save commuters times and make stations safer. Step two, consistent and well thought out police presence is the key to safer stations. They should also be inside subway cars, they are on the Metro North. Three, unhoused people deserve better than police just shooing them away. That won't solve anyone's problem. My suggestion is police monitors war-, policed monitored warming or cooling rooms at each station with monitored bathrooms for those who need a brief respite from the elements.

Let's use taxpayer money on real safety solutions, instead of -- in wake of recent subway crime tragedies -- instead of wasting it on useless subway robots and Looney Tunes-esque payer prevention spikes that no one actually is hurt by. Just think. Maybe if New Yorkers felt protected and prioritized by the MTA when on the subway, they'd feel more inclined to pay the precious fare. With congestion pricing also taking full effect, this would incentivize people to use public transit even more.

Thank you for your time. I appreciate it.

MS. BROOKS: Thank you. The next speaker is Noa Toba, following by Frank Schwartz.

MS. NOA TOBA: Hi, everyone. My name is Noa Toba. First, I'd like to express my gratitude for all of your hard work for all incoming New Yorkers to access a subway ride. However, as a Fair Fares user, I wonder if you could come up with any alternative for current paper Metro [unintelligible] [00:40:17] card so that the users don't have to frequently go to Fair Fares customer service center anytime the card got broken.

Yeah, one of the possible options would be to make the OMNY Fair Fares.

I again thank you so, so much for your time and hard, hard work. Thank you.

MS. BROOKS: Thank you. The next speaker is Frank Schwartz, followed by Alberto Michieli.

MR. FRANK SCHWARTZ: Yeah. So, a while back, ov- over, at least, at least two years ago, and I think it might have been three or four, one of your machines stole \$33.00 from me. And I couldn't get the money back at the station. So, I called, so I had to fill out a little form. I filled it out wrong. They sent me a card that I couldn't use. So I called them again and tried to get, tried, tried to find out how to get just the money back. And they told me to go down to, to one of your offices



right here in this, I believe in this building. Now, that, of course, cost me another fare, and two ways. And I went down there and they told me, oh, no, you can't, you can't do it today. We're going to have to do it another day. And, so, they effectively -- I, I wasn't, I wasn't going to keep, keep paying you more and more money just to get my money back. So, you basically have, effectively stole the, the, the fare at that, at that point was five-, was, was \$2.75. So, you effectively stole \$5.50 plus \$33.00. That would be \$38.50.

Now, when somebody tries to go through the turnstile, at that time, I believe the, the fine was \$250.00, which is 90 times the amount of money that, that was, that would have been taken. So, here's a suggestion. Every time that that MTA does something like that, they should pay 90 times what they have taken.

Okay, that's it.

MS. BROOKS: Thank you. The next speaker is Alberto Michieli, followed by Juan Castillo.

MR. ALBERTO MICHIELI: Thank you [unintelligible]  
[00:42:39]. I saw that Governor Hochul said that there was a 2 percent -- I saw that Governor Hochul said there was a 2 percent fare reduction after the fare enforcement. And I wanted to know how much was the cost for the enforcement people, because

sometimes I saw them a little bit relaxing or even opening the gates. So, it was kind of strange. So I wanted to know how much is the [unintelligible] [00:43:06] recover and how much was paid for the people.

And I saw the, the numbers here about the different projects. I would like to know if it's possible maybe to have some kind of better diagram for reports about that they spent in the years, like the timeline, how they've been, maybe like some kind of more graphic design styles, because I think it's a little bit easy to understand, if we need to know more.

And about the fare pricing, also some cities, they have a different cost tiers for tourists or locals. Sometimes, the tourists, they pay the same, like locals. Maybe they come and they stay only a few days. So, maybe locals can be like discount more.

And the subway maps, I don't like it at all. And I think they're going to change it soon.

That's it. Thank you very much.

MS. BROOKS: Thank you. The next speaker is Juan Castillo, followed by Jacky Levi.

MR. JUAN CASTILLO: Yes, hello. As you know, tomorrow will be exactly one month since the MTA started rollout of congestion pricing here in Manhattan.

I would like to express my deepest concern and opinions about the redundancy of accessibility simplification when it comes to adding elevators to subway stations. For example, the Bowling Green 4 and 5 station downstairs only has two elevators, but never three. The Beach 67th Street over by the C-8 station in Queens only has two elevators, but never three. So, what, what was the whole point? What's the idea of adding two elevators instead of adding the third one? Like streets, one is street to mezzanine, and the other two, make the mezzanine a platform.

Anyway, the money, the money that, the money added for, receiving from congestion pricing, we could use that money to fixed projects in introducing three elevators for some selected stops. Also, we can also use that to fund, congestion pricing, to make the new QueensLink, which will reactive the, the Rockaway Beach part of the IND Rockaway Line. Have it go up to 63rd Drive, Rego Park, and connect it to the Queens Boulevard Line. You can, and you can also provide an expansion of Phase 2, in which we extend the QT three stops to the west along 125th, as well as introducing the 125th Street Second Avenue stop, which would be for the Second Avenue U line, which we will start at 125th Second and make, make its way through Queens through Howard Beach/JFK without ever going to Brooklyn. Thank

you.

MS. BROOKS: Thank you. The next speaker is Jacky Levi, followed by Miriam Fisher, remote.

MR. JACKY LEVI: Good evening, guys. So, whenever I go and I speak to some Europeans or my friends over in Europe, they're always very proud of their subways. And whenever I speak to a New Yorker, it's never really the same sentiment. Besides the fact that it operates 24/7, I don't like the fact that the Europeans are beating us. And I think that success for us is very straightforward here.

So, to -- it's not an easy job, but you guys have a simple and straightforward job. Your point -- your job is to get people from A to B, and that's about it. And no one really asks for anything in this book. We just want to get there safely, in a clean place without any human feces there, and on time.

I've seen pictures and videos of -- I mean, I think everyone here has seen the video of the lady who was unfortunately burned alive inside of the subway, and this is right after congestion pricing goes into effect. I think before we get into any of these nice projects, and they're all great, although \$300 million for graffiti or art in one of these stations is a little bit much, I think we need to, like, focus just on safe, clean, and reliable transport for the average New

Yorker. Instead of, like, implementing more taxes through that, fares and everything like that, start focusing on just making things more affordable for the average New Yorker.

If you lower the subway fares, just like when taxes are lowered for most Americans, more people actually contribute, and I think that actually might lead to more revenue for you all. Yeah, I just want to be able to be proud of the subway that I'm in, not feel disgusted and not have to be ashamed whenever I have to take it. So, again, thank you. Have a good one.

MS. BROOKS: Thank you. The next speaker is Miriam Fisher, followed by Sara Virgil, remote.

MS. MIRIAM FISHER: Good evening. We -- can you hear me?

MS. BROOKS: Yes, we can hear you.

MS. FISHER: Okay, thank you. We need elevators in the subway for everyone, people with disabilities, seniors, parents with strollers, bad backs, knees, luggage, packages. 23rd Street/6th Avenue, was on the to be determined list of the next 30 stations for the elevator approval for the '25-'29 capital plan. I request approval.

Selis Manor is on the same block as the subway, a residence for hundreds who are blind or visually impaired. The president of the tenant's association at Selis Manor said she could send me hundreds of letters right away, requesting an elevator

on the street. My request is for, that it should be submitted. I submitted this to the MTA in early 2024, a request for 23rd Street/6th Avenue.

That station has a similar history as Middletown Station in the Bronx. Extensive renovation, but no elevator. Now, Middletown Station, Road Station is on the approved list for full accessibility. Let's do the same for 23rd Street/6th Avenue. Similar history, many needs. Thank you for listening.

MS. BROOKS: Thank you. The next speaker is Sara Virgil, Sara Virgil, followed by Harry Chalfin, remote.

MS. SARA VIRGIL: Thank you for the opportunity to speak. My name is Sara Virgil. I have comments regarding the proposed bus budget, pages 15 to 21, of the proposed, proposed program of projects 2025.

With the 2040 Zero Emissions goal in mind and the '25-'26 target to have 500 e-buses on the road, this budget calls to replace roughly one-fifth, over 1,000 of all MTA buses, which will be up for replacement three years before the zero emissions goal, along with a \$445 million investment in charging stations this year alone. This budget also proposed the purchase of 650 non-e-buses with a 12-year life cycle, requiring another large investment before the 2040 deadline. The '25 budget will leave a balance of 75 e-buses that will be required to meet the

remainder of the '26 goals. Upgrading such a large percentage of buses within a year, within year one of the 2025-26 goal is unnecessary, knowing technology and energy will change drastically within the next 12 years. This would leave a significant portion of outdated buses needing upgra- upgrades close to the 2040 deployment goals.

Additionally, there's a large investment in articulated buses, and based on significant ridership decline of 200 million since 2018, should the budget transition investment to other projects, such as e-buses, solar, additional charging stations, bus stop cameras, or overall diverted to other projects.

I'd also like to note that the 2040 zero emissions goal is assuming that the bus fleet would stay at the same number as it is, as it is today and not taking into consideration ridership data.

And to follow up, what portion of MTA buses currently on the road are over 10 years old? Thank You.

MS. BROOKS: Thank you. The next speaker is Harry Chalfin, followed by Bill Ferns, remote.

MR. HARRY CHALFIN: Hi, everyone. So, I grew up loving the subway. I even did a presentation on the 2nd Avenue subway as a, as a little kid. Actually, no, I wasn't that little. Like 12 or so years ago. And I went to school in Miami. And in

Miami, I had never saw any fare evasion on the metro there. Now, I know that the stations is way less than here. There's only one line. But there was a certain amount of fear, in a good way, that no one was going to evade anything.

I'm back, just after graduating university about a month and a half ago, and I've seen so many fare evasions. It's a bit weird. I was at the 59th Street subway stop and those Mickey Mouse, whatever, block things, I saw so many people just go over it. It was kind of a joke. I was wondering, as I was going down the plans and I saw that there was like a 15-seconds for the exit doors. I don't know who thought of that idea. That sounds kind of crazy and a, and a lawsuit, frankly.

Why hasn't anyone thought about using AI agent? Because no one has mentioned anything about using, utilizing anything AI-based. And maybe this sounds dystopian. Maybe this sounds like Person of Interest, the TV show. But using video imagine to track people going through the turnstiles, going through the doors, and then sending, if they're not homeless, if they actually have a residence in New York, New Jersey, New York metropolitan area, send a fine just as if it was you running a red light and they get your license plate and they send you a fine. I mean, it doesn't sound that, that crazy, especially in a world where AI agents are becoming that much more prevalent



and there are AI highways getting built and AI is in everything.  
Thank you.

MS. BROOKS: Thank you. The next speaker is Bill Ferns,  
followed by Alano Wang, remote.

MR. BILL FERNS: Sorry. It didn't let me, allow things  
till you just called me. My name is Bill Ferns. I live in the  
10002 ZIP code, which is the Lower East Side, below Houston  
Street. It's actually, we're pretty close to where the MTA  
headquarters are located. And I am a member of the Senior Advo-  
Advocacy Leadership Team working out of Manny Cantor Center.  
Almost a quarter of the population of the 10002 ZIP code are  
people over 65, 40 percent higher than the average New York City  
ZIP Code. We also have a similarly high percentage of people  
with disabilities.

However, because we have no accessible subway stations at  
all in our ZIP code, members of our community cannot come to the  
MTA board meetings in person because they can't get on the  
elevators, they can't get on the subway. So, there's an obvious  
need here. None of the subway stations are accessible. But the  
Delancey-Essex station is the 29th busiest station in the entire  
system. And while it's supposed to be in this next five-year  
capital plan, I'm asking that it be expedited to be included, in  
some way, in this federal request. I noticed that they were a

little ambiguous and vague about all the stations, so maybe we can get this one in there.

Also, we need more M-14-A buses, which are main bus lines, through this neighborhood, because, again, people with disabilities need to take the bus to get to the subway.

So, my request is for the MTA to include the implementation of elevators at Delancey/Essex and more buses in this proposal. Also, I agree with Ms. Murray, who spoke earlier, that the price per elevator seems exorbitant and, possibly, you can get your vendors to sharpen their pencils and cut costs. Thank you.

MS. BROOKS: Thank you. The next speaker is Bill Ferns, followed by Alano Wang.

MR. FERNS: No, that was me.

MS. BROOKS: Sorry. Alano Wang followed by Yifeng Zhang.

Mr. YIFENG ZHANG: Hello. My name is Yifeng Zhang. I'm a graduate student living near Queens Boulevard. I'm a designer, urbanist, and public transit advocate.

With the congestion price in effect since January, I urge the MTA to use the funding wisely to effectively improving the subway station, including making more, if not all stations across the system, ADA-compliant, as well as significantly decreasing the headways for all lines via more rolling stocks, deinterlining, and CBTC implementation for the entire system.

More importantly, I hope that MTA could por- put emphasis on more long-term infrastructure projects. For example, the Interborough Express project. It's not interborough if it isn't connecting to the Bronx. So, please revert to the originally planned route, which included the Bronx.

QueensLink, which is a proposed reactivation of the [unintelligible] [00:58:43] Rockaway Beach Branch between Rego Park and Ozone Park for a new subway connection between Queens and Brooklyn. As well as the Astoria Line Extension, which will provide a useful and efficient subway connection to the LaGuardia Airport.

NYC deserves some modernized, more efficient, more connected subway system, as good as, if not better than other metropolitan areas in the world. Thank you.

MS. BROOKS: Thank you. The next speaker is Martin Gangursky.

MR. MARTIN GANGURSKY: Okay. Good, good evening, everyone. Well, let me tell you. I'm, I'm glad we finally got congestion pricing and, of course, the capital improvements, which is pending, as you mentioned. But how much of that money is actually going to be used to give us better subway service?

Because many track work projects have been shutting transit lines down for long periods of time and have yet to be

completed. And the big disgrace is, how many of them, adjacent lines were done concurrently during the holiday season, between the Halloween and New Years? That includes Thanksgiving and Christmas, when people travel the most.

Now, one other thing. We talk about fare beating. Okay, sure we should pay our fares, but how can anyone pay the fares when those, the Metro card vending machines don't work? They'll say no bills here, no, no coins there, exact change only, out of service. And how much are you spending for this OMNY? Is it needed? The Metro card vending machine system had been working just perfect. OMNY will make it even worse, and it's more expensive. And instead of spending money on a commuter railroad going from Sunset Park to Queens, fix the lines already running so we can get them back in service.

Bus line, no one took it up yet, but the B-1 bus is a nightmare. That bus hardly ever runs. And that bus takes students going to college, it takes beach goers in the summer, shoppers going the opposite direction on 86th Street. It's one of the most important bus lines here. And, and we can't even get many buses. There's overcrowding on that bus, too. And many of the kids going to school have to compete for space, as well as seats with seniors, many of whom are on walkers or have shopping carts. We cannot have that.

MS. BROOKS: Thank you.

MR. GANGURSKY: That's an accident waiting to happen. I, I have written testimony and I will submit it to the Board.

MS. BROOKS: Thank you. The next speaker is Alano Wang, remotely.

MR. ALAN WANG: Good day, everyone. Can everyone hear me?

MS. BROOKS: Yes, we could hear you.

MR. WANG: It's Alan Wang, but it's okay. So, good evening, everyone. I'm from a, I'm from a not-for-profit organization called Publicolor, and we specialize in using color as a medium to convey joy and safety.

And we all know that millions of New York City residents take the MTA as a form of transportation, and it is evidence that the MTA is becoming a more unpredictable place to be. And the question is, how can we provide a space that is safe for all? And I do believe that vibrant colors can result in a safer environment, since color can affect attitudes and behaviors. And our organization has actually painted a train station before, the Morris Park Station on the 5 Line in the Bronx, and the residents in the area have reported a safer experience when they were entering and leaving the station.

And what I'm proposing is that, how can we bring that same experience to other stations around the City? You know, the

this would work in tandem with the station renewal proposal, which includes comprehensive renewal on various stations. This includes paint projects. I've submitted a proposal to Hoyt-Schermerhorn, which they've recently primed all their columns and can use a really fresh coat of vibrant colors. And I do think this can be a very simple, but effective way to create a safer environment for all passengers that take trains as a form of transportation. Thank you.

MS. BROOKS: Thank you. We have reached the final two speakers on the list. The next speaker is Joseph Peters, followed by Tynisha Hamilton.

MR. JOSEPH PETERS; Hello. How you doing? I just want to make a statement. What's up with the Second Avenue Subway Phase 2 project? You know, I look at the, at the program. They want to extend, they want to put the Metro North, they want to put the Metro North railroad to Penn Station. That, that's a good project. That was, that, that was proposed around, a long time ago. And they found finally got the Long Island Railroad to Grand Central Station. That was, that was proposed back in 1968. Now, we, we, it was a long time because of a -- it was a long time, but we finally got it done.

Now, I'm concerned about the Second Avenue Subway Phase 2, because they got four phases. Now, Phase 1 was completed, but

like, when we had Joe Biden was the president for four years. So, they, he had put that money for the Second Avenue Subway when, when he was in office, but now we got Trump in there now. So, like, what's up with Phase 2 of the Second Avenue Subway? It's four phases. You know, Phase 2 should have been almost done, but, right now, I don't know what's going on because I have to go down there tomorrow to find out what's happening, because we got this congestion prices, it's supposed to improve the subway service, including the Second Avenue Subway. So, what's up, what's up with Phase 2? You know, and after Phase 2 it's going to be Phase 3 and Phase 4. And Governor Hochul want, Governor Hochul want Phase 2, 3, 4. And after that, it's going to Brooklyn. So, what's up? You know, that's what I'm trying to say. Like, like, Governor Hochul wants to expand the Phase 2 to, to Broadway. That's a good idea. It's going to be a [unintelligible] [01:05:31] after 125th Street to Lenox Avenue. So, then what's up, what's up with Phase 2? That's what I'm concerned about. What's up with Phase 2 standard subway? That is the, the one project, because Lenox Avenue, especially, is overcrowded. Thank you.

MS. BROOKS: Thank you. The final speaker is, name is Tynisha Hamilton.

MS. TYNISHA HAMILTON: How you doing? I'm Tynisha

Hamilton. I represent grassroots, grassroots building in the community and just- justification for human rights. I'm here to advocate for the re-examination and expansion of Fair Fares eligibility.

As it stands right now, for a single person to qualify for the Fair Fares program, they must make \$12,880.00, and for up to a family of four, \$26,000.00. As it stands, low income is 80 percent of the average median income of, you know, the population. And, right now, that stands at \$32,000.00. There are more than half of New Yorkers who live below 200 percent of the poverty line. There's a blatant income contradiction for, you know, people who are expected to qualify the program and for people who actually live in the neighborhoods who don't qualify to pay the, the tax of the transit fare. And for those who are making over \$130,000.00, why are they expected to pay the same amount as someone amount as someone who is constant- constant-, you know, clar- classified as a low-income resident of New York City under \$32,000.00? If you take into account that, you know, people also are paying 30 percent of their income on their housing, they're, you know, everyone should qualify for this Fair Fares eligibility. That needs to be looked at.

So, right now, you're spending \$5.8 billion on NYPD. And, as we can see, the staffing, comments mentioned tonight, that



NYPD is not doing their jobs. And that money should be reinvested into, you know, instead of lining the pockets of the NYPD, it should be invested into helping people to actually, you know, get on the trains for the passengers who you say you're supposed to serve and protect. And that's my comments. Thank you.

MS. BROOKS: Thank you. We have one more speaker that just joined us virtually, Christian -- Jason Anthony.

MR. JASON ANTHONY: Good evening, Sophia, and everybody on Two Broadway. Jason Anthony here. And I want to express my full support of the, this year's capital plan and I want to say to Jay, John McCarthy and everybody, we have to be prudent of what the federal administration is doing in Washington, because they have been doing some expressions early this week that we should be paying attention on. But let's say we have to proceed with caution. But, obviously, yours truly will be providing 100 percent support to you guys in Two Broadway.

And let's say every accessible station that is in the project must go forward, because, like Christopher D. Greif says, the, the accessibility rides with us. And it is great to have more police presence in every subway station, but it's up to us to comply with the fare policies that the MTA has. Because, if not, we're going to lose service. That's all I have

to say for now. Thank you, Sophia.

MS. BROOKS: Thank you. Jason was our last speaker. All speakers were called. Thank you all for joining us this evening. For those who did not already do so, please, we encourage you to take our short survey via the QR code or link currently displayed. The current time is 7:11. This concludes our public hearing. Thank you all for your participation.

[Hearing Adjourned, February 4, 2025, at 7:11 PM]

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# CERTIFICATE OF ACCURACY

I, Ryan Manaloto, Project Manager at Geneva Worldwide, Inc., certify that the foregoing transcript of proceedings for the Capital Projects Public Hearing was prepared using the required transcription equipment and is a true and accurate record of the proceedings to the best of my abilities and belief.

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## NYC Council Majority Whip Selvena N. Brooks-Powers' Testimony to the MTA

*Submitted: February 4, 2025*

Dear Chair Lieber,

Thank you for allowing me the opportunity to submit written testimony in support of the MTA's federal grant proposals for Federal Fiscal Year 2025.

As the Chair of the New York City Council's Committee on Transportation and Infrastructure, a Southeast Queens native, and the daughter of a bus driver, the issue of public transportation infrastructure and access is deeply personal to me. I represent Council District 31, which includes parts of Southeast Queens and the eastern end of the Rockaway Peninsula.

New York City is uniquely dependent on public transportation. Yet, our public infrastructure is failing to keep up with growing demand and crumbling with age and poor maintenance. The Metropolitan Transportation Authority (MTA), and specifically NYC Transit, is responsible for overseeing the relevant infrastructure. The agency cannot sufficiently do so without ensuring that there is adequate funding in place.

The MTA is responsible for delivering the transportation outcomes that New Yorkers deserve and makes timely progress on capital projects while being fiscally responsible with the generated revenue. This includes maintaining a consistently reliable and accessible public transit system for all communities to navigate our city better and more safely.

As the nation's most populous and busiest city, we are reliant on federal dollars to keep us moving, and year over year federal funding is an integral factor in the MTA Capital Plan.

Funding for MTA capital projects is necessary for the continuous and safe operation and maintenance of subway cars, buses, passenger stations, signals and communications, shops and yards, depots and more.

Currently there are far too many neighborhoods lacking access to public transportation altogether, and what does exist is often inefficient. New Yorkers experience too long of lead times on highly traveled subway lines and buses that get backed up.

For outer-borough neighborhoods and transit deserts, like those I represent in Southeast Queens, the lack of reliable public transportation too often leaves residents relying on driving for efficient travel.



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## CAPITAL PROJECTS PUBLIC HEARING - ONLINE COMMENTS

- 1 Hi I would like to see investment in the IBX project and CBTC signal upgrades for the A,C,E trains.  
I love the MTA! Thank you
- 2 It is clear whoever is making decisions for the MTA Subway never uses the subways. It is an absolute F You to all working class new yorkers to raise the price when delays are expected to rise 55%. I don't want more money to be given to the MTA when it is
- 3 Please consider to add 24/7 Bus Service within Bus Routes M98 in Manhattan and BX7 in The Bronx/Manhattan. It would greatly improve the quality of MTA Public Transportation Service for so many customers.
- 4 If you could add digital signs above the Clinton - Washington C train stop (above the stairs you go down) so you could see how far the train is before going down the stairs that would be great! Also, if you could make the stop accessible with an elevator
- 5 For Penn Station Access, add an additional station at either Astoria/Ditmars or Sunnyside near adjacent subway service. Also create a spur for the 6 train from Westchester Square station to the proposed Morris Park Station. Either end the line within the
- 6 As the MTA continues to raise prices the conditions of the train should improve not worsen. The train is dirty, off schedule, and unsafe. Police are not helping especially because all they do is stand in a circle and chat. We need a better system. Especia
- 7 The A train has switch or power problems once a week. Yesterday due to power problems the A started going local and then stopped at 125th just to go back uptown. These delays are frustrating. But what's infuriating is that there are plans to increase the
- 8 there is no need to fund additional cops on subways. they're glorified chaperones at best that have not reduced any crime on the subways. a woman was on fire and they walked by. the money is best spent toward accessibility and infrastructure.  
There have been several incidents recently that have put the safety of riders at risk, namely the safety of women. The
- 9 implementation of some sort of barrier between the platform and the tracks should be a priority. Other nations around the world have bar
- 10 Have the cleaners WIPE and disinfect the seats of the F train instead of just do a lazy sweep of the floor. So many of the seats we sit on are just filthy from homeless urine, sweat, sleeping, fluids etc.
- 11 1) Regarding T9041201: While some stations may in fact need an eventual full rehabilitation costing millions of dollars, many others could use a power washing, a coat of paint, and a daily mopping. I am very disappointed in the MTA's ability to keep its e
- 12 Hello! It is imperative that the MTA invest in more frequent buses, more bus shelters, subway station improvements, and more frequent subway trains. Thank you.
- 13 I am begging you to remove the police from our subway. I do not feel safe with them there. The only people that the cops make feel safe - the only people that the cops make safe - are old, rich, straight, white people. That is not the majority of your cus
- 14 I can't even count the number of times I have seen open drug use on the subways, young adults running around vandalizing property or harassing people on the trains, or the mentally ill just having entire episodes to the point where I don't know if they or
- 15 Request for funding for elevators at 23rd St/6th Av station, Chelsea. A request was previously sent to the MTA in early 2024, with a lengthy list of local endorsements. The station had restricted usage in 2018 for an extended period, for major repair/renova
- 16 With rising crime on subways, we seniors are using express buses more. Accordingly, we would appreciate having the reduced-fare price on express buses extended to ALL hours--the same way it works on subways and regular buses. Please make this happen? Than
- 17 I am a senior living in the Bronx on a fixed income. I am dependent on using the express bus to travel into Manhattan for doctors' appointments and attend cultural events. It's unfair that local bus riders are given half fare all day while I am limited to
- 18 Dear MTA,  
As a working New Yorker and public transit user, I want to use this opportunity to give a blanket comment on the state of funding for the MTA: working New Yorkers need and deserve more! The vast majority of working New Yorkers rely on the aging
- 19 please stop faking crowning around fix is 20th centry decade year longtime public safety law retro legislation regulation system of prohibiting criminals justice system racial proor from the blue wave weakass democrat are unapplyget fools i don't you fix



- 20 Hello, I am a social worker who has been for the last 3.5 years traveling through Broadway Junction to get to and from work. The experience of observing the constant breakdown of the escalators in that station is unforgiving. This is a very busy train hub
- 21 Let's make Subway stations in the capital of the world , more safety, cleaner, free of homeless, smell of urine. Our stations, specially in the city, full of garbage and rats . We need more security and police on each station. Our city is a tourist
- 22 More bathrooms - there are barely any useable bathrooms it doesn't make any sense! We need bathrooms and elevators in the platforms - it's ridiculous
- 23 As important as new green space is, the abandoned Rockaway Line branch should be repurposed as a new subway line!!



**Metropolitan  
Transportation  
Authority**

**Metropolitan Transportation Authority  
State of New York  
OFFICIAL TRANSCRIPT**

**CAPITAL PROJECTS PUBLIC HEARING**

**ON-SITE COMMENTS**

We have CONGESTION pricing and also capital improvements but how much of that money is being spent on actual subway and bus service? Subways like the Q line, M train are constantly full + slow for reasons, even minor service disrupting train work projects done upon and over again and also a express service has been provided in Brooklyn from September 2024 to March 2025. Also bus service to and from Manhattan beach is scarce because some bus drivers do not want to take the school crowds from Union Community College and Leon Goldstein High School, its affiliate even though school during is mandatory under Board of Education rules.

Also, ~~the~~ vending machines don't always work so how can we pay our fares? The following stations are included:

- 1) Ocean Parkway } B/A Lines -
- 2) Brighton Beach }
- 3) Coney Island }
- 4) Hunt St - R Line ONLY.

Also only Machine at Ocean Parkway does not give receipts and also to get busy clients have become "station agents" and are not always available, when we need them for what do they do?  
(over)

2)

STATION MANAGERS TOO ARE NEVER AVAILABLE WHEN WE NEED THEM.

NEW SUBWAY CARS NOT AVAILABLE FOR Q LINE AND SELECT BUS SERVICE IS TAKING AWAY TOO MANY OF OUR BUSES. WE ALSO NEED MORE LOCAL BUSES ON Q1 LINE, MTA ONLY CARES ABOUT QUEENS AND NORTH VAN BROOKLYN BUSES, WEST BUSES: 01, 03, 04, 06, 049.

ALSO TA PERSONNEL ARE BEING TOLD TO BE RUDE TO PASSENGERS AND COUNTDOWN CARS ARE BEING SUSPENDED FOR B.S. REASONS. MTA ALSO FAILS TO RESPOND TO COMPLAINTS AND INQUIRIES. PLEASE INFORM ME ABOUT PROBLEMS OR MY COMPLAINTS - ALSO WHY DO WE NEED A \$1M00 FROM SUNSET PARK PROPOSED HOUSING? OUR EXISTING SERVICES COME FIRST.

MARTIN CONGUSKY  
3022 51ST ST  
BROOKLYN NY 11235

347-300-8606

NO EMAIL AVAILABLE.



MTA Government & Community Relations

# Comments/Suggestion

LOCATIONS:

- BRONX COUNTY (The Bronx)
- QUEENS COUNTY (Queens)
- SUFFOLK COUNTY
- KINGS COUNTY (Brooklyn)
- RICHMOND COUNTY (Staten Is.)
- NASSAU COUNTY
- NEW YORK COUNTY (Manhattan)
- ORANGE COUNTY
- WESTCHESTER COUNTY

Use this public comment card to submit comments and/or suggestions regarding the subject of the public hearing. All comments received will be made part of the public record regarding the proposal and will be provided to MTA Board members prior to their vote. Comments containing expletives will be modified.

NAME		FOR ANONYMOUS COMMENTS, PLEASE CHECK BOX		ANONYMOUS <input type="checkbox"/>
FIRST NAME	LAST NAME	ZIP CODE		
ALBERTO	MICHELLE	10027		
EMAIL ADDRESS: info@michieli.org				

Over ....

Comments/Suggestions:

- (1) BETTER VISUAL ABOUT PROBLEMS MONEY ALLOCATIONS
- (2) FAROS DIFFERENT FOR TOURIST/LOCAL BUS / SUBWAY
- (3) C





**Metropolitan Transportation Authority  
State of New York  
OFFICIAL TRANSCRIPT**

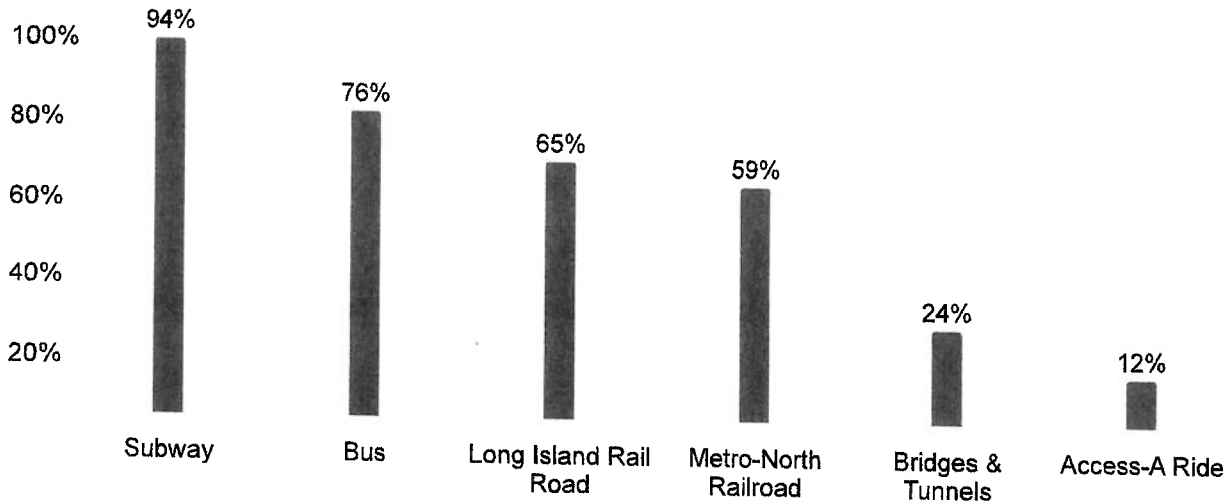
**CAPITAL PROJECTS PUBLIC HEARING**

**SURVEY**

### Capital Budget Public Hearing February 2025

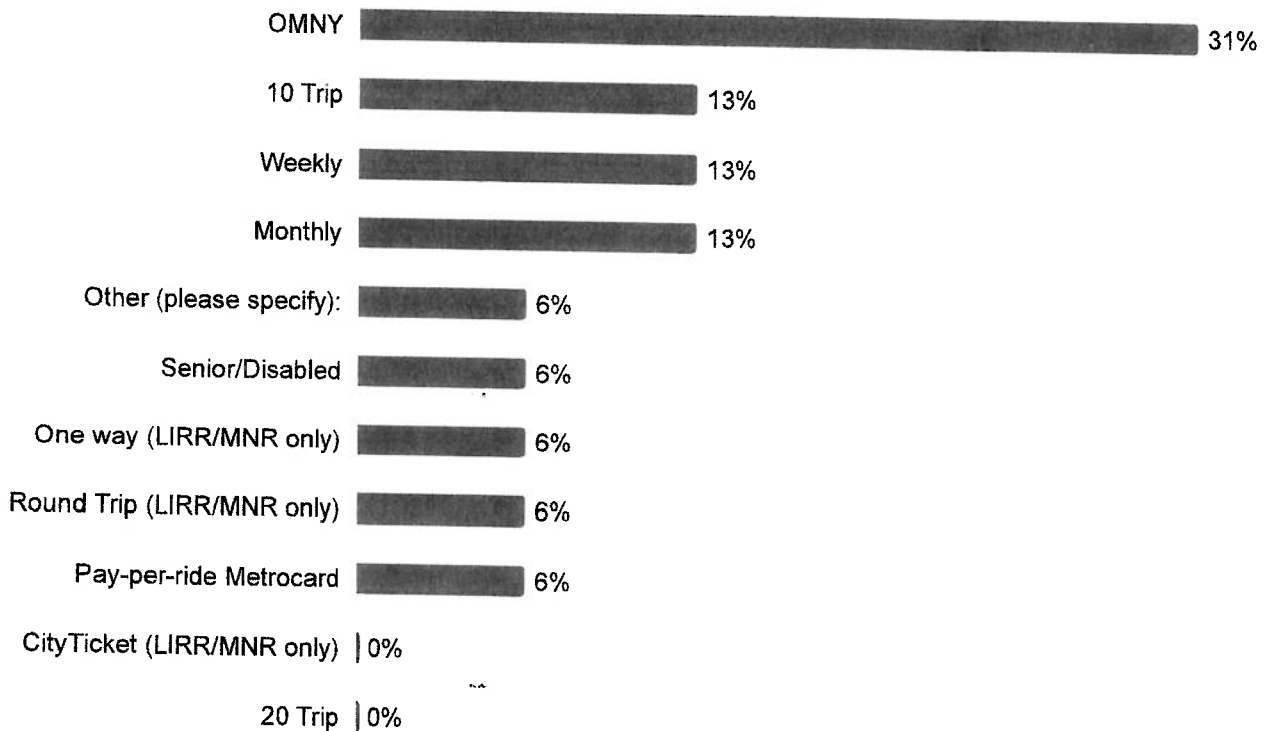
## Q1 - What MTA services have you used? Select all that apply.

17 Responses



## Q2 - What ticket type do you buy most frequently? Select one.

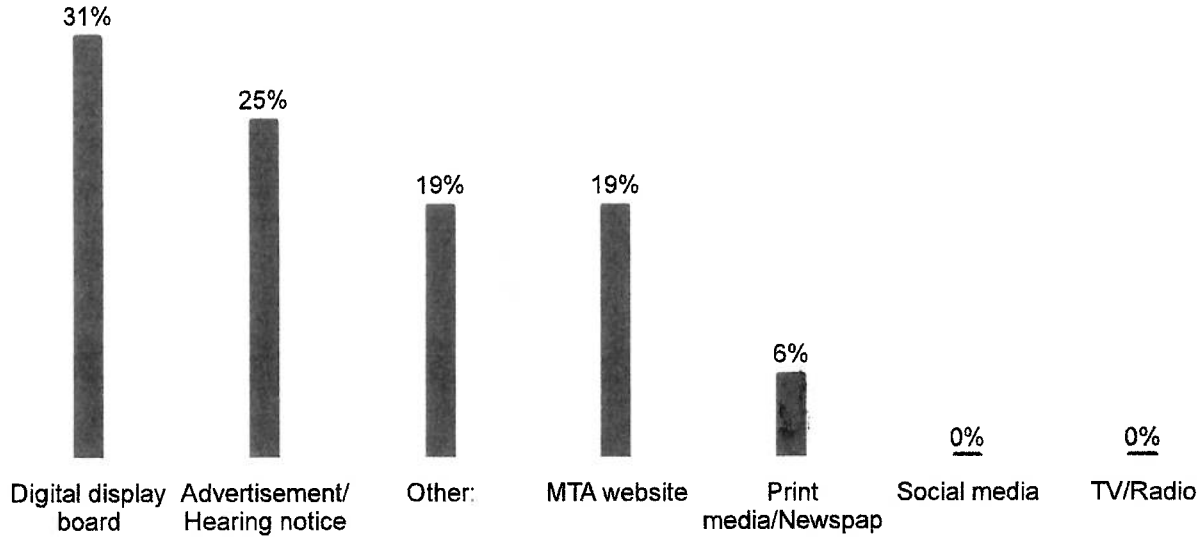
16 Responses





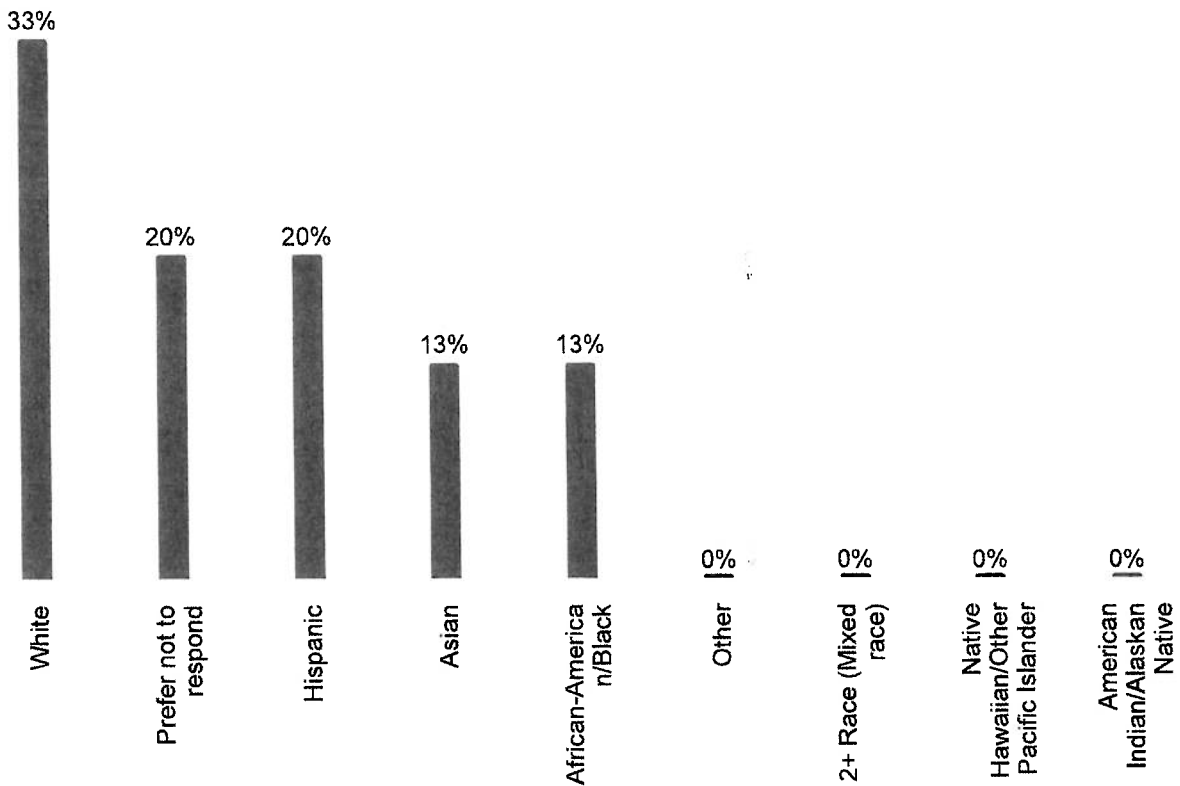
### Q3 - How did you hear about the public hearing? Select all that apply.

16 Responses



### Q7 - Which of the following best described your race? Select one.

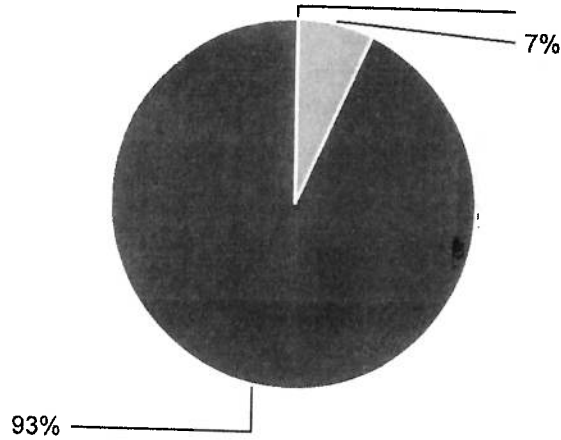
15 Responses



### Q10 - How well do you speak English? Select one.

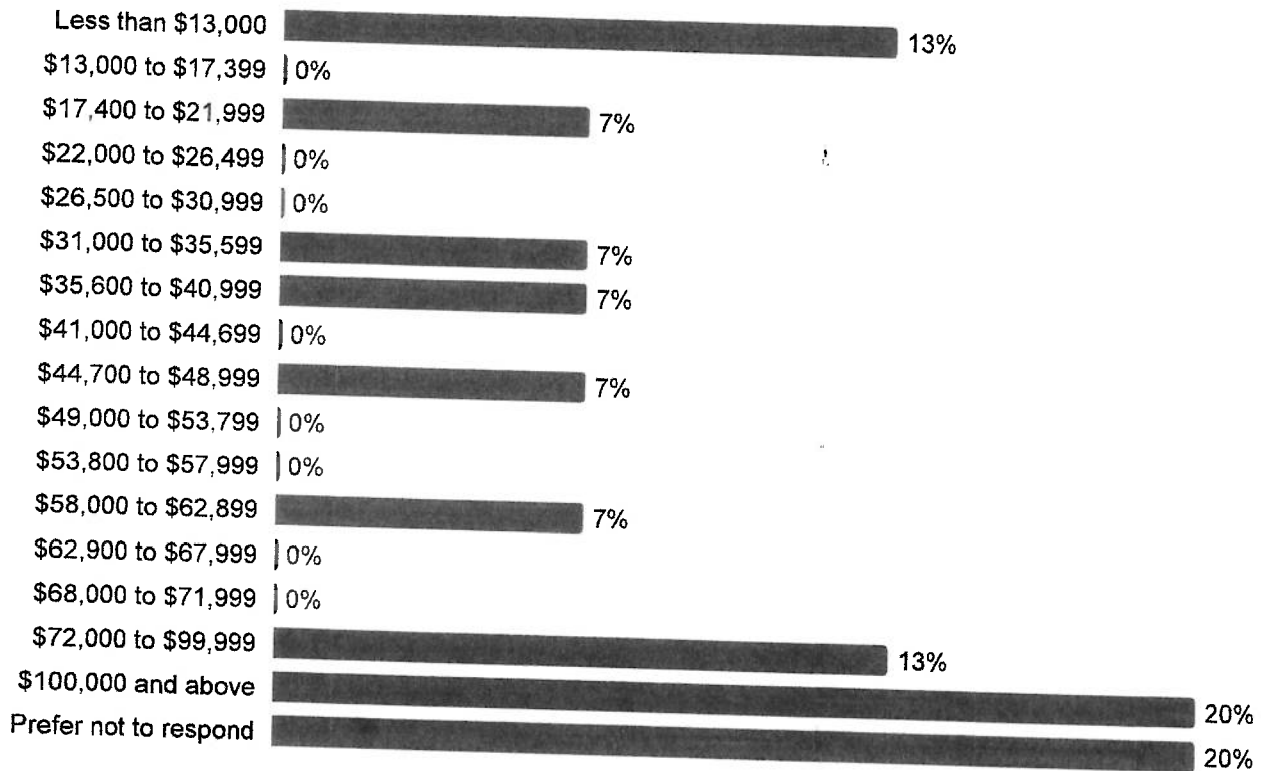
15 Responses

■ Prefer not to respond   ■ Less than very well   ■ Very well



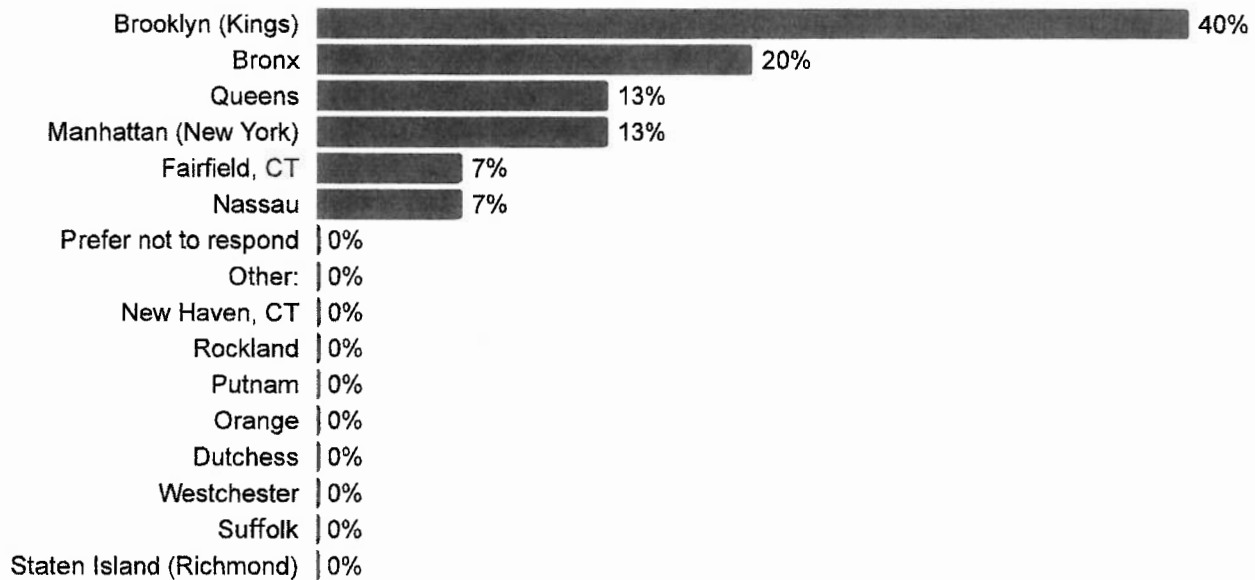
### Q11 - What was your household income in 2024? Select one.

15 Responses



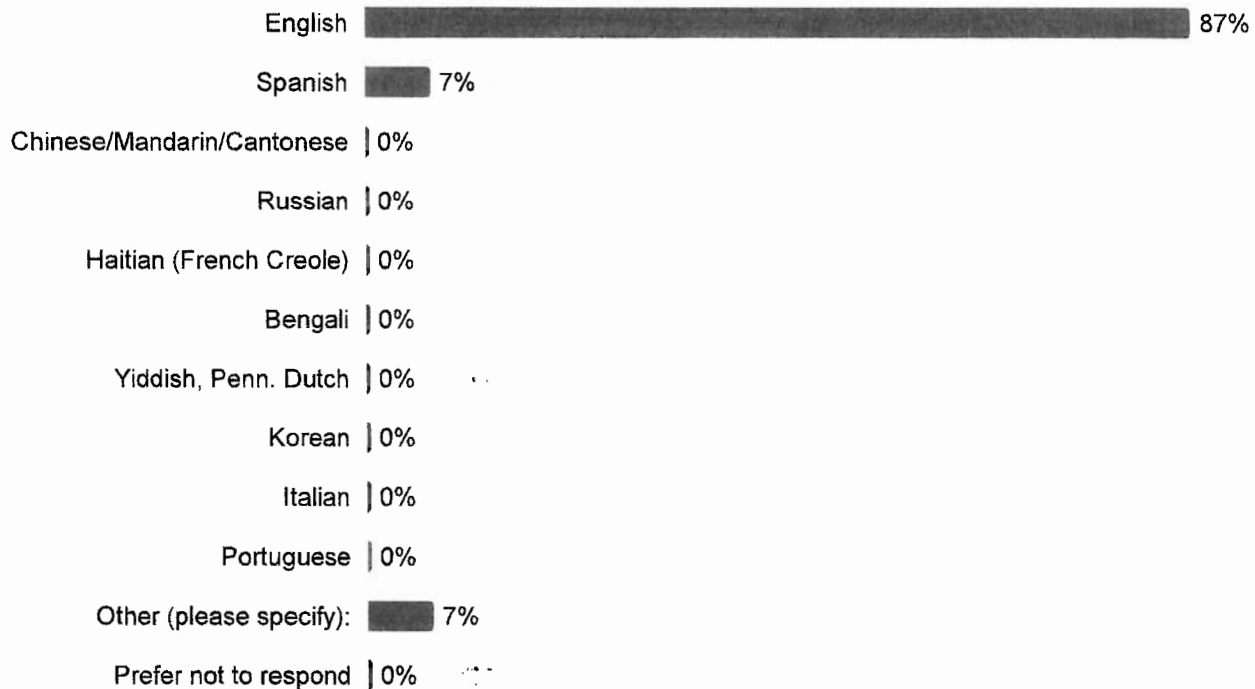
### Q8 - In what county or borough do you live? Select one.

15 Responses



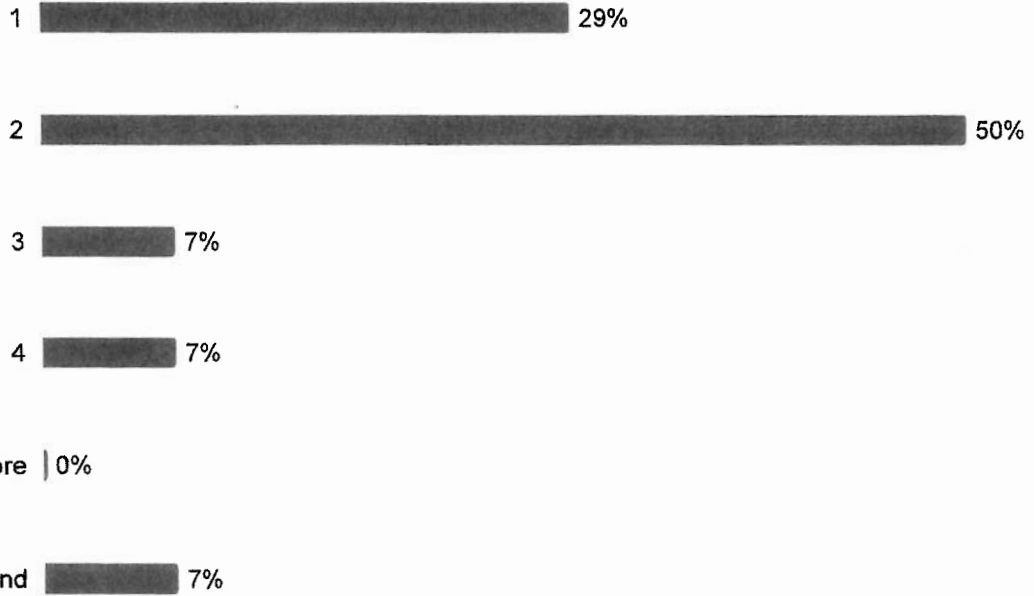
### Q9 - What is the primary language in your home? Select one.

15 Responses



**Q12 - How many adults currently live in your household? Select one.**

14 Responses



**Capital Budget Public Hearing February 2025**