

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON TRANSPORTATION

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October 6, 2014
Start: 1:05 p.m.
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HELD AT: Council Chambers - City Hall

B E F O R E: YDANIS A. RODRIGUEZ
Chairperson

COUNCIL MEMBERS:

Daniel R. Garodnick
James Vacca
Margaret S. Chin
Stephen T. Levin
Deborah L. Rose
James G. Van Bramer
Mark S. Weprin
David G. Greenfield
Costa G. Constantinides
Carlos Menchaca
I. Daneek Miller
Antonio Reynoso

A P P E A R A N C E S (CONTINUED)

Craig Stewart,
Chief Officer of Capital Programs
NYC Metropolitan Transit Authority

Steve Berrang
Director of Capital Programs
NYC Metropolitan Transit Authority

Stephanie DeLisle
Director of Capital Funding
NYC Metropolitan Transit Authority

Josh Goldwitz
Deputy Director, Capital Program Management
NYC Metropolitan Transit Authority

David Henly
Chief Budget Officer
New York City Transit

Lois Tendler, Vice President
Government and Community Relations
NYC Metropolitan Transit Authority

Richard T. Anderson, President
New York Building Congress

William Henderson, Executive Director
Citizens Advisory Committee to the MTA

Corey Bearak, Policy and Political Director
Amalgamated Transportation Union Local 1056

Varun Sanyal, Project Manager
Staten Island Economic Development Corp.

Linda Barron, President and CEO

Staten Island Chamber of Commerce

Veronica Vanderpool, Executive Director
Tri-State Transportation Campaign

John Raskin, Executive Director
Riders Alliance

Joan Byron, Policy Director
Pratt Center for Community Development

Cate Contino, Organizer
Straphangers Campaign

Chris Coco
Transportation Alternatives

2 [gavel]

3 SERGEANT-AT-ARMS: Quiet, please.

4 CHAIRPERSON RODRIGUEZ: Good afternoon,
5 everyone, and welcome to today's hearing of the City
6 Council Transportation Committee. My name is Ydanis
7 Rodriguez, and I serve as Chair of this Committee.
8 First, let me recognize my colleagues who are here
9 today. Council Member Garodnick, Vacca, Weprin, Chin
10 and Constantinides. We have a busy day ahead of us
11 on the committee, so let's get started. Before we
12 begin our Oversight Hearing on the MTA Capital Plan,
13 the committee will first vote on two bills that
14 highlight the diverse and important work that we are
15 doing this session.

16 Proposed Intro No. 295-A introduced by
17 Council Member Dan Garodnick requires a company with
18 20 or more full-time workers to offer transportation
19 community benefits to their employees. This will
20 allow more than 400,000 New Yorkers the opportunity
21 to pay for their Metro Cards, and other public
22 transit expenses with pre-tax dollars, saving both
23 time and the employee money. Thank you, Council
24 Member Garodnick.

25

2 Proposed Intro No. 246-A introduced by
3 Council Member Greenfield and myself, impacts an even
4 larger number of New Yorkers. This bill will lower
5 the citywide speed limit from 30 miles an hour to 25
6 miles an hour starting November 7. This reduction in
7 the speed limit will help us protect our city's most
8 precious commodity, the lives of our children.
9 Traffic incidents cause the death of more children in
10 New York City than any other kind of injury. And the
11 number one factor is auto crashes, the driver's
12 speed. I know is important that we keep the city
13 moving, but I cannot think of a more compelling
14 reason to slow down than the fact that we know that
15 this bill will help save lives.

16 Today, we tell New Yorkers that in order
17 to have a safer city we must entirely shift our
18 outlook regarding our roadways. In order to achieve
19 this shift we know we must first start with our
20 drivers. By decreasing the speed limit, drivers will
21 know we expect them to not only drive slower but
22 safer. I now would like to invite the sponsor of
23 this bill first, Council Member Garodnick.

24 COUNCIL MEMBER GARODNICK: Well, thank
25 you very much, Mr. Chairman, for bringing Intro No.

2 295 to a vote today. I appreciate it very much, and
3 I know that the transit riders of New York City
4 appreciate it, too. As employees of the City of New
5 York, we here at the Council have the option to
6 purchase our Metro Cards using pre-tax dollars.
7 Which allows us to save \$443 a year on monthly Metro
8 Cards. This is possible through a federal tax
9 program, but not all New Yorkers have access to that
10 tax break because the employers do not offer it to
11 them.

12 Intro 295-A will bring this tax break to
13 450,000 more New Yorkers. It will require employers
14 with 20 or more full-time employees to give their
15 staff the opportunity to use pre-tax earnings for
16 transportation. And I should note that Transit
17 Benefits Bill expansion does not just save money for
18 employees. Employers can save money, too, because
19 the dollars come out before the payroll tax
20 obligation to an employer.

21 The intent of this bill is to bring this
22 tax break to more New Yorkers, not to penalize
23 businesses. So we took pains to ensure that the bill
24 was more likely to help than to hurt those small
25 businesses. We limited fines. We allowed for a 90-

2 day cure period. We made the applicability date
3 January 1, 2016 giving plenty of time to make any
4 necessary administrative adjustments. It is hard to
5 live in this city, and many of us feel like the MTA
6 constantly charges more for less service. Helping
7 New Yorkers take advantage of this federal tax break
8 is an important way that we can put a little more
9 cash in their pockets at the end of the day while
10 also promoting mass transit at the same time.

11 I want to thank the Riders Alliance for
12 their incredibly advocacy on this piece of
13 legislation. I also want to thank the Straphangers
14 Campaign, and for all of the people who have come out
15 consistently in support of this bill. As well as my
16 40, I believe, co-sponsors from the Council who are
17 also supporting this bill. So, Mr. Chairman, we very
18 much appreciate this vote today.

19 [Pause]

20 CHAIRPERSON RODRIGUEZ: [off mic] I now
21 call for a vote on proposed Intro No. 295-A and
22 proposed Intro No. 466-A, and I will ask the clerk to
23 please call the roll. I recommend yes on both bills.

24

25

1 COMMITTEE ON TRANSPORTATION

8

2 CLERK: Kevin Penn, Committee Clerk, Roll
3 call on the Committee on Transportation, Intros 295-A
4 and 466-A. Council Member Rodriguez?

5 COUNCIL MEMBER RODRIGUEZ: Aye.

6 CLERK: Garodnick.

7 COUNCIL MEMBER GARODNICK: Aye.

8 CLERK: Vacca.

9 COUNCIL MEMBER VACCA: Aye.

10 CLERK: Chin.

11 COUNCIL MEMBER CHIN: Aye.

12 CLERK: Rose.

13 COUNCIL MEMBER ROSE: Aye.

14 CLERK: Weprin.

15 COUNCIL MEMBER WEPRIN: Can I interrupt
16 just to explain my vote, please, Mr. Chair?

17 CHAIRPERSON RODRIGUEZ: [off mic]

18 COUNCIL MEMBER WEPRIN: Thank you. I
19 just wanted to comment on Land Use No. 466-A, the
20 Speed Limit turning 30 to 25. I am glad the MTA is
21 here, my friends from MTA and everyone. Because the
22 district I represent it is not a very big transit
23 hub, to say the least. It doesn't have a subway. It
24 doesn't have a railroad, and unfortunately, some of
25 our bus services have been cut over the last couple

2 of years, which makes it even harder for people to
3 use mass transportation. The layout of my district
4 and everything else makes it very hard for people to
5 use public transportation. So guess what? A lot of
6 them drive? I live in a neighborhood that has a lot
7 of drivers. And it has frustrated me because I've
8 been a big advocate for public transportation.

9 I really would like to see the MTA, and
10 with the help of my advocates from the City, to try
11 to not just focus on where usage is high, but to say
12 here's a neighborhood that needs extra public
13 transportation. Because if people were to drive less
14 that would be a good thing in my mind. But,
15 unfortunately, that's not the case at the moment. A
16 lot of people drive. I support the idea of lowering
17 the speed limit to 25 because I think it will make
18 the city safer, and in the end that's the most
19 important priority here. Council Member Greenfield
20 joins us. My concern is this, and I raised it at the
21 hearing the other day, and the Commissioner seemed to
22 agree with me, and we've had conversations after
23 that.

24 Is that there are some streets in my
25 neighborhood where as much as people would like to

2 say, oh, it's easy to drive 25 and go really slowly,
3 it is not the common practice out there. Nor is it
4 as big a safety concern as it is in other areas. I
5 have some parts of my district that have major
6 streets, and Northern Boulevard and parts of Eastern
7 Queens. And Union Turnpike and parts of Eastern
8 Queens have no homes, no stores, nothing on either
9 side of the street. So I have asked the Commissioner
10 to try to look into the idea of trying to limit--
11 pick certain sites. And she says she will, and they
12 plan on picking certain areas where it is heavily
13 trafficked. I mean where cars are able to move fast
14 safely.

15 So I just want to make sure it's not one
16 size fits all. Because there are neighborhoods in
17 this city where you couldn't drive 25 if you wanted
18 to. That's not the case in some of the streets in my
19 area. And I just don't want to penalize every one of
20 my constituents who happen to drive slightly over the
21 speed limit when it isn't a safety concern. I know
22 people who say, Oh, you're jeopardizing lives. I'm
23 not jeopardizing lives. I believe in these things.
24 I believe in a lot of the safety plans we've put in
25 under Vision Zero. I just want to have it rational

2 where it's fair because not every street in this city
3 is the same. And not everyone has the same risks
4 involved. And I just want to make sure that people
5 realize that, that every neighborhood is a little
6 different. So I'm going to vote yes on both of
7 these, but I just wanted that on the record. Thank
8 you very much, Mr. Chair.

9 CLERK: Greenfield.

10 COUNCIL MEMBER GREENFIELD: May I explain
11 my vote?

12 CHAIRPERSON RODRIGUEZ: [off mic]

13 COUNCIL MEMBER GREENFIELD: Thank you,
14 Mr. Chairman. So first the big picture. This is
15 actually a very important piece of legislation
16 specifically the legislation lowering the default
17 speed limit to 25 miles per hour. And just to be
18 clear, I would like to respond to Council Member
19 Weprin's very salient points. The default limit is
20 25 miles an hour. So, it's certainly possible and,
21 in fact, will be the case that in other parts of the
22 city, the speed limit will be faster. Whether it's
23 30, 35 or 40 depending on the appropriate stretch.
24 But the reason that we have worked for years, and
25 myself personally introduced this legislation in

2 2011, to actually lower the speed limit, is because
3 we're ending up with a weird situation New York City.

4 Where we're on track that within a couple
5 of years if we do nothing we actually will have more
6 people killed in traffic collisions than people
7 killed in homicides. And that's just quite frankly
8 bizarre when you think about that when you have an
9 increase of people getting killed in traffic
10 collisions while happily homicides have been going
11 down, you haven't really done much to lower the rate
12 of folks who are killed in traffic collisions. And,
13 as part of the effort that has been started the last
14 couple years on Vision Zero, the idea is to try to
15 reduce fatalities to zero. Which quite frankly is
16 impossible, but certainly we will work on that goal
17 to get to that place. And the single largest
18 contributing factor that actually causes death and
19 accidents speed unfortunately.

20 And, in fact, the odds of someone getting
21 killed at the difference of literally five miles an
22 hour, between 25 miles and 30 miles an hour,
23 literally doubles the chances of a person getting
24 killed in the accident. Not to mention serious
25 injuries. Not to mention that it actually causes the

2 accidents to begin with where you actually have a
3 situation that because people are speeding that's why
4 you have accidents. Now, people always tell me,
5 well, you know, some people are not going to follow
6 the law. Well, that's true everywhere. I mean,
7 there is always the one percent who are going to
8 ignore anything, and they are going to keep on
9 speeding. And those people are the people who are
10 reckless.

11 But most New Yorkers are law abiding
12 citizens, and I think they will follow the law. And
13 I think part of what we are trying to explain is that
14 if you follow the law and, in fact, you drive a
15 little bit more slowly -- it's only five miles an
16 hour slower -- you will, in fact, save a life. And
17 it's traumatic. I'll tell you. In fact, in speaking
18 to a constituent recently who unfortunately hit a
19 pedestrian who was crossing against a light-- It
20 wasn't the person's fault. He was going at the speed
21 limit. She was an elderly woman. He was driving 30
22 miles an hour, and she died. It's a very situation
23 not just for the people who have died, but also for
24 the person who is in the accident.

2 Because they don't want to kill somebody.
3 If you're a law abiding citizen, you don't want to
4 accidentally kill someone. It's a rough situation.
5 So this is a law that common sense. It's a law
6 that's literally been four years in the making. I
7 really want to thank our Speaker for her leadership
8 on this. I've said it before, and I'll say it again
9 because it bears repeating. When I introduced this
10 legislation, not only could I not get a hearing,
11 people laughed at me. And right now, we're making
12 progress, and that's because of our Speaker and our
13 wonderful Transportation Chair, Chair Rodriguez, who
14 has gone up to Albany and I've been with him
15 together. We went up to advocate and to lobby on
16 this, and I think that literally we're doing
17 something special today with passing legislation
18 that's actually going to save lives. So I encourage
19 my colleagues to vote aye. And with that, I vote aye
20 on all.

21 CLERK: Constantinides.

22 COUNCIL MEMBER CONSTANTINIDES: Aye on
23 all.

24 CLERK: Menchaca.

25 COUNCIL MEMBER MENCHACA: Aye on all.

2 CLERK: By a vote of 9 in the
3 affirmative, 0 in the negative and no abstentions,
4 both items have been adopted.

5 [Pause]

6 CLERK: Miller.

7 COUNCIL MEMBER MILLER: [off mic] Aye.

8 CLERK: The vote stands at 10 in the
9 affirmative.

10 CHAIRPERSON RODRIGUEZ: Thank you. So I
11 would like to say congratulations for her
12 representation [sic] to Council Member Rose.
13 Welcome. Happy to have you back here, and we and we
14 missed you during that period of time. Thank you.

15 Now we will proceed to our Oversight
16 Hearing on the MTA's new Five-Year Capital Plan.
17 Thank you everyone for coming to join us. Our
18 transit system is the life blood of our city and our
19 surrounding regions. Nowhere else in the country and
20 in a few places around the world both citizens rely
21 on mass transit like New York City. In addition to a
22 large number of them, over 50 million tourists that
23 arrive in our city each year. Over 50% of our
24 citizens use our subways and buses daily to navigate
25 our driving metropolis.

2 Today, our city is increasingly focused
3 on affordability and environmentalism. Its younger
4 residents largely use public transportation proving
5 that New York's culture will only increasingly rely
6 on our transportation network in the future. It is
7 for those reasons, and others that we cannot downplay
8 our infrastructure. Council Member, can you --
9 Thank you.

10 [Pause]

11 CHAIRPERSON RODRIGUEZ: Let me interrupt
12 so I can recognize Council Member Vacca.

13 COUNCIL MEMBER VACCA: Yes. Thank you.
14 I want to correct the record, Council Member
15 Greenfield, and I'm sure it wasn't intentional. As
16 Chair of the Transportation Committee, I gave you a
17 bill for 25 miles an hour hearing. It wasn't the
18 committee that did not do it. It was at that time
19 the Speaker and the Mayor decided not to move on it.
20 There were technical difficulties, and at the end of
21 the year, in December of last year, you asked that
22 your bill not move forward at that time. So I want
23 to correct the record.

24 CHAIRPERSON RODRIGUEZ: Okay. Thank you
25 Council Member.

2 CLERK: Council Member Van Bramer to
3 vote.

4 COUNCIL MEMBER VAN BRAMER: I vote aye.

5 CLERK: The vote stands at 11 in the
6 affirmative.

7 CHAIRPERSON RODRIGUEZ: Let me start from
8 the beginning. Our transportation system is the life
9 blood of our city and our surrounding regions. I
10 would like to ask every colleague to be please quiet
11 and--

12 [Pause]

13 CHAIRPERSON RODRIGUEZ: Our transit
14 system is the life blood of our city and our
15 surrounding regions. Nowhere else in the country and
16 a few places around the world do citizens rely on
17 mass transit like New York City. In addition to a
18 large number of over 50 million tourists that arrive
19 in our city each year, over 50% of our citizens use
20 our subways and buses daily to navigate our driving
21 metropolis. Today, our city is increasingly focused on
22 affordability and environmentalism. Its younger
23 residents largely use public transportation proving
24 that New York's culture will only increasingly rely
25 on our transportation network in the future.

2 It is for those reasons and others that
3 we cannot downplay our infrastructure. But rather,
4 must make a heavy investment in our city's future,
5 and those of our transit network. We on this
6 committee have very much been looking forward to
7 today's hearing to discuss the future of this vital
8 system. It is imperative that we first recognize the
9 remarkable progress that brings us to where we are
10 today. The improvement we have seen since the start
11 of the modern capital plan process in the 1980s is
12 truly astonishing. We have gone from existing on the
13 brink of collapse to a system that is not only safer
14 and more reliable but increasingly modern. However,
15 we cannot be complacent. Although we have come a
16 way. We have a New York transit system that still
17 lags behind other cities internationally. We need a
18 smart planning and investment strategies and frankly
19 a lot of money to achieve our ambitious goal to
20 become the international leader in transit.

21 That's what we are here to discuss today.
22 The proposed 2015-19 MTA Plan-- Capital Plan we will
23 discuss today is estimated at \$32 billion. The
24 funding breakdown is as follows:

2 The MTA has identified \$16.8 billion in
3 funding sources with an anticipated City contribution
4 of \$125 million. \$6.7 billion is expected from
5 federal government sources; \$200 million from private
6 sources; \$600 million from MTA access sales and
7 leases. And \$8.6 billion from other MTA sources
8 including over \$6 billion in borrowing. This all
9 leaves an estimated gap of \$15 billion.

10 I would like to acknowledge the MTA for
11 their hard work, creativity and vision that has gone
12 into producing this impressive plan for maintaining,
13 improving, and growing the subway, buses, rail,
14 bridges and total network. Here at the Council, as
15 representative of our communities, we aim to be vital
16 partners in developing and refining the priorities of
17 the Capital Program to better feed our diverse
18 society, and take our public transportation system to
19 the modern era as other major cities with whom we
20 compete have done.

21 Although we appreciate the work done, we
22 must address the creativity and well known concerns
23 of New Yorkers regarding this Capital Plan. For far
24 too long, our city has accepted endless project
25 delays and cost overruns. This has created a

2 perception that the MTA is both mismanaged and
3 financially drained. Together, we can change this
4 perception of inefficiencies and work toward not only
5 increasing effective communications to citizens
6 regarding project timelines, but also work toward
7 increased productivity.

8 During New York City's initial age of
9 progressivism under Mayor LaGuardia, government
10 projects were not only completed under budget, but
11 also faster than normal. Under what I like to think
12 of as a new progressivism age of our city, we must
13 reflect on what we did right back then, and do it
14 again as I have said, Re-imagine the role of
15 governments in the minds of citizens. We are here at
16 the Council dedicate ourselves to increase oversight
17 of the MTA to ensure that projects stick to their
18 schedules, and stay within their budget as much as
19 possible.

20 With progressivism should come images of
21 innovation and out-of-the-box thinking in the minds
22 of New Yorkers. That's why today we call upon the
23 MTA to not only creatively think of ways to fund and
24 improve our system infrastructure. But also, do this
25 out-of-the-box thinking themselves. We at the

2 Council want the MTA to think big like developing a
3 rail connection to LaGuardia Airport. We cannot
4 continue to be behind international cities like
5 London who already have a system to rail connection
6 to all the airports and transportation hubs.

7 Further, we must dedicate ourselves to
8 improving upon the SBA's system in creating true bus
9 rapid transit. These big ideas, although, there
10 comes an image of high spending must be accompanied
11 by conservatism budgeting. Currently, as everyone
12 knows, the plan has over a \$15 billion chokehold.
13 Although we are willing to discuss increasing our
14 contribution from its current \$100 million to \$125
15 million, such a large deficit seems threatening. We
16 at the Council will explore why capital construction
17 costs are so high in the first place. And to find
18 out what accounts for cost overruns like the current
19 issues with implementation of the Second Avenue
20 Subway.

21 Further, we will determine what can be
22 done to complete this project as efficiently as
23 possible. In the same light, we must work together
24 to financially stabilize the MTA. We in the Council
25 expect to partner with the MTA to find creative

2 funding solutions to close this gap so that our
3 future generations are not left with debt incurred on
4 our own behalf. In addition to serving as a
5 resource, the Council expects to be included in the
6 initial step forward regarding the development and
7 implementation of this and future capital plans. Our
8 city relies on us as Council members to be their
9 voice when they feel they cannot be heard
10 individually.

11 There are a few issues that impact the
12 daily lives of New Yorkers more than public the
13 transportation system. Yet, far too often we have
14 been little more than bystanders to the planning and
15 decisions that go into shaping our subways and bus
16 system. I very much look forward to discussing all
17 of that and more at today's hearing. I now ask the
18 representatives of the MTA to join us in this
19 conversation and begin their testimony when they're
20 ready.

21 CRAIG STEWART: Thank you, Chairman
22 Rodriguez, and the rest of the esteemed members of
23 the Transportation Committee. On behalf of the MTA I
24 am very pleased to be here to present the proposed
25 MTA 2015-19 Capital Program. To my left colleagues

2 of mine Stephanie DeLisle. She is the Director of
3 Capital Funding; Steve Berrang is next to her. He is
4 the Director of Capital Program Management; and Josh
5 Goldwitz, the Deputy Director of Capital Program
6 Management.

7 The Capital Program is a series of
8 investments that will remain enhanced and expand
9 MTA's system. Less than two weeks ago, the Capital
10 Program was approved by our Board, and we submitted
11 the Program to the Review Board on October 1st. The
12 program we are now presenting today is a combination
13 of more than two and a half years of planning. It
14 started with the 20-Year Needs Assessment, which we
15 released last October. The 20-Year Needs Finding
16 provide a strategic road map for the projects that
17 make it into the program. Over the past year, we
18 have worked carefully to craft this program combining
19 projects that renew the system for safe and reliable
20 service with projects that enhance and expand the
21 network to create a 21st Century system that our
22 customers have come to expect.

23 Today, we will start with an overview
24 that reflects the importance of the MTA moving
25 forward with a reasonable economy and the benefits

2 delivered by the Capital Program. This is a picture
3 of the Second Avenue Subway Phase I work that 86th
4 Street that was undertaken in July. I will explain
5 the different types of needs that form the building
6 blocks of the program. After that, Steve Berrang
7 will cover the program highlights agency by agency.
8 And finally, Stephanie DeLisle will wrap up with a
9 review of the funding package, which is so critical
10 to our ability to move this program forward.

11 The importance of the MTA system to the
12 regional economy cannot be overstated. New York is
13 the second largest metropolitan economy in the world
14 second only to Tokyo. Each year we provide 2.6
15 billion trips to the 15.1 million people living in
16 the region. The MTA accounted for 25% of New York
17 City construction industry in 2012 or 18,000 jobs.
18 In the 2010-14 program, it was estimated that we
19 generated nearly 350,000 jobs across the New York
20 with an overall economic impact of \$44 billion
21 throughout the State. Seventy-one percent of New
22 York City's population lives within a half mile of a
23 subway station. Ninety-seven percent live within a
24 quarter mile of a bus stop. We have more bus riders
25 than any other public agency in North America. Over

2 80% of our region's communities take our system to
3 work. No other system in the world, in the United
4 States has the magnitude of the population it serves,
5 roughly one in 16 Americans. It makes the regional
6 economy work benefitting all in the State.

7 In the new 2015-19 Capital Program, we
8 built our investments around three strategic
9 objectives: Renew, enhance and expand. Our priority
10 is to renew the system to ensure the safety of our
11 customers, and the reliability of our system. Our
12 next priority is to enhance our system improving the
13 customer experience through service and system
14 improvements. Finally, we are investing to expand
15 the reach of the system to support regional economic
16 growth and respond to increasing demand.

17 The MTA has a trillion dollar asset base,
18 and a significant amount of investment is required to
19 keep it in good working order. In the development of
20 the 2015-19 program, we used the building box
21 approach illustrated here. The core building blocks
22 of the programs to renew and enhance the existing
23 network are show in blue and orange. The expansion
24 building block increases our reach of the network and
25 is shown in green. Starting with the core, the renew

2 building blocks of safety and reliability provide the
3 foundation of our investment program. Safety
4 projects are the basic building blocks of our
5 operation, operating our system safe for our
6 passengers as well as our employees.

7 For example, safety investments include
8 track and signal work. Not making these investments
9 will increase near-term risks to the service.
10 Reliability projects are essential for maintaining
11 the performance of the system. Our reliability
12 investments include such projects as fleet
13 replacement for subways, railroads and buses.
14 Failure to invest in new fleets will reduce the
15 service reliability. For example, our newest subway
16 trains are four times more reliable than the cars
17 that will be replaced in the proposed 2015-19 Capital
18 Program.

19 The upper half of the core consists of
20 enhanced building block projects, which improve the
21 system and the customer experience. System
22 improvement investments help the MTA deliver better
23 and more service. For example, a project like New
24 Fare Payment System. Failure to invest would mean
25 not meeting the demands of our customers or the

2 region, and put us further behind in implementing
3 technology that can improve the performance as was as
4 at a lower cost. Customer experience project improve
5 the customer's environment, and are responsive to the
6 change in customer expectations. This includes such
7 innovations as countdown clocks. Foregoing these
8 investments will compromise our ability to deliver a
9 21st Century transit experience to our customers.
10 Taken together, renew and enhance building blocks
11 total \$26.5 billion. In addition, the program
12 includes \$5.5 billion for network expansion.

13 These projects allow us to address
14 capacity constraints and meet the needs of the
15 regional economy. The proposed program will complete
16 East Side Access, launch phase 2 of the Second Avenue
17 subway, and begin Penn Access. Not investing in
18 these projects will prevent us from supporting the
19 regional economic growth and from meeting capacity
20 needs. In total, the building blocks come to \$32
21 billion of the Proposed 2015-19 Capital Program. A
22 few statistics illustrate just how the Capital
23 Program investments over the past 30 years has
24 delivered benefits.

2 Compared to where we were in 1982, the
3 reliability of our rail fleet has increased
4 tremendously. For example, subway fleets have gone
5 from an average 11,000 mean distance between failure,
6 to 135,000 mean distance between failure. This has
7 helped on-time performance with delays falling by 48%
8 on Long Island Railroad; 84% on Metro-North; and 94%
9 on the subway. And a transformed transit environment
10 has vastly improved safety. Major felonies are down
11 88% on the subway. Our customers have responded to
12 this overhaul of the MTA system. Ridership is up 61%
13 since 1992 and growing.

14 In addition to all of this, our Capital
15 Program also provides many other benefits.
16 Improvements like next time arrival signs, and
17 modernized fleets provide a better customer
18 experience while reasonable benefits range from
19 recent growth and development along revitalized L-
20 line to thousands of construction and manufacturing
21 jobs that we support across the State. We will work
22 to incorporate the ideas from industry thought
23 leaders in the shaping of the Capital Program.

24 Earlier this summer our Chairman acted on
25 a recommendation of the Governor to appoint a

2 commission to review the Capital Program to ensure
3 that the Authority is ready to meet the challenges it
4 would face in our next 100 years. The 24-person
5 commission has been working diligently to develop
6 their recommendations. We will be taking a close
7 look at the Commission's recommendations, and we will
8 identify how best to incorporate them and put them
9 into action into our Capital Program. Now, I'm going
10 to turn it over to Steve Berrang to talk about the
11 agency-by-agency investments.

12 STEVE BERRANG: Thank you, Craig. As
13 Craig said we have a \$32 Billion Proposed Five-Year
14 Capital Plan. This slide shows the distribution of
15 that by agencies. The distribution is based on needs
16 driven by our 20-year Needs Assessment. The lion's
17 share goes to New York City Transit with the commuter
18 rolls get about 17-1/2%, and expansion getting about
19 17-1/2% with 10% going to bridges and tunnels. I'm
20 going to run through the agency-by-agency look, and
21 what it will look back and then forward. This is a
22 slide of the Smith-Ninth Street Station, which opened
23 in the 2010-14 Capital Plan. It went through a
24 renewal, and what you see here are some artwork, and
25 the turnstiles. The turnstiles will be outfitted in

2 the 2015-19 Plan with New Fare Payment Technology,
3 which will allow us to introduce our cards and other
4 fare media. [sic]

5 The New York City Transit Five-Year Plan
6 has proposed \$17.1 billion. The largest area of
7 spending was rolling stock followed by signals,
8 stations, and track. The proposed rolling stock
9 purchase for Transit includes 940 cars for the R211
10 fleet. The R211 fleet will replace the R-46 fleet on
11 the B division. The R-46s are approaching 40 years
12 of age, and by the time the last one rolls off the
13 property, it will be close to 50 years of years.
14 Which is 10 years older than our standard 40 years.
15 In addition, we are going to be purchasing about a
16 billion dollars worth of buses. There will be 1,100
17 standard buses; 275 articulated buses; and 50 express
18 buses. New York City Transit anticipates continuing
19 the rollout of CBTC on the Queens Boulevard Line,
20 which will increase throughput by over 10%. And
21 also, undertaking CBCT on the Sixth Avenue Line in
22 Manhattan, and undertaking the design for CBTC in the
23 Eighth Avenue line.

24 In addition, the New York City Transit
25 Program for Stations, the renewal and component

2 effort will make repairs at over 170 stations
3 throughout the system. We will do a major
4 configuration of Time Square and Grand Central, and
5 will complete the rollout of New Fare Payment System
6 in the 2015-19 Plan. We will also purchase new
7 rolling stock for the Staten Island Railway. And we
8 will expand our existing very successful station
9 component effort to other areas such as structures
10 and pallet.

11 This is a photograph of Atlantic Avenue
12 Viaduct, which is part of the Long Island Railroad
13 network. This viaduct underwent a multi-capital plan
14 structural rehab, which was completed in 2010-14
15 Capital Plan. The MTA's engineering consultant views
16 this as a highly successful project, and says it
17 should serve as an example for design built projects
18 throughout the MTA system. All of the phases were
19 completed ahead of schedule and on budget, and the
20 railroad was open every morning-- every Monday
21 morning for traffic. The remaining portion of this
22 initiative is in the 2015-19 Plan, which is a rehab
23 of the Nostrand [sic] Avenue Station.

24 The Long Island Railroad Proposed Plan is
25 \$3.1 billion. A large share of this will continue to

2 rolling stock and track capacity improvements that
3 will be done in the 2010-14 Plan. It will complete
4 the replacement of the M-3 Fleet, the Main Line
5 Double track, and continue Jamaica capacity permits.
6 To complement the nearly \$600 million of capacity
7 improvements of track, Long Island Railroad will also
8 invest \$400 million in maintaining the state of good
9 repair of its existing track assets bringing the
10 overall track investment number to a billion dollars.
11 We're going to continue to make investments in
12 communication signal infrastructure. We're going to
13 complete positive train control, which is a critical
14 safety system for us.

15 We're going to update critical
16 communication signal leads, and we're going to
17 continue Long Island Railroad's migration centralized
18 train control. We're also going to do a lot of work
19 at stations. We're going to make a down payment for
20 the New Fare Payment System at Long Island. We're
21 going to do station component work. In addition to
22 the Nostrand Avenue rehabilitation, we're going to be
23 doing a rehab at Babylon Station at Hunter's Point
24 Avenue. We're going to construct a new station in
25 Elmhurst to meet the demands of that growing

2 community, and we're going to begin the design
3 efforts for a second new station at Republic on the
4 main line in Suffolk County. The balance of the Long
5 Island Railroad Proposed Plan focuses on the
6 replacement of assets that at their useful life.

7 Rounding out the Commuter Rail Program is
8 Metro-North. This photograph shows a Grand Central
9 Terminal, which is the centerpiece of the Metro-North
10 network. In the 2010-14 Program we invested nearly
11 \$100 million in the train shed and the terminal. In
12 the 2015-19 Program we will be making a down payment
13 on what will be over 20 years a billion dollar
14 investment in Grand Central, and the train shed with
15 approximately \$250 million worth of improvements
16 including the replacement of the big board that you
17 see on the right hand side of this photograph.

18 The Metro-North Program is \$2.6 billion
19 as proposed. 85% of this is slated for State of Good
20 Repair Projects. Two projects dominate nearly half
21 of the investment. One is the replacement of the M-3
22 Program, the M-3 rolling stock, which has reached the
23 end of its useful life. And the final phase of
24 Harmon Shop, which is the shop that undertakes 80% of
25 Metro-North's shop operations of the railroad. This

2 proposed plan also includes significant investment in
3 the structural rehab of overhead underground bridges.
4 A custom communications system central and throughout
5 the system. Early investment in the New Fare Payment
6 System finishing off positive train control, which as
7 I mentioned earlier for Long Island Railroad is a
8 critical safety system. Signal improvements on the
9 Upper Hudson Line with the balance of the program
10 being a variety of state-of good-repair projects
11 including cyclical track, power investment and third
12 rail components.

13 We're now going to turn to MTA Bus, which
14 is one of the sister agencies to New York City
15 Transit's Bus Operation, and complements them within
16 the five boroughs. This photograph shows one of the
17 express buses purchased in the 2000 to 2004 Program.
18 These buses are reaching the end of their useful
19 life, and will be replaced in the Proposed 2015 to
20 2019 Plan. The MTA Bus Program is \$400 million. It
21 is dominated by bus purchases, which comprise 75% of
22 the plan. 406 new buses will be purchased including
23 378 high capacity express buses and 28 articulated
24 buses. The balance of the program will invest in

2 depot component work, and the MTA buses share the
3 radio system.

4 This is the last of our operating
5 agencies, Bridges and Tunnels. This image looks
6 skyward at one of the towers over Verrazano-Narrows
7 Bridge, which is the longest suspension bridge in
8 North America. The major 2010-14 project now
9 entering construction is the replacement of the upper
10 level of the suspended span of this bridge resulting
11 in a new deck layout and a seventh lane for buses and
12 high occupancy vehicles. The 2015-19 program will
13 continue work on the Verrazano Narrows Bridge with
14 work to ease the exit off the lower level onto the
15 Gowanus for Brooklyn bound passengers.

16 The Bridges and Tunnels Proposed Plan is
17 \$3.1 billion. It has a heavy emphasis on structures.
18 In the 2010-14 Bridges and Tunnels Plan was 19% for
19 structures, and in this program it will be 35%.
20 Structure work includes for example the \$164 million
21 effort to Throgs Neck approaches, and to retrofit the
22 RFK Bridge for seismic activity and wind forces.

23 The largest roadway deck project is \$333
24 million for the new deck on the Throgs Neck Bridge,
25 and to design initial-- and to do an initial

2 reconstruction effort RFK Bridge and Manhattan Toll
3 Plaza. We're also going to be continuing state-of-
4 good repair work at both the tunnels. The program
5 includes some enhancements including most notably a
6 new ramp like the RFK Bridge to the Northbound Harlem
7 River Driver. This was undertaken with our partners
8 at New York City DOT.

9 This is a shot of the work underway at
10 the 7 West Extension. This will take the 7 Line from
11 Times Square down 11th Avenue to new station on 34th
12 Street. This is supported by \$2.4 billion of City
13 funds, and this will spur growth and revitalize Far
14 West Midtown. This is an example of how working
15 together with our partners we can expand the reach of
16 the MTA network. The Expansion Projects are \$5.5
17 billion as proposed. There are basically three:
18 East Side Access, Second Avenue Subway Phase 2, and
19 Penn Access. The \$2.9 billion that you see here will
20 fully fund East Side Access through its opening in
21 December 2022. As you know, East Side Access had to
22 go under a public view of its schedule and budget
23 earlier this year, and this will fully fund that.

24 Second Avenue Subway Phase 2. The
25 billion and a half dollars shown here will fund the

2 design and planning efforts that are necessary, the
3 real estate purchases, and utility relocations, and
4 the tunnel boring contract necessary to run the
5 tunnel up to 125th Street. The balance of the work
6 included the construction of the stations, and the
7 systems necessary to run a service will be funded in
8 funded in future capital plans.

9 Penn Access. This \$743 million, as
10 proposed, will bring Metro North to Haven Line and to
11 Penn Station. This will fund the infrastructure
12 needs that are necessary, the track, the signal, the
13 power, the communication, and the construction of
14 full stations as well as the specification of rolling
15 stock necessary to turn the service.

16 I am now going to turn this over now to
17 Stephanie who will talk about the funding.

18 STEPHANIE DELISLE: Thanks, Steve. As
19 with prior capital programs, the proposed five-year
20 plan relies on support from a mix of sources
21 including from federal, local, and MTA sources.
22 Beginning with federal, while we await congressional
23 action in the next multi-year transportation
24 reorganization, we keep our assumptions for FT
25 formula and flexible funding here flat in the

2 proposed program at recent levels for a total of \$6.3
3 billion. The proposal also included \$3.9 billion in
4 new MTA bonding capacity. And I mention \$27 million
5 in pay-as-you-go capital, as reflected under MTA's
6 July Financial Plan.

7 Our asset sales and lease assumption
8 reflects the projections of additional proceeds from
9 the East-West Rail Yards, and the disposition of
10 MTA's Madison Avenue properties as well as other
11 sources, including properties MTA jointly owns with
12 the City of New York. We have included \$657 million
13 over the five-year period as the City's contribution
14 to the Capital Program including \$125 million per
15 year as the annual capital contribution, a 25%
16 increase above the annual levels in 2010-14, the
17 current Capital Program. And City matching funds for
18 MTA bus grants.

19 The 2015-19 Proposal assumes \$507 million
20 in new starts funding for Phase 2 of the Second
21 Avenue Subway Project. Of course, subject to further
22 discussion with the FTA. And we anticipate that
23 about \$200 million in select station projects could
24 be accomplished through private developer
25 initiatives. Other MTA Sources. That's primarily

2 MTA bonds or pay go that could be generated in
3 savings due to proposed issuance of PMT backed plans.
4 And our proposed FRA RRIF loan for a PTC, or Positive
5 Train Control.

6 And finally, our Bridges and Tunnels
7 2015-19 program would be self-funded through a
8 combination of TTA Bonds and Pay-As-You-Go Capital.
9 But in the end, as you see, there remains a
10 significant funding gap of \$15.2 billion that must be
11 filled in order for the MTA to implement our proposed
12 2015-19 program. To meet the challenge to renew,
13 enhance and expand, we will work with our funding
14 partners to help fill the gap with contributions from
15 the system's beneficiaries, including: New dedicated
16 revenues, private funds, or in-kind contributions.
17 Additional appropriations from out State, federal,
18 and local government partners are, of course, MTA
19 debt. Craig.

20 CRAIG STEWART: Okay, we wrap up the
21 presentation with just a scheduled here. As I said
22 earlier, we submitted the plan in September, and it
23 went to the Board, and was approved by the Board.
24 And it went to the CPRB, the Capital Program Review

2 Board in October. This concludes our presentation.
3 Thank you.

4 CHAIRPERSON RODRIGUEZ: Before to
5 questions, let me call Council Member Levin to be
6 able to-- For the Clerk to ask the Council Member to
7 vote.

8 CLERK: Levin.

9 COUNCIL MEMBER LEVIN: Aye on all.

10 CLERK: The vote stands at 12 in the
11 affirmative.

12 CHAIRPERSON RODRIGUEZ: Thank you. I
13 want to start out first with a further more basic,
14 which is given the idea where the MTA will be able to
15 get the \$32 billion with public-private bond loans
16 and the other sources. Does the MTA and the private
17 contractors have the capacity to deliver the project
18 within the project time frame?

19 CRAIG STEWART: We think we do. Our
20 program is built on basically what we think we can
21 achieve within that time frame, and that's not-- I
22 don't say that lightly. Looking at track access is a
23 big part of evaluating our program, and working on
24 each line and the disruption of service. We take

2 that in mind. So we do think we can get this work
3 done within this time frame.

4 CHAIRPERSON RODRIGUEZ: Is that based on
5 the previous years where the MTA can say that with
6 the private contractors like the capacity is there
7 for the MTA to deliver having the men the women
8 empowering, and the private contractor having the
9 capacity to deliver those projects.

10 CRAIG STEWART: Yes, that's taken into
11 consideration. Also, our own in-houses forces are
12 taken into consideration. How much work they can do
13 and where they can work, and how much they can get
14 done within that time frame.

15 CHAIRPERSON RODRIGUEZ: Okay. How can
16 the Council play a bigger role in helping to shape
17 the MTA plan for our City public transportation?

18 CRAIG STEWART: Well, I think that
19 partnering with us and supporting our Capital Program
20 is something that we look forward to. I think we
21 also would like to hear your ideas. I know that the
22 Government Affairs Office often talks to members of
23 the Council, and that works its way into our Program.

24 CHAIRPERSON RODRIGUEZ: Okay. So, as you
25 know, as one of the requests remains like having a

2 breakdown of where those projects that are proposed
3 on this Five-Year Capital Plan would take place
4 within all Council Members.

5 CRAIG STEWART: I'm sorry. Yes. [laughs]

6 CHAIRPERSON RODRIGUEZ: And that's very
7 important because it will allow for all of us to have
8 the opportunity to see what are the projects. And,
9 therefore, engage the Community Board, and other CBOs
10 in that conversation. How safe is the 1930s era of
11 subway signal?

12 CRAIG STEWART: Well, I'm--

13 CHAIRPERSON RODRIGUEZ: That this is the
14 years today, right?

15 CRAIG STEWART: Yes.

16 CHAIRPERSON RODRIGUEZ: That is the one?

17 CRAIG STEWART: It is safe. We have a
18 fail-safe system in our system. The reliability of
19 an old signal system may not be what a new one is,
20 and that's what we work to both keep it safe and
21 reliable. I would say the biggest challenge is not
22 necessarily keeping it safe, but keeping it reliable.
23 Because it is built to fail safe.

24 CHAIRPERSON RODRIGUEZ: [off mic]

2 CRAIG STEWART: I'm sorry. I couldn't
3 hear you. Your microphone is off.

4 CHAIRPERSON RODRIGUEZ: Oh, have you been
5 in conversation with the Administration to look on
6 where or how the City can increase their contribution
7 on this Capital Plan?

8 CRAIG STEWART: We've just begun the
9 dialogue, and I think that's a dialogue we look
10 forward to having.

11 CHAIRPERSON RODRIGUEZ: Thank you, and
12 all the localities are served by the MTA like the
13 Long Island Railroad that even though it's used by
14 many New Yorkers, it is also used by the residents of
15 Long Island. And there is need, a \$3.1 billion
16 requirement on this capital. How much does Long
17 Island really contribute, and what other municipality
18 will contribute on this Capital Plan?

19 STEPHANIE DELISLE: We look forward to
20 that conversation between not only with the City of
21 New York, but also with the other localities, as you
22 say, out on Long Island and Upstate New York to help
23 us fill that gap. As of right now, there is no
24 specific contribution noted here, but we look forward
25 to working with them to help fill the gap.

2 CHAIRPERSON RODRIGUEZ: Okay, and that I
3 believe is very important because, you know, like
4 this is-- First of all, I congratulate all of you
5 on the leadership for putting this plan together, and
6 this is like going in the right direction.

7 CRAIG STEWART: Thank you.

8 CHAIRPERSON RODRIGUEZ: As you know,
9 there is major and more discussion in this case in
10 London and other cities putting in the big capital
11 plan, and knowing transportation by another area. So
12 I believe that this plan will also take our city when
13 it comes to transportation in the right direction.
14 And I believe that as we as a city will be making our
15 contribution, other municipalities and Long Island
16 they should also be asked to make the contribution,
17 too.

18 CRAIG STEWART: Yes, agreed.

19 CHAIRPERSON RODRIGUEZ: What about the
20 MTA plan to sell or lease, which is expected to
21 provide revenue? I believe it's \$600 million. Is
22 there other besides-- I mean we also made the
23 request to have a breakdown of those leases and which
24 are those properties. Is there more properties
25 besides those that you already have included that can

2 provide the \$600 million of this capital that you
3 will or can be open to explore also?

4 STEPHANIE DELISLE: Yes, we believe so.
5 The \$600 million we quote includes, as I mentioned,
6 some additional parking [sic] in the East and West
7 Rail Yards, about \$190 million, and about \$110
8 million in additional proceeds for the sale of the
9 MTA's headquarters buildings on Madison Avenue. And
10 we understand that the whole process has been made.
11 And as we develop our projection and our list of
12 specific locations for the remaining \$300 million,
13 I'm sure that figure will then reflect that. [sic]
14 As of right now, it's an estimate.

15 CHAIRPERSON RODRIGUEZ: Okay, and I hope
16 that when we explore sources of revenue for the MTA
17 for their revenue. And I include something on the
18 local level that I have said before, and I also
19 express to you. I would like to see the MTA doing--
20 including in this Five-Year Capital, the study of the
21 potential of developing the 207 Railyard, which is 36
22 acres, larger than the Hudson Yard. That if a
23 platform is built, provides greater opportunity to
24 make a major development such as the Hudson Yard.
25 Can you include? Would you be open to include that?

2 CRAIG STEWART: I understand that you're-
3 - We've discussed this with the President of the
4 Agency, and we will take a look at it and evaluate
5 it.

6 CHAIRPERSON RODRIGUEZ: Okay, and my last
7 question, which is basically looking at the local
8 level in Northern Manhattan, a design calling my
9 other colleagues to ask questions, is about how to
10 make one train, 168 accessible. One train and 168
11 and one train on 181st.

12 DAVID HENLY: Council Member, you're
13 talking about 168th?

14 CHAIRPERSON RODRIGUEZ: One train from
15 and from the elevator to the platform.

16 CRAIG STEWART: This is, David Henly. He
17 is the Chief Budget Officer for New York City Transit
18 joining us.

19 DAVID HENLY: Okay. Yeah, we'll take a
20 look at that. I don't have an answer right off the
21 top of my head, but the number one train at that
22 station.

23 CHAIRPERSON RODRIGUEZ: That's all right.
24 I just wanted to-- Again, like 168 that's where we
25 have Columbia for the city.

2 DAVID HENLY: Yes.

3 CHAIRPERSON RODRIGUEZ: It's very
4 important in both Columbia and MTA you make like a
5 major renovation. As also I recognize the investment
6 also on 181st. But I believe that, and this is
7 something that we can walk by. From the elevator and
8 go places to the platform. We should be able to make
9 it accessible for our communities.

10 DAVID HENLY: We'll get an answer back to
11 you Council Member.

12 CHAIRPERSON RODRIGUEZ: Thank you. Now,
13 I would like to call my colleague, Council Member
14 Garodnick.

15 COUNCIL MEMBER GARODNICK: Thank you very
16 much, Mr. Chairman, and thank you all for your
17 testimony today. I wanted to probe a little further
18 on that, on the unfunded portion of the Five-Year
19 Capital Budget because we're more familiar with
20 seeing budgets in which the sources are equal to the
21 uses. And in this case, it's \$32 billion budget with
22 a \$15 billion shortfall I guess is really the only
23 way to explain it. How should we interpret that. Of
24 all of the various things that you've had in your
25 presentation, expansion programs for Long Island

2 Railroad or Second Avenue Subway or Penn Station. In
3 relation to the fact that there is \$15 billion in
4 money in this plan, which is not available to you?
5 Which programs are not going to get done as you sit
6 here today and plan for a Five-Year Capital Plan?

7 CRAIG STEWART: Well, we certainly hope
8 that full program will get done. This isn't unusual.
9 Our last plan had a very significant gap, too,
10 probably about of the same proportion. And we worked
11 through it to fund the majority of the program. And
12 this is just the beginning of a dialogue. So we'll
13 be talking to our funding partners about filling that
14 gap.

15 COUNCIL MEMBER GARODNICK: Okay. So you
16 don't at this moment in time have a subset of what
17 you presented to us of what today falls in the \$16
18 billion and what falls in the \$15 billion?

19 CRAIG STEWART: No, we actually will work
20 with our agencies to determine their priorities at a
21 lower level, if that becomes necessary.

22 COUNCIL MEMBER GARODNICK: The CPRB
23 rejected this plan on Friday, and I don't know if you
24 have an impression of the basis on which they
25 rejected it. News reports suggested that it was on

2 the basis that it was under-funded. Do you have any
3 impression as to what the reason was for that?

4 CRAIG STEWART: Our impression is that
5 they weren't ready to have the dialogue, as has
6 happened in previous years. It was kind of expected.
7 The dialogue probably will begin sometime later on
8 the beginning of the year, and we will be told to
9 resubmit the program.

10 COUNCIL MEMBER GARODNICK: As you noted,
11 last go-around the CPRB also rejected your Capital
12 Budget Proposal, which was a \$28 billion plan, of
13 which about \$10 billion was unfunded. You came back.
14 You, the MTA, came back and submitted a revised plan
15 of about \$23.8 billion. Should we expect that as a
16 result of starting and finishing that conversation
17 with the CPRB that we will see a plan that is less
18 than \$32 billion?

19 CRAIG STEWART: That's a possibility.
20 We're hoping it doesn't happen, but that's a
21 possibility.

22 COUNCIL MEMBER GARODNICK: Do you know
23 which projects or improvements would be the first on
24 your list that would not be achieved if you were to
25 have to go to a lower number?

2 CRAIG STEWART: No, we would-- Like I
3 said, we would work with the agencies to determine
4 their priorities, and decide at that point which
5 project would have to be deferred.

6 COUNCIL MEMBER GARODNICK: Okay. It has
7 long been anticipated that there will be a fare hike
8 in the next year of 4% in the Year 2015. Is that
9 something that we should perceive to be included in
10 the funding currently projected, or the funding gap
11 category?

12 STEPHANIE DELISLE: In the funding
13 currently projected, the bonds included.

14 COUNCIL MEMBER GARODNICK: The funding
15 currently projected. So the money to be achieved by
16 a fare hike is included in the \$16 billion and \$16.8
17 billion of funds expected to be available for 2015 to
18 2019?

19 STEPHANIE DELISLE: Yes, the July
20 Financial Plan included those bi-annual fare
21 adjustments and those-- That plan included the \$3.8
22 billion that you see there in bonds. So it's in the
23 funded portion of the program.

24 COUNCIL MEMBER GARODNICK: I'm sorry.
25 You say it's listed in the bonds portion?

2 STEPHANIE DELISLE: Yeah, the bonds are
3 supported by the Financial Plan. That also included
4 those bi-annual fare hikes.

5 COUNCIL MEMBER GARODNICK: Okay, I see.
6 So the bonds are the result of having the additional
7 revenue from the fare hike?

8 STEPHANIE DELISLE: Over the long-term.
9 [sic]

10 COUNCIL MEMBER GARODNICK: What is the
11 value of a 4% fare hike in 2015?

12 CRAIG STEWART: I don't know what any
13 dollar value is. The percentage just keeps pace with
14 inflation.

15 COUNCIL MEMBER GARODNICK: I'm sure that
16 there are many members of the Committee, including
17 myself who have something to say on the subject. But
18 today, will likely not be the day for that. Let me
19 just ask a couple more questions out of respect for
20 my colleagues.

21 On the \$1.35 billion for Phase 2 of the
22 Second Avenue Subway, I noted-- I heard the
23 testimony that that's going to be for design and
24 planning, a tunnel boring contract, and for the
25 relocation of the underground steps, something which

2 we're all very familiar having just experienced it.
3 Is that something that you are ready to execute on
4 immediately upon the approval of this plan, or does
5 something else have to happen here before you will
6 start design and planning, the tunnel boring
7 contract, et cetera?

8 STEVE BERRANG: The design and planning
9 activities are ready to commence as soon as the plan
10 is approved. We don't envision the tunnel boring
11 activity starting until the end of 2015-19 program.
12 So probably around the 2019 framework after the
13 utilities are relocated, and the necessary real
14 estate purchases are made.

15 COUNCIL MEMBER GARODNICK: So you do
16 expect that within the five-year period that there--
17 we would be able to start and complete design and
18 planning for Phase 2?

19 STEVE BERRANG: Well, design will be
20 ongoing because it's-- But the tunnel boring, which
21 is the first of a series of construction contracts,
22 will starting 2019. But what is going to happen is
23 it's probably two years worth of design and planning
24 activity that needs to happen before we can start
25 doing utility relocations.

2 COUNCIL MEMBER GARODNICK: And you expect
3 all of this to happen within this Five-Year Capital
4 Plan? Start and completion of design and planning,
5 the electrical relocation, and keying up the
6 contracts, finalizing the contracts for tunnel boring
7 to begin in the next--

8 STEVE BERRANG: [interposing] And
9 awarding the contract and the start of the tunnel
10 boring effort.

11 COUNCIL MEMBER GARODNICK: Okay. So
12 would it be reasonable for people to perceive then
13 that phase-- The actual tunnel boring work would
14 start some time in 2019?

15 STEVE BERRANG: That's the plan.

16 COUNCIL MEMBER GARODNICK: Okay, and
17 electrical relocations would start?

18 STEVE BERRANG: It's electrical,
19 telephone, gas. It's all of the--

20 COUNCIL MEMBER GARODNICK: [interposing]
21 Everything. All of the underground relocations would
22 start in your estimation?

23 STEVE BERRANG: In two to three years.

24 COUNCIL MEMBER GARODNICK: Two to three
25 years. There are portions underground already that

2 exist in Phase 2. I've even been down to some of
3 them. They are at or around 110th Street, if I
4 recall, maybe even at 120th Street. Does this, the
5 existence of some partial tunnels, does that mean
6 that the process of doing tunnel boring for Phase 2
7 will be easier, or does it mean perhaps that it will
8 be harder? This is a mechanical question about
9 tunnel boring, which I don't completely understand.

10 CRAIG STEWART: I'm not sure if I can
11 answer that either. I know that we will utilize
12 those portions that were already built as part of our
13 plan. I believe the alignment has changed slightly.
14 So they may not be used as a tunnel piece, but they
15 would be used. They would be repurposed.

16 COUNCIL MEMBER GARODNICK: Oh, the
17 existing tunnels that are there in the Phase 2 may
18 not be used for subway tunnels?

19 CRAIG STEWART: Right.

20 COUNCIL MEMBER GARODNICK: Is that a
21 determined fact?

22 CRAIG STEWART: No, I don't believe that
23 fact has been determined. I think they are looking
24 at that. They will look at that through the design
25 process.

2 COUNCIL MEMBER GARODNICK: Okay, and then
3 the last question here is do we know that there
4 actually would be like a-- Well, actually the last
5 two. There would actually be tunnel boring equipment
6 available during that time frame during 2019, which
7 the MTA hopes to achieve? This is apparently a
8 limited good that exists in the world, the tunnel
9 boring operations.

10 STEVE BERRANG: We currently anticipate
11 yes the equipment will be available.

12 COUNCIL MEMBER GARODNICK: Okay, and your
13 estimated time frame for the completion of Phase 2 of
14 the Second Avenue Subway through the start as you
15 anticipate a couple of years of design. Then,
16 underground relocations. Then tunnel boring starting
17 in 2019. What's the completion date?

18 STEVE BERRANG: I don't know that we have
19 a completion date, but I will tell you that our work
20 will be funded in this, for this project through the
21 next Capital Program. So through the 2020 to 2024
22 Capital Program. It will probably be finishing
23 sometime after that.

24

25

2 COUNCIL MEMBER GARODNICK: I'm sorry.
3 When you say, will be funded in your next Five-Year
4 Capital Plan--

5 STEVE BERRANG: [interposing] Well,
6 there's station work. There's signal work. There's
7 track work. There's communication work? There's
8 power work. These are all going to be funded in
9 subsequent capital plans.

10 COUNCIL MEMBER GARODNICK: Right, meaning
11 to say that they're not funded here?

12 STEVE BERRANG: Correct.

13 COUNCIL MEMBER GARODNICK: Right. Okay,
14 so they may or may not be funded in the 2024 Capital
15 Plan.

16 STEVE BERRANG: Yes.

17 COUNCIL MEMBER GARODNICK: But they're
18 most certainly not funded in the 2015 to 2019 Capital
19 Plan.

20 CRAIG STEWART: It's not in this program.
21 Only the work that we can do to make sure that this
22 program is funded. But we do anticipate putting in
23 our next capital program proposal.

24 COUNCIL MEMBER GARODNICK: Understood,
25 and the only reason I pointed it out is obviously all

2 of the phases of the Second Avenue Subway Line are
3 thing that we've been discussing since the 1920s. So
4 the idea that it might or might not be in your
5 documents in the next five-year plan, you know, is an
6 open question, but we certainly hope that it is.
7 Thank you, Mr. Chairman for the time. I appreciate
8 it.

9 CHAIRPERSON RODRIGUEZ: There will be
10 giving five minutes for the rest of the members.

11 [Pause]

12 COUNCIL MEMBER CONSTANTINIDES: Thank
13 you, Mr. Chair, and I thank the MTA for being here
14 today. I have a couple of questions regarding
15 service out in Western Queens, which I represent.
16 There is not an accessible subway in my district in
17 its entirety. All five stops in Astoria do not have
18 any sort of point of accessibility. And I have
19 spoken to the MTA about this before. Do you
20 anticipate any sort of change in that stat over the
21 next five years. Or we can look forward-- Is it
22 really going to do something when we're talking about
23 accessibility long into the future?

24 CRAIG STEWART: I'm going to have Lois
25 Tendler to come up and answer that question.

2 LOIS TENDLER: The proposed plan includes
3 accessible-- Making Astoria Boulevard--

4 COUNCIL MEMBER CONSTANTINIDES:
5 [interposing] And that's what's in this five?

6 LOIS TENDLER: --MTA accessible. And
7 it's in the neck. It's in this proposed packet.

8 COUNCIL MEMBER CONSTANTINIDES: It's in
9 this five-year copy of your project?

10 LOIS TENDLER: Yes.

11 COUNCIL MEMBER CONSTANTINIDES: That's
12 fantastic. That's good to hear as well. And, I
13 have-- I think I've spoken to MTA before about this,
14 and I'm hoping to hear good answers instead of a soft
15 ball. But we have a school in our district that is
16 very sort of interrupted by train noises on a daily
17 basis. The fact that the students have to do this
18 every two minutes, is a signal for them to stop
19 talking because the train noise is so loud as it goes
20 past their classrooms. We have discussed track
21 upgrades around that school to make the track
22 quieter. Is that in your Five-Year Capital Plan?

23 LOIS TENDLER: Yes, we've actually--
24 We're working on designing track improvements, which
25 includes a switch replacement. We're working on

2 trying to accelerate the purchase of the equipment.
3 So yeah that's covered in the next plan.

4 COUNCIL MEMBER CONSTANTINIDES: That is.
5 I know the students of PS-85 and the students of the
6 neighborhood in general would be very excited to hear
7 that. So I'll definitely stay in touch with you. Do
8 you anticipate when that work might get done or it's-
9 -?

10 LOIS TENDLER: We're hoping to, um,
11 accelerate it so it will be done in the first part of
12 the plan.

13 COUNCIL MEMBER CONSTANTINIDES:
14 Fantastic. Thank you so much. Thank you, Mr. Chair.

15 COUNCIL MEMBER RODRIGUEZ: Council Member
16 Jimmy Van Bramer followed by Council Member Rose.

17 COUNCIL MEMBER VAN BRAMER: Thank you
18 very much, Mr. Chair, and I have two of your bigger
19 projects cutting right through the heart of my
20 district. So on the 7 Train and the CBTC, what year
21 do you have that funded through, and it's it fully
22 funded? And what year do you have that funded
23 through?

24 CRAIG STEWART: That's funded in the
25 current program.

2 COUNCIL MEMBER VAN BRAMER: So--

3 CRAIG STEWART: So it's completely in
4 this program.

5 COUNCIL MEMBER VAN BRAMER: The work is
6 scheduled to end?

7 STEVE BERRANG: 2017.

8 COUNCIL MEMBER VAN BRAMER: 2017, right,
9 and that is unchanged and on target?

10 CRAIG STEWART: As of now, yes.

11 COUNCIL MEMBER VAN BRAMER: Okay, and if
12 it were to be delayed, if it were to go beyond 2017,
13 how do you handle that in terms of funding?

14 CRAIG STEWART: The delay should not
15 affect the funding, if there is a delay. We believe
16 we've committed enough money to finish up. We've
17 awarded the contract. So we have no more contracts
18 to award on that project. So we think it wouldn't
19 need additional funding unless additional engineering
20 funds were needed for an extension of time or
21 something.

22 COUNCIL MEMBER VAN BRAMER: Well, it's
23 good news to hear that the final contract has been
24 awarded on that. And, we look forward to the
25 completion of you CBCT install in a big way in

2 Western Queens. Believe it or not, somewhat more
3 complicated is the East Side Access. And I see that
4 you have an enormous sum of money in this budget for
5 East Side Access. I wonder if you could tell us what
6 is the total budget for East Side Access now? What
7 is now the target completion date, and how are those
8 two numbers different from when you started out? So,
9 how over-budget is East Side Access, and how overdue
10 is East Side Access. And where is the \$2.9 billion
11 that's in this budget in relation to the overall
12 numbers?

13 CRAIG STEWART: Okay. I'll start. Our
14 current schedule is completion in December 2022, and
15 the budget I believe, and Steve can confirm this, is
16 \$10.1 billion, which is an increase since the last
17 budget of \$2.8?

18 STEVE BERRANG: [off mic] I believe it's
19 \$2.8 or \$2.7 billion.

20 CRAIG STEWART: \$2.7 billion.

21 COUNCIL MEMBER VAN BRAMER: So, you're
22 overall, you said access plan now is \$10.1 billion?

23 CRAIG STEWART: Yes.

24 COUNCIL MEMBER VAN BRAMER: And that's
25 2.7 since the last budget?

2 CRAIG STEWART: Yes.

3 COUNCIL MEMBER VAN BRAMER: And when you
4 first proposed East Side Access, though, it wasn't
5 \$10.1 or maybe eight or was it?

6 STEVE BERRANG: It depends on when you
7 say we originally proposed it. I think it was in the
8 four to five billion dollar range when we first
9 started to do substantive work on it. And so, it's
10 changed a bit since then.

11 COUNCIL MEMBER VAN BRAMER: Right, and do
12 you expect to meet the December 22?

13 CRAIG STEWART: Yes, we did. We went
14 through a very rigorous review. We had a third party
15 come in, and do a risk assessment, and we do expect
16 that that is a good date.

17 COUNCIL MEMBER VAN BRAMER: Well, we look
18 forward to that date, and I realize this is about the
19 budget, not about our community concerns. But I do
20 hope because your whole team is here that we will
21 continue to be mindful of the residents of Sunnyside
22 in particular, Sunnyside Towers as you're doing that
23 construction on East Side Access. Thank you.

24 COUNCIL MEMBER ROSE: Thank you, and it's
25 good to be back, Mr. Chair. Thank you so much.

2 Staten Island is really alarmed at the omission of
3 the Bus Rapid Transit Line for the North Shore. As
4 you know, Staten Island is the fastest growing
5 borough with the least number of transportation
6 options. We now have over a billion dollars worth of
7 investment in Saint George in the New York-- in the
8 entire outlet at Lighthouse Point. It is all
9 centered around our transportation hub.

10 We currently have 34,000 residents that
11 live just in that area in Saint George/Stapleton with
12 an expected growth of 7% in 2015 and 15% in 2017.
13 And we actually have a dedicated line for BRT. We
14 also have a study that was done in 2012 that
15 supported this. So could you tell me why, the
16 reasoning why the Staten Island North Shore BRT Line
17 was left out of the project plan?

18 CRAIG STEWART: Our original plan was
19 submitted as a resiliency project for resiliency
20 funding from the FTA. And we were advised by the FTA
21 that it was not a good candidate. So we didn't
22 submit it in that plan. Now, what we do have is
23 planning money that we can begin-- that we can
24 continue to evaluate and develop BRT option as an
25 option there.

2 COUNCIL MEMBER ROSE: We already did the
3 study, an Alternative Analysis, and it was deemed
4 that it was viable, and that we were, indeed,
5 believed to-- We were led to believe that this was
6 going to be something that would actually happen.
7 And it was before the resiliency funding issue came
8 to light. So how suddenly did this-- Is this no
9 longer a priority? I'm just hard pressed to
10 understand how it's no longer a priority.

11 STEVE BERRANG: But there is a mix of
12 priorities that we're grappling with. This corridor
13 has gone through several iterations from freight rail
14 to light rail to BRT, and seeking consent on any
15 number of options has been a struggle. But we look
16 forward to continuing that planning effort, and
17 working with the community to come up with something
18 that works for everybody.

19 COUNCIL MEMBER ROSE: I understand that
20 there were varying degrees of support for BRT versus
21 light rail. However, we were told basically that
22 because of the cost that light rail was off the
23 table. And that you were going to proceed with Bus
24 Rapid Transit. And so, again this is an area where
25 the right-of-way does exist. We're talking about an

2 area that has a dearth of transportation options. An
3 area where economically we are seeing a renaissance,
4 and there was an Alternative Analysis Study already
5 done. How is it that this entire corridor where
6 there's even been talk of a link to the West Shore
7 Light Rail Project. Which had been hoped that that
8 would be included, and a link to the Bayonne Bridge.
9 I just-- I'm at a loss. Yeah, Lois get on the mic
10 because I--

11 LOIS TENDLER: [interposing] Let me see
12 if I could answer some of your questions, and tell
13 you where I think we are with it now. As you
14 correctly stated, we conducted an Alternative
15 Analysis to study the right-of-way on the North Shore
16 and what could be done with it. The conclusion of
17 that report in 2012 was for a BRT treatment down on
18 the North Shore. The price tag for that project is
19 about \$365 million.

20 COUNCIL MEMBER ROSE: Right, right, uh-
21 huh.

22 LOIS TENDLER: I believe that that was
23 the preferred. The BRT was the preferred alternative
24 not just on costs along. There were other
25 operational issues, which dealt with why light rail

2 wasn't suggested to this as a preferred alternative.
3 It wasn't just a dollar decision. That being said,
4 the Staten Island community received the conclusion
5 of the Alternative Analysis very lukewarmly. You
6 know, some people's attitude was is if this the best
7 we could do, we would like it. You know, some people
8 were still talking to us about revisiting the light
9 rail decision. That's on one side, right. And then
10 these guys here were putting together the Capital
11 Program. As you see, it's \$32 billion. It's a lot.
12 And I think that the lack of clarity, and the lack of
13 being embraced didn't help the project. That being
14 said, it wasn't included in the proposed plan.

15 Just one more thing Councilwoman. As you
16 know, right, the proposed plan is our starting
17 proposal. It contains what we think we need to keep
18 the system safe and reliable. It will also be the
19 subject of negotiations between many people over the
20 next several months.

21 COUNCIL MEMBER ROSE: I'm glad to hear
22 that it will be subject to negotiations. However,
23 this is a five-year plan, and all of our developments
24 will be online within less than five years. If we
25 are not a part of this planning period, when does

2 this happen? You know that we are grossly
3 underserved. And I think it's a travesty that Staten
4 Island, especially the BRT Line is not included in
5 this Five-Year Plan. In fact, I would like to know
6 if the fact that the Capital Program Review Board
7 rejected this plan, does that then give us the
8 opportunity re-negotiate and fight for inclusion in
9 the Five-Year Plan.

10 LOIS TENDLER: They rejected the plan
11 just by their terminology without prejudice. That
12 being said, yes. You know, the plan needs to be
13 approved by the members of the Capital Program Review
14 Board. Yes, those representatives represent
15 different parts of the political spectrum. And they
16 will, as we've done in past years, talk to us about
17 projects, both included and not included.

18 COUNCIL MEMBER ROSE: So, okay, I just--
19 Our representative on the MTA Board will have the
20 opportunity to revisit the plan, and the omission of
21 the BRT?

22 LOIS TENDLER: Yes.

23 COUNCIL MEMBER ROSE: No problem. Thank
24 you.

2 COUNCIL MEMBER RODRIGUEZ: Council Member
3 Weprin followed by Council Member Miller.

4 COUNCIL MEMBER WEPRIN: Thank you, Mr.
5 Chair. As I mentioned in earlier remarks on the bill
6 we passed before, I am a big proponent of public
7 transportation. I think it's essential to our city
8 to continue to grow, to modernize, to make sure we
9 upgrade the services wherever possible. So I'm all
10 for that. We obviously have a \$15 billion gap in
11 order just to meet the services you have outlined
12 here today. Forget about the services that I would
13 like to see done in order to increase service in my
14 area. So the Governor's panel is charged with coming
15 up with a way to fill this \$15 billion gap? Is that
16 what you will be doing?

17 CRAIG STEWART: No, not specifically.
18 They're charged with looking at the-- I guess the
19 bigger view where we're going in the next hundred
20 years looking at resiliency, looking at demographic
21 changes. I'm sure they will also delve into the
22 funding, but that's not specifically their
23 challenges.

24

25

2 COUNCIL MEMBER WEPRIN: What is the time
3 frame on when this funding has to be in place to fill
4 this \$15 billion gap? Do we have a time frame?

5 CRAIG STEWART: There is no specific time
6 frame. Traditionally it's been the program gets
7 approved some time later in the year. The last time
8 it was...

9 COUNCIL MEMBER WEPRIN: [interposing]
10 Later in the fiscal year.

11 CRAIG STEWART: --June. Later in the--
12 Yes, 2015 in June. Last time it was in June of 2010.

13 COUNCIL MEMBER WEPRIN: Is the MTA
14 involved in those discretions on this panel. Do they
15 have representatives on this panel that the governor
16 put together?

17 CRAIG STEWART: No, we don't have
18 representatives on the panel or on the Commission.
19 Whatever questions they have, we are made available
20 to answer their questions. But no we don't-- We are
21 not represented on the panel.

22 COUNCIL MEMBER WEPRIN: All right, at my
23 own political risk, I want to just raise the idea--
24 You're familiar with Sam Schwartz's Fair Plan on
25 Funding? Now, it has to do with-- You know, I was a

2 big opponent of the congestion pricing plan that was
3 suggested a few years ago. Sam Schwartz has come up
4 with an idea that how do we win over the opponents in
5 order to provide more services for their areas? And
6 one of the reasons I opposed congestion pricing is
7 that my people take more of the burden, and got
8 almost none of the benefit. So I said I would be
9 open to the idea of increasing or coming up with a
10 plan to fund the MTA because we have a \$15 billion
11 gap, I thought it was even higher. If you provide
12 more services to my people, and make us pay less of
13 the burden, then we get more of the benefit. Has
14 there been discussions with Sam Schwartz's plans in
15 trying to increase transportation options in outer
16 boroughs in order to get this extra funding?
17 Discourage driving in Manhattan and other places, but
18 at the same time provide services to residents in
19 Eastern Queens and Staten Island, and Brooklyn and
20 places that aren't necessarily currently getting the
21 benefit?

22 CRAIG STEWART: We have not formally
23 engaged in discussions with Sam Schwartz on the plan.
24 We're familiar with it. We support any equitable
25 plan that would provide funding for MTA. I think

2 there are a number of options out there, and a number
3 things have been placed on the table. So I'm sure we
4 will be engaged when the State Legislature is ready
5 to discuss it.

6 COUNCIL MEMBER WEPRIN: Okay. Well, I'd
7 be interested in talking about more about that.
8 Obviously, you know, that would be the key factor.
9 You know, if you can give me a plan that helps my
10 people more than it hurts, then I could support that
11 idea. And that's what I've been saying all along.
12 Some people misinterpret that. But I think that's a
13 great way to come up with a funding formula to fund
14 our system way into the future. But incorporating
15 that, and this doesn't get emphasized enough in Sam's
16 plan, is the idea of creating new services for places
17 like my neighborhood and some of the other people on
18 the panel. Where they actually encourage them to
19 take public transportation, including technology. I
20 have a minute and I wanted to ask a more mundane
21 subject. Did I still--

22 CHAIRPERSON RODRIGUEZ: [interposing] I'm
23 sorry Councilman. Let me connect you with the first
24 question about--

25 COUNCIL MEMBER WEPRIN: Okay.

2

3 CHAIRPERSON RODRIGUEZ: --on the
4 congestion.

5 COUNCIL MEMBER WEPRIN: I was going to
6 ask the next question here.

7 CHAIRPERSON RODRIGUEZ: What are those
8 other options?

9 STEPHANIE DELISLE: Well, we're looking
10 at a variety of options.

11 CHAIRPERSON RODRIGUEZ: What are those?
12 Can you like share with us like three or four other
13 options that you have been thinking and discussing to
14 raise this?

15 STEPHANIE DELISLE: At this time, no.
16 What we can say, and what has been said, we've begun
17 the dialogue with the City and with the State and we
18 will be looking to all of our sources that can
19 provide a robust and stable source of funding for the
20 Capital Program. We don't have that list available
21 for you at this time, but we will be pursuing any
22 means to provide that to you--

23 CHAIRPERSON RODRIGUEZ: [interposing]
24 But you being in discussion exploring all the options

25

2 on where to go to get the \$15 billion gap that we
3 have in the budget?

4 STEPHANIE DELISLE: We have begun.
5 Again, as you said, as we said, conversations with
6 the City of New York, with the State of New York.
7 And we expect to, you know, look to all the
8 beneficiaries all through new and benefit fund
9 assistance to help us fill the gap. But we don't
10 have that specific information.

11 CHAIRPERSON RODRIGUEZ: Have you and also
12 heading toward the possibility of creating some--
13 Adding to this plan funding for-- funding through a
14 private-public partnership?

15 STEPHANIE DELISLE: Certainly. We would
16 be looking to that as an option, one of the options
17 on the table.

18 CHAIRPERSON RODRIGUEZ: Okay. Thanks.

19 COUNCIL MEMBER WEPRIN: Yes, just to
20 follow up on that as well, this is obviously the
21 elephant sitting in the State Capital right now, and
22 it's going to be the big issue coming up. People
23 need to know this isn't a question of if we're going
24 to fund the Capital Plan, it's how. And it's going
25 to have to be funded, and it's a lot of money. So I

2 think we have to try to be innovative to make sure we
3 don't hurt middle-class taxpayers. And we don't
4 hurt, you know, people who can't afford to pay for
5 these services. If people are willing to pay their
6 fair share, but they're not going to-- You know,
7 they don't want to kill small business at the same
8 time in other ways. So it's going to be an
9 interesting thing to watch. It's a very important
10 issue.

11 Just last. And this is really on a
12 different note, because I do want to improve
13 technology. What is the status? Do you have an app
14 on following trains and buses now? Like how does
15 that work? Is there one now?

16 CRAIG STEWART: The Department we have an
17 app on--

18 COUNCIL MEMBER WEPRIN: [interposing] Is
19 there an app that I could follow and see when my bus
20 is coming?

21 LOIS TENDLER: Bus time.

22 CRAIG STEWART: Bus time. Yes, there is
23 a bus time.

24 COUNCIL MEMBER WEPRIN: How does that
25 work?

2 CRAIG STEWART: I don't know exactly how
3 it works, but-- [laughs]

4 COUNCIL MEMBER WEPRIN: Not even. Oh,
5 Lois Tandler, yeah.

6 LOIS TENDLER: Adam he'll show you.

7 COUNCIL MEMBER WEPRIN: Well, Adam, show
8 me later. Don't show me now. [laughter]

9 LOIS TENDLER: You could from the
10 computer or your mobile device see where the next bus
11 is, when the next bus is going to be arriving and
12 what stop it's at.

13 COUNCIL MEMBER WEPRIN: Great because I
14 always thought that that was, you know, for people in
15 my district who have to wait at a bus stop because
16 there is no subway or trains. And then go take a bus
17 to the subway or wherever they're going to go, it
18 would be a lot easier eating your corn flakes knowing
19 you have five minutes to the next bus coming. And
20 not get there just as the bus left. That's why I was
21 thinking of countdown clocks, but if this is a better
22 technology that works better, you could use this as
23 well.

24

25

2 CRAIG STEWART: Well, we are putting in
3 countdown clocks as part of this program, and in the
4 remaining system that doesn't have it.

5 LOIS TENDLER: We are also-- Bus Time
6 has been incredibly well received by all of our
7 customers. Additionally, in Staten Island the
8 elected officials have give us some money, and given
9 DOT some money actually to put the countdown clocks
10 at bus stops. And that's the technology that's being
11 piloted, and they become sort of like a bus stop your
12 house.

13 COUNCIL MEMBER WEPRIN: Great. Thank you
14 very much. Thank you very much, Mr. Chair. Adam,
15 I'm happy to see that now. I'll come over to you.

16 CHAIRPERSON RODRIGUEZ: Council Member--
17 And before calling Council Member Miller, we will be
18 calling Council Member Reynoso to vote.

19 CLERK: Reynoso.

20 COUNCIL MEMBER REYNOSO: I vote aye.

21 CLERK: The final vote in the Committee
22 on Transportation 13 in the affirmative, 0 in the
23 negative and no abstentions.

24 CHAIRPERSON RODRIGUEZ: Council Member
25 Miller.

2 COUNCIL MEMBER MILLER: Thank you, Chair.
3 Good afternoon, and thank you once again for coming
4 out. There are a number of questions about this
5 plan. Obviously, it's a pretty aggressive plan, and
6 for the most part I think we applaud it. I know when
7 you were last here we talked about funding. And now
8 we're looking out how do we achieve closing in some
9 of these funding gaps. And in the past, some of the
10 talk was through some of the savings that you
11 anticipated through labor negotiations. Could you
12 say that you achieved what you guys anticipated and
13 that is in your current budget?

14 CRAIG STEWART: I did not state in my
15 negotiations, but I would say yes we did achieve what
16 we wanted. And I think that's a reflection of our
17 plan moving forward.

18 COUNCIL MEMBER MILLER: Okay. I'm going
19 to jump around a little bit. I want to talk about the
20 deteriorating and often inadequate bus fleet. I
21 noticed that we are anticipating about 7,500 or
22 somewhere in there, new buses over the next two
23 decades. What do we anticipate purchasing in this
24 current plan?

2 STEVE BERRANG: We anticipate purchasing
3 1,113 standard articulated buses, 270-- I'm sorry,
4 standard buses. 275 articulated buses, and 50
5 express buses in the New York City Transit Bus
6 Program. In addition, there are nearly 400 business
7 being purchased. Mostly express in the MTA bus
8 program.

9 COUNCIL MEMBER MILLER: When are the
10 schedules going to happen? When do we expect arrival
11 on those buses.

12 STEVE BERRANG: Most of them are being
13 ordered in the first two years of the 2015-19 Plan.
14 And we, you know, it can take a year plus to spec and
15 build and deliver them. So they will be rolling out
16 throughout the Five-Year Capital Plan.

17 COUNCIL MEMBER MILLER: So let me say the
18 last-- We've also debated the merit of your-- kind
19 of your mechanism of reporting on-time performance in
20 the past. I would submit that it was disingenuous.
21 That being said, considering that we had a plan on
22 the admissions. We have more buses, older buses on
23 the street now, than we had when that admission plan
24 was rolled out almost a decade ago. And I know that
25 the amount of buses that's on the road is also

2 woefully insufficient. So there is really no time
3 when you're leaving hundreds, thousands or people
4 throughout the city. And I can speak as a matter of
5 fact in my district on the street each day that they
6 can't wait another two or three years for relief on
7 business. Primarily and specifically when you have a
8 district of Northern and Southeast Queens that
9 depends directly, in fact, 100% on buses. Is there a
10 priority in loaning out these buses when they come?
11 Do you have a plan, a scheduled plan for where they
12 would be distributed. And/or are there any buses due
13 from the current plan, more importantly?

14 STEVE BERRANG: In the current plan there
15 are-- there are quite a number of buses that are
16 anticipated to be purchased, sprinkled throughout the
17 plan starting 2010 all the way through 2014. I am
18 not at this time able to tell you exactly where we
19 are in terms of the delivery schedule of each of
20 those buses, but we can certainly get that to you.

21 LOIS TENDLER: I can't give you the exact
22 number now, but we have hundreds of buses that are
23 going to start coming in the beginning of 2015. I'll
24 get you the exact number, but they have been buses
25 that have been ordered that are on production.

2 CRAIG STEWART: Okay. I also want to add
3 that the bus time application works well for
4 customers, but it also works well for service
5 management. And you'll be seeing service management
6 improvements through that bus time app.

7 COUNCIL MEMBER MILLER: I appreciate
8 that, but I know when you don't have infrastructure,
9 you don't have the equipment it's not magic, that's
10 all. Let's talk about Jamaica Depot, and where are
11 we with the new Jamaica Depot?

12 LOIS TENDLER: We are-- As you know,
13 Councilman, our plan is to rebuild Jamaica Depot in
14 place. The proposed plan includes \$265,000 for that
15 project which is supplemented by about \$35 million
16 that's been in this plan. The \$35 million that's in
17 the existing plan has allowed us to begin the
18 acquisition property-- The acquisition process
19 requiring the properties along Merrick Boulevard.
20 We've already-- We're close to taking title on eight
21 of them, and it will be in combination on the rest of
22 the block. The one, and perhaps you could help us.
23 Our next challenge is to find a place. We've
24 identified some place we would like to keep the buses
25 that have to come out of the depot while we're

2 reconstructing it. The closer we keep them to
3 Jamaica, the more we'll keep Jamaica functioning
4 during the reconstruction process.

5 COUNCIL MEMBER MILLER: Okay, thank you.
6 I know we've had conversations with your colleagues.

7 LOIS TENDLER: Right.

8 COUNCIL MEMBER MILLER: But I know that
9 the original plan that came out of plans for
10 equipment was to knock down the first two properties
11 and to use that as a parking facility. Let me just
12 say as we go further, the community can no longer
13 tolerate buses being parked on the street. Like
14 literally I had a woman in a wheelchair who calls my
15 office each week who cannot go-- She has to go out
16 of her way to go home because she can't navigate the
17 sidewalk because buses are parked on the street. And
18 we don't see that anywhere else in the city>

19 LOIS TENDLER: Well, the York lot would
20 be preference. I understand it's not being used for
21 anything else, and we're reaching out to talk to CUNY
22 and try to make that happen.

23 COUNCIL MEMBER MILLER: Okay, and
24 finally, and I thank you so much for the time, Chair.
25 To digress back to funding, and I know that we've

2 explored all of these possibilities. I know in the
3 past also that the Chair had mentioned that he, in
4 fact-- He had stated that he would not accept, or
5 was not in support of the lot backed legislation,
6 which were the dedicated funds for the MTA. Has the
7 MTA changed those positions, considering that those
8 fundings are being paid by the citizens and taxpayers
9 of New York City and the State, and since we are
10 entitled to it?

11 STEPHANIE DELISLE: We're not aware of
12 any change in opposition on our bill, but we could
13 certainly--

14 COUNCIL MEMBER MILLER: [interposing]
15 But do you have any idea how much or what is the
16 total amount of revenue that would be generated?

17 STEPHANIE DELISLE: Well, I don't but we
18 can get that information to you.

19 COUNCIL MEMBER MILLER: I would like to
20 have it, please. Thank you. And thank you for your
21 testimony. Thank you, Mr. Chair.

22 CHAIRPERSON RODRIGUEZ: Council Member
23 Chin followed by Council Member Reynoso.

24 COUNCIL MEMBER CHIN: Thank you Chair. I
25 have a couple of questions. The first one is that

2 the piece of property that has been sold in my
3 district, 19 Houston, is that going towards the
4 City's commitment in this \$657 million.

5 LOIS TENDLER: No.

6 COUNCIL MEMBER CHIN: So where does it
7 go?

8 LOIS TENDLER: That's actually in-- There
9 was a commitment. This wasn't-- To use the word
10 'commitment' might be a little bit misleading. It
11 wasn't a commitment that if we didn't raise the money
12 by the sale of the property the City was going to
13 give us a check for it. It was a commitment to work
14 together to try to reach that as a goal. Included in
15 this year's-- in the current plan, in the 2010 to the
16 2014 plan was \$250 million from asset sales like 19
17 East Houston Street. So it's going to go to our
18 Capital Plan. But the last--

19 COUNCIL MEMBER CHIN: [interposing] But
20 the Capital Plan. Not this--

21 LOIS TENDLER: [interposing] Right, the
22 last one, and not-- And it does not reduce the
23 City's-- What they're on the hook for contributing
24 now.

2 COUNCIL MEMBER CHIN: Okay. Well, \$26
3 million is \$26 million. That's good. What is the
4 time line for the countdown clocks coming to the
5 other subway line? I mean it's great. On the lines,
6 you know, the full five-- 1, 2, 3, but when is it
7 coming to the A, the C, the E, the D, the E?

8 CRAIG STEWART: I know they're working on
9 the design now, and I believe that the majority of
10 the construction is funded within the current plan.
11 I don't know the date. We don't usually have
12 completion dates for construction until we're through
13 the design phase. But, it is going to be worked on
14 during this program.

15 LOIS TENDLER: What we're saying about
16 it, Councilwoman, is the lettered lines, which is
17 what we referred to as the B Division, three to five
18 years we hope to have something in every station. It
19 will be somewhat different from what you see in the
20 numbered stations. It will in some instances tell
21 you how far away your next station is. And some by
22 station, some by minutes, but we're working on
23 getting something into every station. And we say
24 that's three to five years.

2 COUNCIL MEMBER CHIN: Are there any
3 possibilities-- MTA is doing a lot of advertising
4 now. Are there some possibilities of doing some
5 advertisement on these countdown clocks to help cover
6 some of the cost?

7 LOIS TENDLER: The countdown clocks on
8 the B Division is not just the function of dollars to
9 pay for it. It's technological issues unlike the
10 numbered lines where we built an ATS system. We're
11 not replicating that in the B Division, and doing it
12 a different way. That being said, we are looking at
13 advertising to finance a lot of different customer
14 information initiatives. For instance, the On-the-
15 Goes, they look like giant iPods that are being
16 unveiled in stations throughout the city. That's all
17 advertiser paid for.

18 CRAIG STEWART: And it delivers train
19 arrival time also.

20 COUNCIL MEMBER CHIN: Okay, what about
21 some council members like myself, we used
22 discretionary funding to pay for the countdown clocks
23 for buses. So when can start seeing that being
24 implemented since we already put it in this year's
25 capital budget?

2 LOIS TENDLER: That actually is a project
3 managed by DOT. They are taking lead on it. I think
4 that they are still working on some pilots, and you
5 would really have to get a better time frame from
6 them. But I know we've been in contact with them in
7 terms of looking at locations.

8 COUNCIL MEMBER CHIN: Oh, okay. All
9 right. One last question is that Low Line, the
10 project in my district, that is the old trolley
11 station off the Williamsburg Bridge side. I just
12 want to see if that's on your radar in terms of
13 working with the City and with us to turn that into a
14 park. And also we'll be able to generate some
15 economic activities there. Right now, it's not being
16 used. It's just abandoned.

17 LOIS TENDLER: We're happy to participate
18 in any conversation about that.

19 COUNCIL MEMBER CHIN: But have you guys
20 heard about it?

21 LOIS TENDLER: Yes, and we've actually--
22 Our Real Estate Department has met with the
23 proponents of the proposal. They come in and they
24 sort of are gone for a while, and then they come
25 back. But, you know, we've been speaking to DC, and

2 basically you're correct. It's property we-- It's
3 real estate we don't use. So if we could be a
4 partner to, you know, returning it to the community
5 in some fashion, we would be happy to.

6 COUNCIL MEMBER CHIN: Okay, great. Thank
7 you. Thank you, Chair.

8 COUNCIL MEMBER REYNOSO: Thank you,
9 Chair. So Lois, I was just asking why you just don't
10 sit on the panel. [laughter] But it's okay.
11 Everyone needs a workout every now and then. So I
12 have a couple of questions. I know that my
13 colleagues we-- Don't worry, dear. I don't think
14 I'm going to-- I think you're going to be all right,
15 maybe. A couple of my colleagues requested some
16 information regarding the alternative streams of
17 funding that you're looking into. And you said
18 they're in the works, and you can't necessarily name
19 exactly what they are. And it's an informal
20 conversation at this point. Is there any attempt,
21 any idea of whether or not council members are going
22 to be allowed to be a part of those conversations.
23 In seeing if we can be thoughtful and creative and
24 partnership in generating fund for them, too.

2 CRAIG STEWART: Yes, we'll take ideas
3 from just about anyone. You know, you guys are a
4 primary stakeholder, and we look forward to engage
5 all of our stakeholders.

6 COUNCIL MEMBER REYNOSO: Okay, so in the
7 past, for example, I suggested some pricing when
8 there was an option. I think the council members
9 were introduced to it at its selling point, and not
10 necessarily in its development stage. And I think it
11 would be a great idea to start involving us early on
12 any project that can generate some funding for MTA.

13 CRAIG STEWART: We are in the very early
14 stages of having that dialogue. The program was just
15 approved by the Board, and not even two weeks ago,
16 and we're beginning.

17 COUNCIL MEMBER REYNOSO: So I guess this
18 is my attempt at letting you guys know I would like
19 to be a part of the conversation of any type
20 regarding the MTA. I care deeply about MTA, and in
21 my district we are going to have about 10,000 units
22 of housing go up in the next ten years. And there is
23 already the L line, probably your favorite line.
24 It's at max capacity right now. I think we're having
25 folks that like get to the station and have to wait

2 for three trains to run through during rush hour
3 before they get into the fourth train to get to
4 Manhattan from lower Bedford Avenue. If it's at
5 maximum capacity and they're waiting for three, and
6 we have 10,000 units-- Let's say an average family--
7 Let's just say two people. So you're talking about
8 20,000 new residents coming in with no capacity
9 whatsoever regarding transportation. And this plan
10 that I'm seeing now doesn't look to address that
11 unless there is something else.

12 CRAIG STEWART: Actually, there is some
13 funding in the plan to address adding more capacity
14 to the L train, and that's going to be done through
15 adding substations with the additional power. That's
16 what is needed in order to add capacity on the L, and
17 we're planning to do that.

18 COUNCIL MEMBER REYNOSO: Right now, the
19 trains average-- They come in at every 2-1/2 to like
20 4 minutes right now flying through the L. You can do
21 better than that?

22 CRAIG STEWART: Yes, we can.

23 LOIS TENDLER: As you know, Councilman,
24 the L Line was the first line we put a CDCT on. That
25 allowed us to increase the number of trains we could

2 run on the L line, and we've been doing that
3 regularly to keep up with ridership. And I believe
4 it would be added power that Craig has just referred
5 to. There is still capacity for more trains on the
6 line.

7 COUNCIL MEMBER REYNOSO: That's good to
8 hear because in the past at these hearings, we've
9 heard that the L Line was at maximum capacity. And
10 what I'm hearing now is there is an opportunity to
11 expand or to add capacity to the L line.

12 CRAIG STEWART: It was at its capacity
13 for the amount of power that it had.

14 COUNCIL MEMBER REYNOSO: Okay.

15 CRAIG STEWART: We are increasing it. We
16 recognize a need there, and there is a project in
17 there to add sub-power substations to the line. [sic]

18 LOIS TENDLER: And as long as you're on
19 the L, I think you should know that Bedford Avenue is
20 getting a lot of work in the next plan. The station
21 is getting renewed. Our intent is to get an elevator
22 that's going to be ADA accessible. And it's our
23 intention to be able to create some more street to
24 mezzanine entrances at the station, to do the stair
25 padding as well.

2 COUNCIL MEMBER REYNOSO: Now, the other
3 part of this is that in that same district, there's a
4 J and Z line, which doesn't get the level that the L
5 Train does at the moment. There are longer wait
6 times. The platforms are-- they're an elevated
7 train line, and I also keep speaking towards if you
8 improve that line or improve the capacity of that
9 line, I think a lot of the riders of the L would move
10 onto the J or an M, which I think is great. That you
11 guys made the M go through Manhattan now, and going
12 north instead of going back to Brooklyn. So, just a
13 you build it and they will come situation. I mean
14 also Hughes Train Station. I mean I don't want to
15 get into like local issues, but opening up the other
16 side. If you build it the right way, people would
17 want to use it. But right now, the lack of
18 entrances, the wait times, make it a less ideal
19 option when looking at the L Train that comes every
20 two minutes. People want to be able to get to a
21 place. What is the idea for that J Line?

22 LOIS TENDLER: The J Line I believe the
23 service matches the ridership, but I will go back and
24 actually look at what headways they're running in,
25 and what the ridership is. The issue about the back

2 entrance at Hughes, I've heard Chauncey. I've heard
3 about a bunch of the stations and the J Line is one
4 that we're trying to come up with a good solution to.

5 COUNCIL MEMBER REYNOSO: Yeah, because in
6 the L Line, you guys add another entrance point
7 without any live person anywhere. And then, when it
8 comes to the Hughes Line there is always an excuse on
9 security or-- If you can do it on the L, which is
10 what I consider like the darling of the MTA, why
11 can't you do it somewhere on the J Line like on
12 Hughes. And it just gets to the point to where the
13 investments go is where the ridership goes up. So
14 you're saying it's at capacity or it's meeting
15 capacity. It's because no one takes the J because
16 its access points are hard to get to.

17 LOIS TENDLER: It's not necessarily stuck
18 on the security issue. There are a bunch of
19 regulatory issues that we're going through to see how
20 we open up those back entrances.

21 COUNCIL MEMBER REYNOSO: So thank you
22 very much, and the Broad [sic] Street and Lorimer
23 there is an underground train station situation. It
24 would be great for economic development if we could
25 open that up. Thank you guys.

2 CHAIRPERSON RODRIGUEZ: Council Member
3 Daniel Garodnick has a question and Council Member
4 Rose has one as well.

5 COUNCIL MEMBER GARODNICK: Thank you very
6 much, Mr. Chairman, and just a few follow-up question
7 for me, and forgive me if you answered this one
8 already. But the projected funding in the Capital
9 Plan through a variety of different sources including
10 city capital funds, but what was not delineated in
11 there was an explicit allocation of State capital
12 funds unless it is in one of the other categories
13 like Pay-As-You-Go. What's going on there?

14 STEPHANIE DELISLE: It's not one of the
15 line items that you see there, but it is part of our
16 gap conversation. Their contribution would be part
17 of that gap conversation.

18 COUNCIL MEMBER GARODNICK: So, at the
19 moment, you're anticipating in plan zero dollars from
20 the State?

21 STEPHANIE DELISLE: We anticipate more,
22 but as a line item identified to this point, it's not
23 there.

24 COUNCIL MEMBER GARODNICK: So you feel
25 more secure about your ability to get money from the

2 City of New York for the Capital Program than from
3 the State of New York.

4 STEPHANIE DELISLE: I don't know that we
5 are not secure about our ability to get funding from
6 the State, but that is part of how much. And the
7 timing is part of the conversation we knew we would
8 have to have to help fill that gap. And we are
9 actively moving there.

10 COUNCIL MEMBER GARODNICK: Okay, but just
11 so I understand it, you have anticipated \$657 million
12 from the City of New York in the Capital Funds in the
13 Capital Plan. And at the moment, there is zero in
14 the Capital Plan from the State of New York.

15 STEPHANIE DELISLE: That's correct.
16 There is no line item there for the State of New
17 York's contribution.

18 COUNCIL MEMBER GARODNICK: Okay, all
19 right, that's so surprising. It's surprising. Okay,
20 let me ask another question about the tunnels in the
21 Second Avenue Subway. From what I understood from
22 your testimony before, and I just wanted to follow up
23 on this. Is that the two segments between around
24 110th Street and 120th Street that are already built,
25 that they might not be used for Phase 2. Can you say

2 a little more about why that might-- I'm sorry,
3 might not be used for train tunnels is what you said.
4 Why would that be? That didn't intuitively make
5 sense to me.

6 CRAIG STEWART: The alignment may shift
7 over a little bit so that it's not used, but it's not
8 definitely. It will be used. It's just may not be--
9 It may have to be reconfigured a little because the
10 alignment may be changed during this process.

11 COUNCIL MEMBER GARODNICK: And if it's
12 not used, you said it will be--

13 CRAIG STEWART: It will be. It will be
14 used.

15 COUNCIL MEMBER GARODNICK: Sorry. If
16 it's not used for tracks or as a train tunnel, you
17 said it might be used as what?

18 CRAIG STEWART: Well, just speculating,
19 it could be used for equipment rooms, and we have
20 large need for equipment rooms along the right-of-
21 way, and those would-- could be repurposed for that.
22 But that's only speculation.

23 COUNCIL MEMBER GARODNICK: Without
24 knowing the details about how much was spent on those
25 existing tunnels that were anticipated to be used for

2 trains? I would think that the most cost-effective
3 way would be either to repurpose or to expand those
4 existing tunnels than it would be use them for
5 storage or other purposes. So I hope that we can
6 continue to have that conversation.

7 CRAIG STEWART: Sure.

8 COUNCIL MEMBER GARODNICK: Two more
9 questions. I'm sorry.

10 CHAIRPERSON RODRIGUEZ: [off mic]

11 COUNCIL MEMBER GARODNICK: Am I now over
12 five minutes?

13 CHAIRPERSON RODRIGUEZ: No, you can ask
14 one more question, though. That's why the time is on
15 the second row is like one question. [sic]

16 COUNCIL MEMBER GARODNICK: Oh, it's not a
17 five-minute clock. Okay, I'll do my one additional
18 question. The Controller of the State of New York
19 issued a report in 2014, which estimated that there
20 were 43% of our high priority subway tunnel segments
21 that did not have adequate ventilation plants. And
22 that ventilation would not be brought up to industry
23 standards until after 2034. And it also noted that
24 back in '99 the MTA had estimated that all stations
25 would be refurbished by 2022, but that there no

2 longer is a date for completion. Can you tell us how
3 concerned we should be about the first, and why there
4 is no target date for completion on the second?

5 STEVE BERRANG: Let me start off by
6 taking the second one first. We should be very happy
7 with our new strategy. We're addressing more
8 defective conditions than we ever have been before.
9 The old pattern of rehabbing stations, taking every
10 station and rebuilding everything was not a
11 sustainable model, and we were not making progress.
12 That was approximately 60 stations over a five-year
13 period and now we're doing-- I think this program is
14 170 stations are being addressed. So we're getting
15 more defective conditions more quickly and the riding
16 public is going to be much safer and have a much more
17 efficient ride because of that. You mentioned
18 something about ventilation. I didn't hear the first
19 part of that.

20 COUNCIL MEMBER GARODNICK: Yes, if the
21 Chairman will allow me. I'll just rearticulate the
22 question, which was that State Controller Ton
23 DiNapoli put out a report that said that 40% of the
24 higher priority subway tunnel segments don't have
25 adequate ventilation plants. And concluded that

2 ventilation will not be brought up to industry
3 standards at all of those locations until after 2034.

4 STEVE BERRANG: Okay.

5 COUNCIL MEMBER GARODNICK: So the
6 question is how concerned should we be about that,
7 and what are you doing about it?

8 STEVE BERRANG: Okay. We have a very
9 safe environment. The ventilation facilities that
10 are in place work and function. They don't work and
11 function to the latest NFPA standard, but they
12 function as they work. So they serve their purpose.
13 As we roll out and invest in new ventilation
14 facilities, those require much larger, much more
15 expansive, more disruptive impact on the operation.
16 But we make those choices and we identify, prioritize
17 segments of our tunnel system, in which to invest and
18 we're progressing against that.

19 [Pause]

20 COUNCIL MEMBER ROSE: Thank you. I just
21 want clarification. You know, again, our only source
22 of transportation on the North Shore is by bus. And,
23 all of the new developments that are coming to State
24 Island, which the City really pushed because they
25 wanted this level of development. And one of the

2 unmitigatable circumstances was traffic. And so, if
3 buses are our only way of getting around, the need
4 for our right-of-way and the Bus Rapid Transit is
5 just, you know, imperative.

6 In 2012, \$3.5 million was done, an impact
7 study was done. Could you tell me what the shelf
8 life of this study was, or the Alternative Analysis
9 Study, what the shelf life is? Would that then mean
10 that it has to be redone, which would mean that we
11 wasted taxpayers' money to the tune of \$3.5. And if
12 it needs to be redone, would it have to be done
13 quickly in order for it to be included in the Five-
14 Year Plan? What's the time line for this study to
15 have been done and completed? If it must be redone,
16 and what's the shelf life of the Alternative Analysis
17 Study that was already done? Am I clear?

18 CRAIG STEWART: Yeah, that's clear. I
19 think the 2012 study is a relatively recent study. I
20 think at the very worst it would have to be updated,
21 which shouldn't take long. I would think of a matter
22 of months or perhaps over a period of a year or less.
23 You know, if it was done in 2012 and finished then,
24 it's only 2014 going into '15 and there is probably
25 plenty there that was correct.

2 COUNCIL MEMBER ROSE: So, are there funds
3 to do that?

4 CRAIG STEWART: Yes. Like I said, we do
5 have planning funds allocated for studies like this
6 and to continue all of the necessary planning that
7 would go into providing the BRT service in Staten
8 Island. Even if we had allocated budget money, these
9 studies, these planning studies must progress, and it
10 takes time.

11 COUNCIL MEMBER ROSE: And would we need
12 to have this study completed in order to be included
13 in this five-year plan?

14 CRAIG STEWART: We would need to look at
15 the timing of the conclusion of the plan, and decide
16 whether it makes sense to fund the construction in
17 this plan, or whether-- Because there are lots of
18 not only planning, but there are environmental
19 studies that need to be done. And that does take
20 time, and we will progress those probably within this
21 program if the decision is made to do that.

22 COUNCIL MEMBER ROSE: And haven't we
23 previously-- We did that in 2012, right?

24 CRAIG STEWART: We did some of it.

2 COUNCIL MEMBER ROSE: And should that
3 have changes substantially that we would have to have
4 another study, a comprehensive study done?

5 CRAIG STEWART: I don't think we would
6 have to have another one, but we would at least have
7 to update the existing one.

8 STEVE BERRANG: There is a lot of
9 environmental and planning work that still is yet to
10 occur prior to any construction. And when we were
11 reviewing this as a potential candidate for FTA
12 Resiliency Funds, it was at that time viewed that it
13 could be five to seven years before we received
14 funding before any construction could happen. So any
15 construction of the North Shore BRT is quite a ways
16 away. So what is realistic, what we fund to the
17 Capital Plan is the activity we anticipate being able
18 to be undertaken in that Capital Plan. And in this
19 case, that would be design and environmental planning
20 work. Not construction work.

21 COUNCIL MEMBER ROSE: Thank you. I would
22 like to speak with you offline, and thank you, Chair,
23 for your indulgence.

24 CHAIRPERSON RODRIGUEZ: Well, I have a
25 few questions. Two questions send by constituents by

2 social media. One is about what is the possibility
3 to bring back-- And one is by a constituent through
4 social media on the same question, which also wanted
5 to be asked by Council Member Greenfield, which is
6 what the possibility or ability to bring back the F
7 Express Lane?

8 LOIS TENDLER: As we committed prior to
9 the Council, we committed to studying an F Express
10 proposal. We expect to have that study done by the
11 end of the year. Additionally, as we told the
12 Council last time we were asked about, both exists
13 current work that's occurred on the viaduct finishing
14 up one project and the eminent award of a contract to
15 do nine station renewals on the Culver line in
16 Brooklyn would delay the ability to implement an F
17 Express, if that's the direction we're going.

18 CHAIRPERSON RODRIGUEZ: This is from
19 Council Member Greenfield. He said that the study
20 was done already.

21 LOIS TENDLER: No, no, no, we said we
22 would do a study.

23 CHAIRPERSON RODRIGUEZ: You would do it.

24

25

2 LOIS TENDLER: It's gotten a little
3 postponed. We are a little late on delivering it,
4 but by the end of the year it will be done.

5 CHAIRPERSON RODRIGUEZ: Okay, the other
6 question that the constituency wants to ask is about
7 what is preventing the installation of side guards on
8 our bus fleet?

9 [background discussion]

10 CHAIRPERSON RODRIGUEZ: Wheel guard.

11 CRAIG STEWART: Yes, right.

12 LOIS TENDLER: I could just give you a
13 very simplistic answer. Council Member Miller be
14 able to help me out here. But we've looked at-- I
15 think it's called an L Guard or an S Guard. And
16 we've looked at it in the past, and found that it
17 really wouldn't do very much to help prevent
18 accidents. So we didn't think it was effective, and
19 if you would like to hear more about that, I will
20 have one of our safety guys to talk to you.

21 CHAIRPERSON RODRIGUEZ: All right, this
22 is something that I would like for the MTA to
23 consider to be included in this Capital Plan because
24 other cities already have been doing it. And they
25 have been proving that many accidents especially

2 where we are in the Vision Zero, not only would we
3 like to ask the MTA to see if this is something you
4 can explore. But also, we will be asking the City to
5 look at trucks used by Sanitation, and other trucks
6 of the City to also prove similar protection things
7 in may accidents. We have lost life because people
8 have been trapped under those trucks. So if this is
9 something that at least you can explore, it would be
10 good for us.

11 La Guardia Airport is going through a \$4
12 billion renovation bringing the capacity to 17
13 million people. London has all of their airports
14 connected to trains. What can we include in this
15 Five-Year Capital to connect La Guardia to the
16 trains?

17 STEVE BERRANG: In 1998, the MTA, New
18 York City Transit along with the City of New York and
19 in cooperation with the Port Authority looked into
20 the possibility of rail service to La Guardia. It
21 was terminated. That study was terminated in 2004
22 due to a lack viable alternative. What we have done
23 instead was to develop and support a robust bus
24 service to La Guardia including express bus from--

2 One stops in Woodside and one stops in Jackson
3 Heights, and then it goes--

4 COUNCIL MEMBER: [off mic]

5 STEVE BERRANG: I'm sorry? The Q270.

6 CRAIG STEWART: The Q70 bus.

7 STEVE BERRANG: The Q70 bus, but makes
8 like two stops to La Guardia, and there are also the
9 M60, I think, that gives express bus service to La
10 Guardia. But there is no-- It was determined back
11 in 2004 that rail service was not viable because
12 there were no viable alternatives at that time.

13 CHAIRPERSON RODRIGUEZ: In that study,
14 how much was the projection you were required to
15 connect La Guardia with a train.

16 STEVE BERRANG: I don't know the answer
17 to that. I'll have to get with--

18 CHAIRPERSON RODRIGUEZ: [interposing] I
19 just believe at this time, we cannot be behind, and
20 this is not. And this sometimes goes beyond us, but
21 this is about a city that doesn't have our airport
22 connected to the transit mass train system. And we
23 are competing against London and other major cities.
24 And it is nice, it is good that we have the express
25 buses going there even going to Harlem. I can

2 benefit also in my district when people are connected
3 with the buses in the one tray at one 123rd. [sic]

4 But making a \$4 billion investment where
5 we will bring capacity to 17 million people I believe
6 it's not-- it's not a good move to leave that as part
7 of the Five-Year Plan. To go back to the study, see
8 if it's doable, but I believe we will benefit a lot.
9 The use of La Guardia Airport is today is not the
10 same that thing that was its use in the past. It is
11 not only through the local state. Many people from
12 the Caribbean they are also using La Guardia as a
13 destination. So I just hope that, you know, since we
14 are in the process of putting so many years, that we
15 can get back and know that this is important for us
16 to see if it is a possibility to connect La Guardia
17 to a train.

18 On page 125 of the Plan, when you look at
19 the MTA Planning Initiatives, you talk about
20 evaluations or regional proposals by outside groups
21 that could lead to MTA capital investments. Examples
22 include new airport access to proposals? What are
23 you talking about?

24 CRAIG STEWART: I think that recognizes
25 that old studies need to be updated and evaluated

2 just as you suggested. The study that was done was
3 done nearly ten years ago, and maybe it's-- We put
4 money in here to go back and take a look and refresh
5 some of those studies.

6 CHAIRPERSON RODRIGUEZ: Okay, thanks. So
7 we can say that knowing La Guardia and about Kennedy
8 and other airports is potential--

9 CRAIG STEWART: [interposing] Yes,
10 potentially studied. [sic]

11 CHAIRPERSON RODRIGUEZ: --an item to be
12 studied and look at it when we look at our future
13 plan expanding our transportation.

14 CRAIG STEWART: Yes.

15 CHAIRPERSON RODRIGUEZ: Yes. Can the MTA
16 include in this plan, and initiative to connect a
17 community that does not have access to mass
18 transportation right now?

19 CRAIG STEWART: [off mic] Do you want to
20 take this? Thank you.

21 LOIS TENDLER: I don't quite understand
22 your question. Can you--

23 CHAIRPERSON RODRIGUEZ: Do you want me to
24 repeat the question?

2 LOIS TENDLER: No, I know what you said.
3 I don't under like an example of what you're talking
4 about. Like what community, what kind of access
5 because unless--

6 CHAIRPERSON RODRIGUEZ: [interposing] Has
7 the MTA done the study or will the MTA or can the MTA
8 do the study, or include in this Five-Year Plan to a
9 new community in our city that they are not
10 connected, that they are isolated from trains and
11 buses?

12 CRAIG STEWART: Yeah, we do a 20-Year
13 Needs Assessment that looks at a vision piece. It
14 has a vision piece included, and looks at areas that
15 are underserved and looks at areas in need. And I
16 mean I think one example is we've proposed Penn
17 Access, which puts four stations in the Bronx in an
18 area, which we think is somewhat underserved. So
19 we'll continue to do that.

20 CHAIRPERSON RODRIGUEZ: That's all I'm
21 asking is to be sure that in our plan even if it's in
22 the 20, I hope it can be included in this Five-Year
23 Plan that for us who have eight years, what are
24 communities, what are those that still can be
25 benefitted. If we expand our buses over trains,

2 whatever it takes to connect them to the mass
3 transportation.

4 CRAIG STEWART: Right.

5 CHAIRPERSON RODRIGUEZ: My other question
6 is about in the Study, and as you said, the MTA has a
7 big responsibility because not only do they access
8 the value that the MTA has, as you say is \$1
9 trillion. But also as you also shared with us, we're
10 talking about a mass transportation where we in a
11 region where we have a \$1.4 trillion economy. So our
12 responsibility when we look at expanding
13 transportation is something that is important.

14 Everyone is looking for us to do, to always do
15 better. The MTA admits to being a large energy
16 consumer. How much is spent on energy, and has the
17 MTA considered solar panels or other energy options?

18 CRAIG STEWART: I don't know what the
19 transit energy bill is. It is large but we are also
20 one of the most energy saving organizations around.
21 I mean we do have a number of our facilities that
22 have solar panels. I believe Stillwell Avenue was at
23 the time the largest application of solar panels in
24 North America, and we continue to work with Con Ed
25 and Micro to build energy efficient buildings as well

2 as re-equip our energy-- our shops and facilities
3 with energy efficient things.

4 Also, we look to make our cars more
5 efficient. That's one of the design objectives in
6 the program. For the R211, we're looking to make
7 those as energy efficient as possible.

8 CHAIRPERSON RODRIGUEZ: Thank you. I
9 just hope that as the city is moving and expanding
10 the use of solar panels that the MTA as one of the
11 important partners that we have that we also can look
12 and be included to the Mayor who said that he was
13 even open to putting solar panels here on City Hall.
14 And we announced that it's going to be expanding in
15 the number of schools to also use solar panels. And
16 as everyone now, especially in our city understand
17 that climate change is real. So I just hope that we--
18 - I would like to see some initiative in the MTA
19 moving into also using solar panels as the City is
20 also looking to do all the schools and other public
21 buildings.

22 CRAIG STEWART: Sure. As I said, we are
23 one of the pioneers of that in this city. Our
24 application at Stillwell is huge. The whole roof is

2 made out of solar panels, and we continue to use them
3 in our facilities as we're expanding.

4 CHAIRPERSON RODRIGUEZ: Council Member
5 Miller.

6 COUNCIL MEMBER MILLER: Thanks, Chair. I
7 just want to digress for a moment. I want to go back
8 to-- a little bit to funding and not specifically
9 funding, but I want to go back to the issue of
10 Jamaica Depot. And in my almost three decades of
11 experience in universities and particularly over
12 there, that depot has been in capital plans at least
13 four other times. It seems to be the first to be
14 removed. So as we talk about shortfalls, and kind of
15 casually dismiss that. But we have been the
16 unattended consequence of that. So we want to make
17 sure that we have a better mechanism in place of
18 funding these projects. So that communities that are
19 so greatly impacted actually get the follow through
20 that they deserve.

21 LOIS TENDLER: The many plans Jamaica
22 Depot Reconstruction has been in, what's different
23 time? A lot of the conversation was about trying to
24 find a new home for the depot. Once we made the
25 decision to rebuild and replace and these properties

2 became available, nothing is going to stop. I mean
3 we need the plan approved for the construction
4 dollars. But the fact that we're actually paying
5 money would acquire the property, and have begun
6 doing that, should be a pretty good indication that
7 we are going to complete the project.

8 COUNCIL MEMBER MILLER: Okay. So I just
9 have one other question. And this is, you know,
10 seeing that you're there because it's more for you.
11 And in terms of operations and planning that we are--
12 The Express Bus Service that serves Southeast Queens
13 whether it's Baisley Park through the interior bus,
14 and the transit facilities that run the Express Bus
15 Service out of Southeast Queens. They're the only
16 place in the city I know that do not run full
17 service. Meaning that they drop you off in the
18 morning, and they pick you up in the afternoon. And
19 there is certainly a need for full service day run,
20 weekend service that is not provided.

21 Considering that these are locations that
22 have absolutely no subways. It is a commute that has
23 the longest commute into Manhattan and no one, and
24 including the one that-- No one comes beyond 23rd
25 Street, and I would say that two-thirds of our

2 population live beyond 23rd Street. So I think that
3 that's a really inefficient use of equipment and
4 manpower. Is that something that we can-- that
5 we're exploring?

6 LOIS TENDLER: Sure. We should talk
7 about it, and look at the service. I would just say
8 that there are other express buses that run peak
9 service that just run in our shadows. Those are--

10 COUNCIL MEMBER MILLER: [interposing]
11 Yeah, but none from Southeast Queens. None that I
12 mentioned other than Rockaway.

13 LOIS TENDLER: I'm happy to--

14 COUNCIL MEMBER MILLER: [interposing]
15 Yeah, yeah.

16 LOIS TENDLER: --pursue this with you.

17 COUNCIL MEMBER MILLER: That's a fact.
18 Okay, so we should at least have that conversation.
19 And then I will just finish with this, and we may run
20 buses with a lack of service and the Authority's
21 inability to provide adequate service has made them
22 complicit in the rise of the commuter van industry.
23 Which is not only huge Southeast Queens but other
24 parts of the city. The fact that there are thousands
25 of them operating regularly, and each time that they

2 get into a van, they don't get on a bus. They're
3 losing a lot of revenue there from the city and the
4 service. Is that something that we're addressing as
5 well?

6 LOIS TENDLER: We have over time worked
7 with the livery cab industry and DOT and police and
8 enforcement to try to make sure that our customers
9 weren't approached. I think that, and you know this
10 right, the best way to deal with it is by putting out
11 a service the people-- For us to run buses that
12 people can get on, and that's where we would like to
13 put them out of business because we are just so much
14 better.

15 COUNCIL MEMBER MILLER: Okay, thank you.

16 CHAIRPERSON RODRIGUEZ: And before I let
17 you go, I have a question about the fare payment. I
18 know that you also are thinking, and for like
19 providing opportunities for a consumer to use
20 technology to be able to pay, pay the fare. So I
21 assume that-- Can we agree that under the new plan
22 you are expanding options for ride paying online?

23 CRAIG STEWART: Yes.

24

25

2 CHAIRPERSON RODRIGUEZ: And also will
3 people-- You are also looking for allowing people to
4 be able to use their Smart Phone?

5 CRAIG STEWART: Yes.

6 CHAIRPERSON RODRIGUEZ: And also to
7 answer the question more, I'd like to hear a little
8 bit from you. How would a one-time single ride user
9 be accommodated?

10 CRAIG STEWART: We're looking at that
11 now. Right now we are looking at options for
12 technology usage like for open payments, your credit
13 card, your telephone, a key fob, if it's connected.
14 And we always consider social equity looking at fair
15 payment. So we will, you know, make sure that
16 everyone is accommodated with the proper tool and
17 card.

18 CHAIRPERSON RODRIGUEZ: So thank you for
19 these two hours, and definitely we would like to--
20 We need to get some of the information that we
21 required today, and that we required previous to this
22 hearing. And we will also sending other questions
23 that we did not ask to our committee staff. Thank
24 you.

25 CRAIG STEWART: Thank you, Chairman.

2 [Pause]

3 CHAIRPERSON RODRIGUEZ: Now, I'm going to
4 be calling the next panel. Richard T. Anderson,
5 William Henderson, and Corey Bearak. Come up.

6 [Pause]

7 CHAIRPERSON RODRIGUEZ: You may begin.

8 RICHARD ANDERSON: Mr. Chairman, members
9 of the Committee, let me commend you first for
10 convening this very important hearing. This MTA
11 Capital Program is one of the most significant design
12 and construction programs in the next five years for
13 the City of New York. So it's very good that you're
14 convening hear. And I think that the line of your
15 questioning and that of members of the committee have
16 been right to the issues that are very important for
17 this program. Thank you for this opportunity to
18 testify. I am Richard T. Anderson, President of New
19 York Building Congress. The Building Congress is a
20 membership organization for the design and
21 construction organization in the city.

22 Last month, the MTA approved a \$32
23 billion Five-Year Capital Program for the next five
24 years. The plan tackles the agency's maintenance
25 backlog, makes much needed improvements to the

2 system, and continues critical expansion projects.
3 The Building Congress strongly endorses this plan.
4 Unfortunately, as you heard this afternoon this plan
5 is underfunded by at least \$15 billion. There is no
6 new federal funding source at this point in addition
7 to what has already been in the program, and few
8 existing State or local revenue sources to fill this
9 huge gap. Taking out more debt is no longer an
10 option. Only bold action by the Governor, the State
11 Legislature, and New York City officials will help
12 close this gap.

13 At a time when ridership is at historic
14 highs, the State needs to provide the MTA with a
15 stable, dedicated revenue stream for its capital
16 program in order to build and maintain the
17 infrastructure necessary to support a healthy growing
18 economy. Here are a few ideas for funding the
19 Capital Program. New revenues will almost certainly
20 have to be part of the equation. For example,
21 several auto related taxes and fees could be
22 increased modestly to support the MTA Capital Program
23 including the petroleum business tax, the gasoline
24 and sales tax, and vehicle registration fees. The
25 gasoline tax has been capped at \$2.00 or \$0.08 a

2 gallon for nearly 20 years. And, lifting the cap and
3 using revenue streams for amounts over \$2.00 could be
4 dedicated exclusively to transportation. Even more
5 flexible user fees might be a more sustainable
6 option.

7 A recent Building Congress report, which
8 we called How to Save New York City's Infrastructure,
9 proposed a uniform toll policing, charging all motor
10 vehicle drivers a level fee to access the Manhattan
11 Central Business District. A current iteration of
12 this idea The Move New York Plan would actually lower
13 tolls for some commuters while raising it an
14 estimated \$1 billion, which can be dedicated to mass
15 transportation improvements, or underwrite billions
16 in new capital debt.

17 With that said, the State much provide
18 the MTA with new revenues without cutting or reducing
19 the Payroll Mobility Tax, a cornerstone of the MTA's
20 revenue stream, which underwrites both operations and
21 capital investment. Meanwhile, support from the
22 City, the main beneficiary of MTA services has
23 actually declined substantially to its lowest level
24 ever. The most recent City budget allocates a mere
25 \$220,000 over five years to MTA capital support. The

2 MTA budget already in a deep hole assumes the city
3 will provide nearly \$130 million a year. The City
4 must contribute more. The MTA must also be held to
5 account for every penny it spends, and its Capital
6 Program Management deserves your scrutiny. The MTA
7 should be able to make the most of every dollar and
8 control capital construction costs.

9 The government and the public will have
10 to confront the unavoidable need for new revenue. We
11 applaud the Governor for jump-starting this
12 conversation with the MTA Transportation Reinvention
13 Commission on which I serve whose preliminary report
14 is due out any day. And which seeks to address the
15 challenges of providing efficient mass transit for
16 the next century. In the meantime, Albany must come
17 up with a funding plan for the MTA in the next
18 several months. During this time, the Building
19 Congress will work to convince elected officials of
20 the importance of fully funding the MTA's Capital
21 Plan. We hope to work closely with this Committee to
22 thoroughly consider these and other ideas as we look
23 for ways to prepare our mass transportation system
24 for the future. Thank you for the opportunity to
25 testify.

2 WILLIAM HENDERSON: Good afternoon. My
3 name is William Henderson. I'm the Executive
4 Director of the Citizens Advisory Committee to the
5 MTA. Which is a State created body that is made up
6 of volunteer members who represent the interest of
7 riders of New York City Transit as well as the Long
8 Island Railroad and Metro-North Railroad.

9 I will just refer you to my written
10 testimony, but I would like to make a couple of
11 comments and highlight a couple of issues. As you
12 know, the Capital Program that was proposed by MTA
13 has been vetoed by the Capital Program Review Board
14 as of last Friday. I believe that this gives a real
15 opportunity in that it opens a period of public
16 discussion of what's in the Capital Program and the
17 way in which it will be funded. The needs are
18 immense. We have a \$32 billion proposal by MTA.
19 Many people believe that there are needs beyond that.
20 The question is not so much can we afford to do it,
21 but can we afford not to do it. We have to keep the
22 system up, and make sure that it does not
23 deteriorate. We also need to update the system. We
24 need to bring new technologies in, and we need to

2 expand to serve growing areas, and areas that have
3 never been provided with transportation.

4 The question of resources is very real.
5 The proposed plan had half of its resources coming
6 from unknown sources. That's unprecedented as far as
7 the MTA Capital Program is concerned. But, the
8 stakeholders of the system benefit a great deal.
9 There are 8.7 million riders per day that make use of
10 the system. The City is a major stakeholder. And
11 this committee and the members of the Council need to
12 be involved in the discussion of what happens to the
13 MTA, where the funding comes from, and what is
14 ultimately done to improve and maintain the system.
15 Thank you.

16 [Pause]

17 COREY BEARAK: Thank you Council Member
18 Rodriguez and members of the Committee. My name is
19 Corey Bearak, and I serve as Policy and Political
20 Director for Amalgamated Transportation Union Local
21 1056, its President Mark Henry, and Local 1179 and
22 its President John Lyons, who also chairs the ATU
23 Legislative Conference Board. Both Locals serve
24 communities primarily in Queens. 1056 represents the
25 drivers and mechanics that work for New York City

2 Transit Bus Division. And, Local 1179 represents
3 drivers, mechanics and some supervisor who work for
4 the private lines, which operate out of JFK and for
5 our operating depots.

6 In the interest of time, I'm going to ask
7 that both testimonies be included in the record, but
8 I want to emphasize a few things. We were glad about
9 the discussion the Jamaica Depot, and the elegant
10 interplay that Councilman Miller had before on that
11 particular need. In addition, the Far Rockaway Depot
12 that services 1179 drivers and mechanics and
13 supervisors really needs similar attention. What
14 happens now is primarily a lot of the work has to be
15 done on the main run in Jamaica and JFK. And as a
16 result, that means buses are out of service even more
17 than they would be if there was service on the
18 Rockaway Peninsula. To that population, which is
19 already underserved as well.

20 In addition, and it's really important to
21 note that there have been a lot of issues in Downtown
22 Flushing with traffic congestion, and people complain
23 about bus congestion. And as time goes by, with all
24 the new developments going on, there may not be a
25 parcel of land to address the issues with respect to

2 building a terminal like we have at Parsons/Archer
3 for those buses as well.

4 And I just want to add, though it's not
5 with respect to my representation of the local, but
6 within the prior life of MTA revenue proposals. [sic]
7 And if I can be helpful to the committee, I'll be
8 glad to help in anyway I can.

9 CHAIRPERSON RODRIGUEZ: [off mic] So
10 you're asking for other groups from the business
11 community, to the advocate community, to the policy
12 group so that we can go back to the MTA and help MTA,
13 your ideas and suggestions how they can raise what
14 they need. We believe that-- I believe that this
15 \$32 billion capital project is like-- It's very
16 important. It's an important investment. It is
17 bringing our transportation to a time of being
18 modern. But also, it creates-- It's also source of
19 creating jobs. And also, I know that this is
20 something else at the Building Congress, they have
21 put some numbers together on how like MTA is one of
22 the first jobs on construction in our City. So I
23 just hope that working together we can end this
24 process or this discussion with the MTA. And go to
25 the State, to the private, to local. Not only at the

2 City level, but also as I say Long Island and some of
3 the other communities. They should also be able to
4 contribute.

5 COREY BEARAK: [interposing] Council
6 Member, since you mentioned jobs, and in particular,
7 for example, on the bus service issue, there is
8 really not local manufactures in New York State let
9 alone New York City that we can rely on for that.
10 And obviously, that would be a nice source of
11 manufacturing jobs in this state if something along
12 those lines were done. And maybe we would be able to
13 get buses built and deployed on the streets a little
14 bit more quickly. Because we won't be competing
15 perhaps with every other public transportation
16 authority, but some private carriers for buses.

17 RICHARD ANDERSON: Mr. Chairman, we would
18 urge you in using your good offices with this
19 committee to emphasize the importance of considering
20 the Capital Program a shared responsibility. Its
21 shared among the state government, the city
22 government and the federal government together with
23 the private sector. We all have a huge stake in the
24 success of this Capital Program, and we all should be
25 contributing accordingly.

2 CHAIRPERSON RODRIGUEZ: And that's going
3 to be one of our next hearings. In November, it's
4 going to be infrastructure and transportation. So we
5 also will continue inviting you and asking for your
6 ideas and suggestions. Thanks.

7 [Pause]

8 CHAIRPERSON RODRIGUEZ: The next panel
9 Joanne Barron, Chris Coco, Linda Barron, and Varun
10 Sanyal.

11 [Pause]

12 CHAIRPERSON RODRIGUEZ: Okay, so we're
13 limiting it to two minutes each. Okay, you can
14 begin.

15 VARUN SANYAL: Good morning Chair
16 Rodriguez, Council Member Rose, and the rest of the
17 Transportation Committee. My name Varun Sanyal and
18 I'm the Project Manager at the Staten Island Economic
19 Development Corporation. I am here in front of you
20 today to urge the City Council to support the West
21 Shore Light Rail and the North Shore Bus Rapid
22 Transit projects for inclusion in the MTA's 2015-2019
23 Capital Plan. So that the residents of Staten Island
24 can finally have a comprehensive public
25 transportation system. According to the U.S. Census,

2 Staten Islanders have the longest average public
3 transit commute in the nation at 69 minutes. Most
4 residents commute more than 90 minutes in each
5 direction to both Manhattan and Jersey often during
6 multi-seat trips.

7 In 2004 and 2009, the SIEDC contracted
8 major planning firms to undertake studies of the
9 feasibility of a West Shore Rapid Transit Project.
10 The studies concluded that a light rail system would
11 be a valid option to connect the borough to New
12 Jersey and Manhattan. Estimated daily ridership
13 would be 13,000. Along with the North Shore Rapid
14 Transit, which was until recently part of the 2015-
15 2019 MTA Capital Budget, but was unfortunately
16 deleted. The West Shore Light Rail combined with the
17 North Shore Rapid Transit Project and the existing
18 Staten Island Railway ridership on all three lines
19 would be 41,000 daily, one of the highest in the
20 nation.

21 The West Shore Light Rail needs \$5
22 million for a definitive Phase 3 Alternative
23 Analysis, which is a nominal amount in the grand
24 scheme of a multi-billion dollar budget. And it was
25 reaffirming today that MTA said that there is

2 planning money available. And the North Shore BRT
3 needs \$365 million for construction to begin. It is
4 time for the MTA to fully acknowledge the
5 transportation inequity that Staten Islanders have
6 faced for far too long. Thank you so much for an
7 opportunity to testify.

8 [Pause]

9 LINDA BARRON: Hi. My name is Linda
10 Barron. I'm the President and CEO of the Staten
11 Island Chamber of Commerce. Thank you, Chair
12 Hernandez, and Council Member Debbie Rose. I saw
13 your article in today's *Advance*. It was very, very
14 good, *MTA Not Moving Our Way*. I'm here today
15 primarily because I'm very frustrated in terms of the
16 Outer Boroughs, and them getting their fair share in
17 terms of the MTA Capital Plan. We heard today
18 funding is the major issue, and I think in terms of
19 the City Council's responsibility, too. The first
20 thing that you said when you started this hearing
21 today was that we really need a transportation system
22 that is competitive with London and other areas. And
23 given a \$15 billion gap, if you've watched the recent
24 news lately when they talk about the state of repair
25 of the subway stations and everything, we need much

2 more than that to fill the gap. To really have a
3 safe transportation system functioning system in this
4 city.

5 And I'm here today on really more because
6 the MTA it's really very difficult to become a
7 priority project when you're in the Outer Boroughs.
8 And we've been working, both myself at the Staten
9 Island Chamber of Commerce and the Staten Island
10 Economic Development Corporation trying to get
11 transit options for our borough because we really,
12 really-- We pay the most for express buses. We
13 don't have it. We're the only borough that doesn't
14 have a direct link into Manhattan via subway. So we
15 have a free ferry, but it takes a half an hour come
16 across on the ferry and another half an hour to get
17 to where you're going. And if you come from anywhere
18 else on Staten Island to get there, as well and \$8.00
19 in parking.

20 So we have all of these issues. So we've
21 been trying to get on their radar. And I was really
22 disappointed before when she said the lack luster of
23 people, you know, accepting that they put out a BRT
24 instead of a rail option. I mean the whole idea of
25 it is that we want something. So nobody said that

2 they didn't want any transportation option. Yes,
3 there is some argument as whether it should be a BRT
4 or light rail. It's just like anything else. If you
5 could have a light rail, in the perfect world, that
6 is what we would want.

7 But that being said, we have major
8 projects happening on the North Shore Staten Island
9 between the ferris wheel and BFC partners with the
10 Outlet Mall and the Lighthouse Point. So we've got
11 parking issues beginning already, and the MTA is
12 going to take a reactive approach instead of a
13 proactive approach. This BRT goes to the West Shore.
14 It goes through our Corporate Park. The New York
15 City EVC has an RFI request for-- RFEI or whatever
16 you want to call it [laughs] for the teleport site,
17 which is going to bring a mega project. There is
18 also another office building being created there.
19 People can't move on Staten Island. We have no
20 regional connections. We can't get to Newark, the
21 airport. We can't get to Metro Park. We can't even
22 get to Kennedy Airport. All the other boroughs have
23 mega buses. So we're line one of these
24 transportation starved areas.

2 And the reason I am here today is really
3 to implore to have that conversation about how do we
4 get funded so that the Outer Boroughs get recognized.
5 I went to the MTA Board meeting last week. The MTA
6 Board Members were distressed because they were all
7 talking about their own areas and not being left out
8 of the budget as well. So we really need to come up
9 with a funding mechanism that's going to work. Our
10 organization has looked at the Sam Schwartz Plan. I
11 think it's a great starting point. I think it's
12 something the Council should really look at. How to
13 get in. How to make a presentation. We really need
14 to figure out a way to fund this. Otherwise, we're
15 going to be left out in the cold forever. Thank you
16 very much.

17 CHAIRPERSON RODRIGUEZ: And I'm looking
18 to continue working with my colleague Council Member
19 Rose, and the other council members and going to
20 Staten Island so that we can have a meeting in your
21 borough--

22 LINDA BARRON: [interposing] Very good.

23 CHAIRPERSON RODRIGUEZ: --and see how it
24 will be helpful in advocating.

2 LINDA BARRON: I would appreciate that
3 very much.

4 CHAIRPERSON RODRIGUEZ: Thank you. So
5 our next and last panel. Joan Byron, Kate Como,
6 Veronica Vanderpool, John Raskin, and Chris Coco.

7 [Pause]

8 VERONICA VANDERPOOL: Good afternoon.
9 Our apologies. We thought we had signed up online.
10 So we are testifying together in shared testimony.
11 We will be very brief. And my name is Veronica
12 Vanderpool. I'm the Executive Director of Tri-State
13 Transportation Campaign. I'm just going to go
14 through a few points and then pass it onto my
15 colleagues, who will introduce themselves. So our
16 groups have always been supportive of a fully funded
17 MTA Capital Program. We're interested in ensuring--

18 CHAIRPERSON RODRIGUEZ: [interposing]
19 Sorry, Veronica. May we have another chair? Get
20 another chair. Get another chair.

21 [Pause]

22 CHAIRPERSON RODRIGUEZ: Thanks.

23 VERONICA VANDERPOOL: We're interested in
24 State of Good Repair, expanded transit access to the

25

2 Outer Boroughs, new technology, and making sure that
3 the next plan has enough revenue sources to continue.

4 JOHN RASKIN: So, we'll talk first. I'm
5 John Raskin representing the Riders Alliance, part of
6 the team testifying together. First, as a quick
7 aside, thank you for your action on pre-tax transit
8 benefits today on Intro 295-A. It's something that
9 we at the Tri-State Campaign and other groups think
10 it would make an enormous difference for riders. But
11 speaking on the Capital Plan, and Veronica mentioned
12 State of Good Repair. And that's the first thing
13 that we'll cover. The state of good repair, which is
14 a huge part of the MTA's Capital Plan is enormously
15 important. It's something the MTA has invested more
16 than \$100 billion in since 1982, and that is what has
17 revolutionized out subway and bus system.

18 In 1981, there were fewer people riding
19 the subway system than at any time since 1917, and
20 now in 2014, I think it's actually last year's
21 numbers. It's more than at any time since 1947. And
22 that is a result of investing in the subway system,
23 and bringing it up to good repair in many ways over
24 time, but not fully. Additionally, one component of
25 that is in 1981 subway cars broke down every 6,500

2 miles, right, and trains were always being taken out
3 of service. And now, as the MTA testified today, the
4 MTA said it's 135,000 miles between times that cars
5 break down.

6 So there is much more to be done. This
7 is the investment that has been made over many years.
8 But there is much more to be done. We're working C
9 Train, the cars are the oldest in the system, that it
10 really looks like what the system used to look like.
11 That's one thing that the MTA is going to invest in.
12 And then, also more broadly just a lot of stuff that
13 we don't see like signals and track and stuff that it
14 needs so the trains keep running. And they are more
15 likely to be on time and less likely to break down.
16 So the State of Good Repair investments really are
17 an essential part of what the MTA is doing. Thank
18 you.

19 JOAN BYRON: I'm Joan Byron, Policy
20 Director at the Pratt Center for Community
21 Development. Thank you, Chair Rodriguez, for
22 convening this hearing. And thank you and your
23 colleagues on the Council also for your leadership
24 particularly on Bus Rapid Transit Select Bus Service.
25 We've had conversations with you about it we know.

2 We appreciate not only the committee's interest and
3 support, but the way members including members along
4 the Woodhaven Cross Bay Corridor that is now being
5 studied by MTA and New York City DOT. They have
6 stepped up as champions, have brought their
7 constituents together, and have really helped folks
8 to get down at the table and solve problems rather
9 than hitting one constituency like drivers against
10 another like transit riders. We all benefit from the
11 entire system. We all rely on the entire system, and
12 your leadership has really reinforced that. So thank
13 you.

14 Within the Capital Plan there is now \$30
15 million allocated for expansion of Select Bus
16 Service. That's good. We hope that it only
17 represents a down payment. It is a tiny amount of
18 money in the context of the Capital Plan. It does
19 not seem to us like that's going to get us to the
20 citywide network of 20 BRT and SBS routes that Mayor
21 de Blasio has advocated for, and that the Council has
22 also spoken in support of. So we hope that by New
23 York City increasing it's contribution to the Capital
24 Plan, that we can have the leverage that we need to

2 get this as an important and really cost-effective
3 improvement that benefits New Yorkers.

4 We also want to speak up in favor of
5 expediting Contactless Fare Payment, which is going
6 to speed people's access and convenience in using the
7 system. The countdown clocks on the lettered lines,
8 as well as the real time bus arrival information.
9 Which has really made the system much more useful to
10 a lot of riders. We want to commend the MTA for the
11 format of this report, which is the most readable
12 Capital Plan to date. So more like that.

13 FEMALE SPEAKER: There are some really
14 great projects on the Capital Program. Some of them
15 are the mega projects that we've heard a lot about.
16 The Second Avenue Subway a continuation there. [sic]
17 Also, Phase 2 the Second track of Long Island
18 Railroad, which is certainly important. We learned
19 the importance of having a strong ally on our network
20 this summer when there was a possibility of a strike.
21 The East Side Access Mega Project is something must
22 continue, and we're supportive of. Additionally, the
23 Penn Access Project. Improving and increasing access
24 for that area of the Bronx is critical and important.

2 It's underserved so it's good to see that project
3 moving forward.

4 I just want to point out that in this
5 Capital Program the MTA has put forth a
6 reconstruction of the Henry Hudson Toll Plaza to move
7 beyond on their all electronic tolling system from a
8 pilot to something more permanent. That's a great
9 thing, and we hope to see that expanded on that
10 remaining six MTA facilities. But in order for that
11 to really work, there needs to be state legislation
12 that allow the toll evasion to be better addressed
13 than it is right now.

14 And there are some things that are
15 missing. One of those would be a TOD Fund, a Transit
16 Oriented Development Fund. Where the MTA can provide
17 a small amount of money to municipalities as an
18 incentive to better develop around rail and bus
19 stations. Connecticut does it. New Jersey does it.
20 Having a small amount of capital funds support that
21 would really help better merge the MTA's interest
22 with economic development and affordable housing
23 moving forward.

24 CATE CONTINO: My name is Cate Contino.
25 I'm an organizer with the Straphangers Campaign on

2 the vain of what is still missing from the 2015-19
3 Capital Program. Of course, the \$15.2 billion
4 deficit is something that we're concerned about. And
5 like other groups who look to financial help from the
6 City, State and the government as well as new revenue
7 services such as the value capture of real estate
8 sometimes in construction. In addition, there is no
9 increase in New York City's contribution to the
10 Capital Plan. In the '80s, the City funded about 10%
11 of the Capital Rebuilding Program. But at \$137
12 million a year in the 2015-19 program, that's less
13 than 2%. And specificity in the rolling stock of the
14 purchase of bus and subways is something you've
15 spoken here today that we would like to see in the
16 plan. Where are those new buses and subway cars
17 going? What communities are they benefitting? Where
18 are the new car purchases.

19 And lastly, a new revenue stream must be
20 found for the next capital program while existing
21 dedicated revenues must be protected from diversion.
22 Some of the most promising revenue proposals include
23 the New York Campaign to balance tolls throughout the
24 five boroughs, and value capture when New York
25 development interests pay for improvements, expansion

2 of transit stations. The menu of funding options is
3 small, and with a \$15.2 billion funding gap, these
4 proposals merit more than just consideration. Thank
5 you.

6 CHRIS COCO: I am Chris Coco. I'm
7 volunteer for Transportation Alternatives. I am here
8 to speak on behalf of a pedestrian and bicycle
9 pathway on the Verrazano Bridge. I think it's
10 important for us to have access to that. It takes
11 too long for State Islanders to get to anywhere
12 especially with a bike. If I want to go from Staten
13 Island to Bay Bridge, I would have to take the ferry.
14 Ride over on the ferry, take the ferry, take the
15 Brooklyn Bridge, which is overcrowded with vendors
16 these days. And it's really hard to get on and ride
17 along, and then go all the way down the Fourth Avenue
18 and then let's say all the way out to Bay Bridge.
19 And that takes literally hours, at least three hours
20 or more. Whereas, if I go from Staten Island all the
21 way back to the Verrazano I would be there in half an
22 hour or so. Maybe 45 minutes at the most.

23 It's so important to have a bike path,
24 and it's also important in case of an emergency for
25 us to have other ways of access. Such as when

2 Hurricane Sandy hit, the ferry was closed for that
3 week, as you recall. It was flooding over there, and
4 nobody could even get over there. Staten Island was
5 pretty much stranded. If we had a bike path on the
6 Verrazano it would be so much more efficient. And
7 I'm also in favor of the BRT on the North Shore, and
8 also as far as getting some sort of bus or other
9 transit to go to New York Airport from a central
10 location.

11 CHAIRPERSON RODRIGUEZ: [off mic] Thank
12 you, and as you know, like we have met before,
13 coordinating some effort for Vision Zero and other
14 initiatives regarding transportation. Before we
15 provide a formal response on this plan, I will invite
16 all the advocate groups including us all to be part
17 of having a conversation and have more time to
18 disclose all the ideas and suggestions that we can
19 provide to the MTA. We agree with you. I think that
20 this is a great plan, but we need to look on the
21 details. So like one area that I was also looking at
22 the plan is that I didn't see is that there is not
23 any funding to bill us a bicycle parking close to
24 some of the MTA stations. It is in conversation with

2 the advocate group that we will be able to get new
3 and more ideas.

4 So thank you, and with this I would like
5 to end this hearing recognizing and thanking Jonathan
6 Mazzarano, our Policy Analyst; and Gafar Gallo [sp]
7 Policy Analyst; and Shima Obechera, Finance Analyst,
8 and Kelly Taylor who is our counsel to the committee
9 and Carmen Amorosa [sp?], my Chief of staff; and
10 Lucas Acosta, who is my Media and Legislation. And
11 with this we end this hearing on Oversight of the MTA
12 Capital Plan 2015-2019. Thanks.

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C E R T I F I C A T E

World Wide Dictation certifies that the foregoing transcript is a true and accurate record of the proceedings. We further certify that there is no relation to any of the parties to this action by blood or marriage, and that there is interest in the outcome of this matter.



Date October 11, 2014