

Metropolitan Transportation Authority

State of New York

MTA Public Hearing On CAPITAL PROJECTS

**Held at the MTA HEADQUARTERS
347 Madison Avenue, New York
5th Floor Board Room**

September 3, 2014

*Metropolitan Transportation Authority
State of New York
MTA Public Hearing on CAPITAL PROJECTS*

*Held at the MTA HEADQUARTERS
347 Madison Avenue, New York, New York
5th Floor Board Room*

September 3, 2014

Dais Appearance

Metropolitan Transportation Authority

Stephen J. Morello, Counselor to the Chairman [Hearing Officer]
Marc Albrecht, Deputy Director, Capital Program Funding and
Grant Management

MTA Bus Company

Kevin Jones, Assistant Chief Facilities Officer,
Facilities Division

Long Island Rail Road

Richard Oakley, Chief Program Officer,
Department of Program Management

Metro-North Rail Road

Timothy McCarthy, Vice President, Capital Programs

New York City Transit

James Wardle, Deputy Chief, Capital Program Oversight

*Metropolitan Transportation Authority
State of New York
MTA Public Hearing on CAPITAL PROJECTS*

*Held at the MTA HEADQUARTERS
347 Madison Avenue, New York, New York
5th Floor Board Room*

September 3, 2014

Registered Speakers

- | | | |
|-----|---------------------------|-----------------|
| 1. | Mr. X | Private Citizen |
| 2. | Rudolph David Harris, Jr. | Private Citizen |
| 3. | Frederick Wells | Private Citizen |
| 4. | Nancy Singleton | Private Citizen |
| 5. | William Smith | Private Citizen |
| 6. | Christopher D. Greif | Private Citizen |
| 7. | Debra Greif | Private Citizen |
| 8. | List Camille | Private Citizen |
| 9. | Sekou Crawford | Private Citizen |
| 10. | Christina Kurteweg | Private Citizen |
| 11. | James Jagiello | Private Citizen |
| 12. | Juan Castillo | Private Citizen |

12. David-Paul Gerber

Private Citizen

[Hearing Convened, September 3, 2014 at 4:30 PM]

MR. STEPHEN J. MORELLO, COUNSELOR TO THE CHAIRMAN: Good evening ladies and gentlemen. If we can begin? Before we have an introductory statement to be read about the purpose of tonight's hearing, I just wanted to thank you all for coming and explain what the procedures are for those of you who are not familiar with them. If you wish to speak, please sign up outside at the registration table. Speakers will be given up to three minutes to present their remarks. Somewhere at around 2-1/2 minutes, a light will go off over there and a small horn will sound to remind you that you're running out of time and you'll be asked to wrap up your comments. So in the interest of fairness, we can give everyone the right amount of time. With that, some introductory comments.

MR. MARC ALBRECHT, DEPUTY DIRECTOR, CAPITAL PROGRAM FUNDING AND GRANT MANAGEMENT: Ladies and gentlemen, my name is Marc Albrecht and I am the Deputy Director of Grant Management for the MTA. I'd like to begin this public hearing by reading a prepared statement. It will take approximately ten minutes to read my statement, which will become part of this hearing's public record. I would like to note that a transcript of this

hearing will be made and a copy will be supplied to each MTA Board Member. In that regard, it would be helpful if each speaker could provide Stephen Morello, the Hearing Officer, with a copy of their written statement if you have one.

In recognition of the special needs of our hearing-impaired customers, a sign language interpreter was offered in the notice for this hearing, upon advance request. No request was made in advance of this hearing. The hearing is being held in a building accessible to persons with mobility impairments.

The MTA has conducted a community involvement and public information effort to encourage customer comment at this hearing. Bilingual posters announcing this hearing were displayed system-wide at New York City Transit Subway, Long Island Rail Road and Metro North Rail Road Stations. Notices were also displayed on all buses operated by New York City Transit and MTA Bus. Advertisements announcing this hearing were published in the *New York Post*, *El Diario* and the *Amsterdam News*. The notice of the public hearing was mailed to approximately 1,500 persons including elected officials, community organizations, private transportation providers, transit advocacy groups, government agencies and interested

private citizens.

This is a public hearing being held by the Metropolitan Transportation Authority or MTA in connection with request to the United States Department of Transportation for federal financial assistance under the Moving Ahead for Progress in the 21st Century Act, known as MAP-21, for the balance of Federal Fiscal Year 2014 and for 2015, for capital improvement projects for the systems operated by MTA New York City Transit, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Railway, MTA Long Island Rail Road, Metro North Long Island Rail Road, MTA Construction Company and MTA Bus Company.

Copies of the description of projects from which specific requests for federal financial assistance will be selected have been available for inspection at numerous public locations throughout the service area. In addition, copies of these documents were also available on the MTA website since August 14th and are available this evening as well.

Today's hearing is being held in accordance with federal requirements in order to qualify the projects for federal financial assistance. We are here today to seek comments on the proposed list of projects only. The projects in this hearing may

be more than we ultimately seek funding for and the MTA may or may not do any of the projects listed here with federal funds.

Additionally, the Staten Island Railway amount reflects a reduction in the amount of federal funds that may be sought for Staten Island Railway in Federal Fiscal Year 2015 from the amount originally advertised to announce this hearing.

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

I will now give a general description of the categories of work in which the projects, which are the subject of today's public hearing, are contained. Anyone interested in the details of the individual projects can inspect copies of the description of projects which are available at the registration desk.

The request to be made for federal financial assistance will incorporate individual projects into programs of work and would be submitted as appropriate following this public hearing in anticipation of federal funding that may be available under

the transportation legislation under the following programs:
Sections 5307, 5309, 5324, 5337, 5339 and 5340 of Title 49,
Chapter 53 of the United States Code; funds available for
transit use under Title 1 of MAP-21, also known as the highway
portion of the legislation.

The final program of projects will selected from the list
of projects published in the legal notice of this hearing.
Applications will be prepared and submitted to the United States
Department of Transportation. And such applications will be made
available upon written request to me as the MTA's Deputy
Director of Grant Management. The MTA will make the final
program of projects available on its website, WWW.MTA.INFO, for
Section 5307-funded projects when the FTA awards a Section 5307
grant.

In summary, the published list of projects contain capital
improvement work to be done in the following program categories.
New York City Transit: subway cars, \$50 million; buses, \$449.93
million; stations, \$785.3; track, 280.7; line equipment, 471.4;
line structures, 393.2; signal and communications, 184.6; power,
111.3; shops, 1,539.47; depots, 86.3; miscellaneous, 43.29;
Staten Island Railway, 204.9. The New York City Transit total:

4,600.39 million.

MTA Bus: facilities, 34.32 million. Long Island Rail Road: stations, 106.65 million; track, 269.5; line structures, 58; communications and signals, 136.8; shops and yards, 371.9; power, 140.9; miscellaneous, 44.8. Long Island Rail Road total: 1,128.55 million. Metro North Rail Road: stations, 92.15 million; track and structures, 93.53; communications and signals, 224.98; power, 100.7; other, 11; ferries, 2.9. Metro North Rail Road total: 525.26 million. The MTA grand total: 6,288.52 million.

MTA will be submitting applications to obtain federal financial assistance from various sections of the MAP-21 legislation. Section 5307 is a formula-based program from which a specified amount of federal funds is allocated to the urbanized area for each federal fiscal year.

In Federal Fiscal Year 2014, MTA is tentatively projected to be eligible to receive \$586 million of Section 5307 funds. Of that amount, MTA expects to elect to use 560 million for New York City Transit, Manhattan and Bronx Surface Transit Operating Authority, Long Island Rail Road and Metro North Capital Projects. MTA is expected to elect to use \$26 million for MTA

Bus Projects.

Apportionments for Federal Fiscal Year 2015 are not yet available. In addition, MTA proposes to: A, submit Capital Project requests to request some or all of the 5307 funds from Federal Fiscal Year 2015 that will be available; B, submit some Capital Projects to request Section 5307 funds remaining from prior fiscal period allocations and for adjustments to the Section 5307 Program if necessary.

In addition, MTA also proposes to: A, submit projects for federal funds from Section 5337, State-Of-Good-Repair funding category; in Federal Fiscal Year 2014, MTA is eligible to receive 602 million of Section 5337 funds and 26.5 million from the Section 5339 Bus and Bus Facilities funding category.

Apportionments for Federal Fiscal Year 2015 are not yet available. Projects will also be submitted for federal funds under MAP-21 as appropriate in an effort to assure receipt of the maximum amount of federal assistance. Amounts that will be received for Federal Fiscal Year 2015 are not presently known.

The MTA is eligible to receive Section 5324 funds from the Disaster Relief Appropriations Act of 2013. The full allocations under that Act have not yet been made. The MTA will submit

additional projects in amounts sufficient to request federal fund balances from prior fiscal year allocations and grants within each of these fund categories, including fund categories under MAP-21 as appropriate and for adjustments to these programs.

The capital improvements to be progressed with these funds generally take place in the confines of the transportation systems of the MTA or city or county or state-owned property. Any property acquisition or relocation that may be required for the projects will be carried out in accordance with the appropriate provisions of law and regulatory requirements.

The projects are not expected to have any significant adverse environmental impact. Should the United States Department of Transportation prepare a formal statement on the environmental impact of any of these projects, the availability of such a statement or statements from the Department of Transportation will be made known by appropriate publication.

The projects outlined in this public hearing conform to the long-range transportation plan for the New York Metropolitan Region and have been or will be endorsed by the Metropolitan planning organizations for the New York Metropolitan Region, for

Orange County and for Dutchess County, as the product of continuing cooperative and comprehensive planning for all modes of transportation.

Reduced fare privileges for the elderly, disabled and Medicare users will be made available as required by law. All legal requirements relating to the elderly disabled and Medicare users will be met.

In closing, I would like to emphasize that the financial aid that will be requested is essential to the implementation of MTA's Capital Program. For today's public meeting, the MTA representatives seated at the table are here to listen to your comments regarding the proposed list of projects. We will not be responding to any comments today. We are here to listen. As noted earlier, a transcript of this hearing will be distributed to each MTA Board Member. Thank you.

MR. MORELLO: Thank you, Mr. Albrecht. A reminder if you would like to speak but have not yet registered, you must do so. Please do so before 6:00 at the registration table out front. The first of our registered speakers is Mr. X. And he will be followed by Rudolph David Harris, Jr. Mr. X?

MR. X: As I stated, in the last ten years these public

hearings shouldn't start before 7:00 P.M. This public hearing was scheduled to start at 4:30, which proves you're selfish and you have a negative attitude. I don't know what condition you would start a public hearing before 5:00 P.M. Are you in a hurry to race home? Are you in a hurry to run home with your tail between your legs?

What's excluded -- what was excluded from your proposal was a free transfer, a free Hoyt Street transfer between A, C, G, 2 and 3 trains; a free transfer to the N and R trains from the A, C, 2 and 3 trains near City Hall; free transfers between the B, D and 4 trains above Yankee Stadium; connecting the 3 train to Yankee Stadium from 145th Street, etcetera.

Unfortunately, I don't have a test-, I have a testimony but I couldn't prepare it beforetime. But you'll get a copy after I proofread it first. But the proposal I just mentioned should have been included in your proposal And that also proves that you're abusive and negligent. As I said earlier, it proves that you're selfish and you have a negative attitude. Because as usual you just -- you take a proposal; you take that book, that thin book you just gave us, which I could use for toilet tissue, and just ram it down our throats. You tell us what, what you

want but you don't ask us what we want.

And that's why your public hearing attendance fail -- dropped. Okay, in the last two years, you held separate public hearings and the attendance was low. I'm surprised there are more people here today than there were here on July 24, 2013, in which only two people testified and the agenda was the Second Avenue Subway. Similar to the June 25 Board Meeting, in which only two people testified or which only lasted 21 minutes, which is a joke.

You have to do better if you want my trust, if you want our trust as I said before. But if you want to continue doing everything your way, that's on you. But as I said before, you need to listen sometimes and stop getting bent out of shape when things don't go your way. So as the saying goes, your hard head will give you a soft behind.

MR. MORELLO: Thank you, Mr. X. Next speaker, Rudolph David Harris, Jr., who will be followed by Frederick Wells. Mr. Harris?

MR. RUDOLPH DAVID HARRIS, JR.: Good evening fellow members. I am Rudolph David Harris, Jr. from Pelham Parkway, Eastchester Road in the Bronx. And I'm here to tell you the

truth today because what I really have heard on the news last week was actually no joke. Some of those bedbugs are on buses, subways, railroads and bridges and tunnels. And the MTA maintenance crews are supposed to keep them clean and in good repair. And I also note that those crazy rodents at subway stations and railroad stations are still crawling on the train tracks. And that's no joke either.

So one of my suggestions is for some of you to supervise the MTA maintenance crew by cleaning subway cars, railroad cars, every bus and every bridges and tunnels because I want them to be clean and in good repair. And when you call the MTA exterminators, they'll get rid of the rats off the subway tracks and railroad tracks. Thank you for listening to my suggestions. And I hope the MTA maintenance crew will do the best they can because it's their job and responsibility. Thank you very much.

MR. MORELLO: Thank you, Mr. Harris. The next speaker is Frederick Wells and then Nancy Singleton.

MR. FREDERICK WELLS: Good evening. I would like to start with the following. One, yes, I agree with Mr. X with the -- that they should build a transfer connection between the A, C and G at Hoyt-Schermerhorn to the 2 and the 3 train at Hoyt

Street. This way there'll be a connection in Brooklyn to those lines, to where people don't have to travel all the way into Manhattan just to do a transfer like that.

Also, you're talking about the Second Avenue Subway and things like that. I was looking on the website and they had -- they had like some subway extensions like in Queens; which is probably included on 125th Street subway line or something like that. The subway system right now in Queens, as a matter of fact the whole transit system in Queens is just -- it just really sucks. Everything is just clumped up together. Everything is just clumped up together just to connect with a subway or feed into a subway. And it's like it's not carrying you anywhere.

Whereas like if some of those subway lines were extended, perhaps maybe the bus routes would have been reconfigured to wheres like there's more of a grid and to where people go to the nearest station or closest station -- the closest subway station what have you, rather than having to go all the way out to Jamaica; all the way out to Jamaica or Flushing or whatever to catch the train, to be crowded up into the subway.

And on top of that, not everybody's going to Manhattan. Some people are going to Brooklyn. Some people are going to the

Bronx. And again, going to the Bronx, it's like -- it's like it's going to be like maybe up to 80 minutes riding because we have to ride the 44 across. There is no subway going in that, going in that direction from Jamaica.

So it's like maybe they should either build a subway or build a -- have a Long Island Rail Road or Metro North rail link to connect Fordham with Jamaica; so that people who live in Long Island and work like maybe like Westchester or things like that, they will not have to go all the way to Manhattan for their connection. They'll just have a link. They'll have a direct link to their train in the Bronx. That's all I have to say. Thank you.

MR. MORELLO: Thank you very much, Mr. Wells. Nancy Singleton, to be followed by William Smith.

MS. NANCY SINGLETON: Hello lovelies and honeys all over the world. Hello subway buses and buses company. The subway and buses made a lot of progress. It would be nice to paint some subway stops and make some new lamps, make a lot of bathrooms. Welcome Ms. Saul and Ms. Puney, Ms. Nancy and Ms. Nan. Thank you.

MR. MORELLO: Thank you very much now, Ms. Singleton.

William Smith, to be followed by Christopher Grief.

MR. WILLIAM SMITH: Hello. Thank you everyone for being here and thank you for your service. My main -- I have a few comments. I'd like to know, and as I'm sure many of the other people would like to know; obviously it's important that we get a breakdown of this Capital -- of the Capital Projects and what are the projected budgets. But I think we also would like to know how you arrived at these projected budgets; how did you come to these figures? Obviously, that's a detailed process and the book would probably be several feet high. But I think it would be important in moving forward for the people to understand why these projects cost so much money.

And then also make sure you highlight the parts of how much it's going to cost on the human capital side. You know, with the MTA pushing for more minority-owned businesses to be involved with your procurement and your construction projects; it's important that we see how much you're allocating to human capital -- I mean, you know, for projects on the HR side. So just so that way we're fully transparent and we have a full understanding of the costs.

Also, another comment I had and I see a lot of projects to

ensure the MTA's compliance with the Americans With Disabilities Act and I see an extensive budget; for example, Eighth Avenue Line in Brooklyn for \$40 million. So that's why I mentioned it would be good that we get a breakdown as to how you arrived at that number, just so we have all the information possible. So that way everyone knows why certain projects are either under budget or over-budget; so that way you don't get a big backlash whenever that you arrive, get to that situation.

I think it's very important that we continue to have these hearings. I agree with some of the other people that said maybe these hearings should be held a little bit later and maybe they should hold them in different locations. But I think it's important that this be posted online and people are aware of where they can find this information. So that way they can get all the necessarily -- all the necessary information that they will need.

One other comment I had is obviously this is very important to the MTA's sustainability with weather and hurricanes. We also want to know what the efforts of the MTA on the government affairs side to lobby Washington to make sure that we are able to get these funds. Obviously, we understand that you're

requesting this amount of money. But we want to know what are your efforts with securing those funds through lobbying and rallying support in Washington? Thank you.

MR. MORELLO: Thank you very much, Mr. Smith. Christopher Greif, to be followed by Debra Greif.

MR. CHRISOPHER D. GREIF: Good evening. I'm Christopher D. Greif. I'm a member of the New York City Transit Riders Council and other advocates for people with disabilities. I am very pleased to see that some of the construction going on on the Sea Beach Line on the Eight Avenue Station, on the N; as well as stations that are listed on the books. I am very pleased to see this because some of those stations for people -- my fellow disabilities cannot get on a train because some of the N lines, as well as the D line, cannot get to proper transportation. Some of those areas are very deserted and very hard for them to get around.

I'm very pleased that those constructions are going to be going through. I hope that with those constructions, that some of the stations can be proper constructions; there are proper safety. And I hope no one can get hurt. Because when the guys do construction, there are some safety issues that people can smell

dust or can get all of a sudden a crack in the floor and all of a sudden somebody can fall.

I hope there'll be proper signages, something to let them know to please watch your back. Because Kings Highway, you have the sign saying where the elevator is: Please do not stand there. I am very pleased to see that because it's letting them know: Please don't stand there when someone's getting off the elevator or getting on a train. And I'm really pleased at that.

I hope that part of the Capital Project that you have listed on your book is the Culver Line. I hope proper construction will be fixing not just the signals but also the stations along the line there from Ditmas to Avenue X. There were some reports of cracks, holes. And I can actually see the street down. I hope that -- I know it was listed two years ago before the Sandy storms and I hope we are going to start there soon because the Culver Line, it's tumbling a little bit. That's all I have to say. But thank you so much gentleman and have a good evening.

MR. MORELLO: Thank you for coming, Mr. Greif. Debra Greif?

MS. DEBORAH GREIF: Good evening. My name is Deborah Greif. I'm the Chairperson of the Brooklyn Families Support Advisory, a

council that's for families that have children with developmental disabilities.

I'm very glad to see, as Mr. Greif said before, the Culver Line. I can see the Culver Line from where I live. And I try not to go on the line because when I've -- and I'm a member of my local community board and I've had to call because going up the steps, the wood is missing. So the step can actually; it can crash down if you're not careful. As Mr. Greif said before, I can see through the cement cracks down to the floor. It rocks a lot. This is not only at Avenue U. It's through the whole elevated part of the Culver line, starting from Avenue X all the way up to Ditmas. It is not safe.

I'm glad you're also working on the N line. And I hope you go up the whole line because from Eighth Avenue, which is serious -- there is serious crumbling; you can see the warp. You could see how the station is going -- you're wondering how it's holding together. This is on all the staircases going all the way over to 86th Street. This is in very bad shape. It needs to be worked on.

I also hope you will try to ramp a few of these stations and find ways to do it because there are times when an elevator

doesn't work. And a person who uses a wheelchair or a walker or who maybe broke their leg and is trying to do crutches and they try to get off and boom, they find out that elevator is just not working. And you can't call if you're on the train and you come in from Manhattan and you're on an underground train; there's no train -- there's no phone signal.

So I hope you can figure out ways or to ramp the stations because that'll make it a lot easier. Because I'll tell you, at Eighth Avenue on the A, C and E trains, that's a pleasure. That's a pleasure that when you get off, go up by the ramp, go down by the ramp; and the same at Coney Island for the N, Q and F trains. Unfortunately, you can't do that for the D because you put steps down. So, we try never to take that going into Coney Island because I'm not going up to go around. So I hope you'll take those in consideration.

And when you have -- you're building, you're getting all those new buses, make sure that you also build correct; when the buses come into the bus stop, they actually can pull in all the way. Because there are many bus stops that are not safe. And there are times the bus is not -- even though they have the lift, it doesn't work. They don't get close enough. So instead

the person can't get on safely. So please try to look in that.

Thank you.

MR. MORELLO: Thank you very much. The next speaker is List Camille.

MR. LIST CAMILLE: I decline.

MR. MORELLO: Pardon me?

MR. LIST CAMILLE: I say I decline. I don't want to speak.

MR. MORELLO: Okay. Declined. Okay, thank you very much. In that case, the next speaker is Sekou Crawford.

MR. SEKOU CRAWFORD: Good afternoon -- good evening. We are representing renewable energy interests and hoping to encourage the MTA to look into that. First, we noted a 40 megawatt distributed solar project in New Jersey across thousands of telephone poles, which is very encouraging. And then we also saw there was a projected loss of about \$6.8 million on Bloomberg's electric taxi task force charging stations. That's because they're not using solar and we think solar can fix that.

And basically we wish to just encourage the MTA in ways that solar can be used by both commuters and operators -- train and bus operators. We think it may look something like solar at bus stops or solar on the roof of various vehicles that can be

used to charge your phone or even to help operate the vehicles. So we just wanted to make mention of that at the meeting.

MR. MORELLO: That's it? Thank you very much. Is that it now? Shall we sit in recess? Mr. Crawford, at this moment at least, is our last speaker, our last registered speaker. So, we will be here in recess until we have further registered speakers. Thank you very much.

Our next speaker has arrived -- Christina Kurteweg. Good evening, Ms. Kurteweg. Take your time. You'll have up to three minutes. And when you get to around 2-1/2 minutes, a little light on your speaker will light up to remind you that you should --

MS. CHRISTINA KURTEWEG: It's, it's quick. I have it written down. I'm requesting Limited on the Brooklyn B49 all day. Right now they do have Limited service going to Kingsborough for the students. But the B49 could use a Limited bus service.

Also, there's been a petition, a lot of people have signed it -- I signed it myself; requesting a Select stop on the B44, which is now Select from Sheepshead Bay to Williamsburg. Nostrand Avenue and Avenue R, there's the B31 and B2. Both of

them stop at that corner of Nostrand and R and there is no Select. The Selects go by and I myself have to -- one time I had to wait up to a half-an-hour for an actual, to get transferred to a 44.

Okay, now the next. This would be concerning subways. Is it not possible to synchronize the elevator. When the sign arrives that the train is going to arrive and an elevator -- this is for, my daughter has a wheelchair; to synchronize the elevator time to get to the station? In other words, to give the person in the wheelchair more time? I've even had the experience today. I happen to be able to walk up the stairs. But the train arrived and the person in the wheelchair, the elevator was not -- the doors had not opened. So I feel if we can go to the moon, we can synchronize the time.

Okay, thank you. I think that was all.

MR. MORELLO: We will await more speakers. Mr. Jagiello?
Mr. Jagiello?

MR. JAMES JAGIELLO: Yes.

MR. MORELLO: Would you like to come up and speak? We do have a speaker -- James Jagiello. Take your time. Right over there. The podium's over there.

MR. JAGIELLO: Yes. One issue that I would like to call to your attention is a pressing and serious issue. It's regarding the fact that there are no bus dispatchers at the major terminals during the late night hours. And as a result, it frequently happens where buses don't show up or they deliberately run late and that is not acceptable. The Q54 bus stop at the Williamsburg bus terminal is a particular problem. No dispatchers are there. And sometimes at midtown and 12:30 in the morning, you got no dispatchers there. And sometimes that may be the cause why drivers frequently deliberately run late or the buses don't even show up at all. This needs to be looked into.

And also I'd like to see somehow in which the Select bus service can get more use. The B44 Select buses, sometimes I don't see them getting the crowds that they -- that I expected that we would be getting. You know what happens and what you should do is maybe on Monday nights during the summer, after -- when we have the Martin Luther King Jr. concerts at Wingate Field, you should consider running some buses after the concerts. Some of the shows don't end until like 10:00 or 10:30 and the last bus starts at Clarkson Avenue around just after

10:30 each night going towards Williamsburg. I'm not sure what the last bus is going towards Sheepshead Bay.

And another thing. Another bus that I think would make a good B44, make a good Select bus route: the Q10 bus to JFK Airport. That would be a good route. Because you've got connections to numerous other buses; the E, F, J, Z and A trains. So that's why that why that make a good addition to the B44 Select system as well. So thank you.

MR. MORELLO: Thank you very much. Is Juan Castillo here? We have a recently registered speaker, Juan Castillo. Thank you, sir.

MR. JUAN CASTILLO: Thank you. It's nice to be speaking to you people again. I'd like to address a few issues. For starters, I'd like to address about the key stations, which one of the stations will get the elevators. I'm kind of alright with the D and N getting elevators at the New Utrecht 62nd Station, in which the customers in Brooklyn will be able to transfer without going through a flight of stairs. There is one station in the Bronx that I'm feeling a little uncomfortable with being a key station, which is the Bedford Park Boulevard stop being served by the B and D. I really think there is no chance that

this stop should have any elevators at all. You know, because it makes it a little challenging for the stop to have elevators going from the mezzanine to the platforms.

Instead of making the Bedford Park stop the stop having elevators, why not have the Fordham Road stop get elevators? Not only that, maybe you can have -- consider reopening the closed-down entrances that was on the west side of Fordham and Grand Concourse. Also, about a month-and-a-half ago when we had a Transportation Reinvention Commission public hearing, I mentioned something about the controversy regarding the transfer at the Fulton Center. What I'm trying to say is the R and E should not have a free transfer. Instead we should have like the Fulton Center get a free transfer, which will connect the Fulton Street A, C, J, Z, 2, 3, 4 and 5 lines to the Cortlandt Street R stop and the one Cortlandt Street stop, making it less complicated for residents and commuters traveling to Manhattan.

Finally, my final topic has to do with the service changes that is happening around the five boroughs. Beginning with the S03 Limited now running all weekday long, which will benefit bus riders who travel to the College of Staten Island and ending with the J train being extended to Broad Street all weekend, to

connect the J to the Fulton Center.

I decided to add a few service changes to help make the MTA a little bit better. Beginning with another set of service changes on the Manhattan Bridge. With that being said, these service changes have to deal with the B and D trains returning to their original pre-July 21 services; in which the B train will once again run along the west end line and the D running along the Brighton line. It also affects the Q trains, which will eventually in turn be short-turn at Brighton Beach, Brooklyn. Thank you. These service changes happen to take effect on the 22nd of February in 2015.

MR. MORELLO: Thank you, Mr. Castillo. We have another speaker registered -- David-Paul Gerber. Mr. Gerber?

MR. DAVID-PAUL GERBER: Good evening everyone. Thank you for holding this hearing about the request for federal assistance. Before that the federal government should even consider about the money allocated that the MTA should be requesting, the MTA should do an internal top-bottom audit; a to-bottom, especially on the MTA Capital Construction projects, the current projects: Fulton Street Transit Center, East Side Access and the Second Avenue Subway. Well, I can excuse the

Second Avenue Subway. But the East Side Access is the Boston version of the Big Dig. And I'm not the only person; I'm thinking of someone else too. The money spent or wasted on this matter can -- this issue is really like almost eight to ten years late. The Fulton Street Transit Center is still delayed again. And the store owners that were kicked out in 2003 could have stayed there for a few more years. These projects should be better managed. MTA Capital Construction should be better managing the projects involved.

As far as the ADA accessibility, I want to address that the key stations involved are not an easy task for MTA New York City Transit to consider. I do not strongly endorse the Bedford Park Boulevard Station, just as my speaker previously had stated for other reasons involved. Instead the Bedford Park Boulevard Station on the B and D line make it ADA accessible, which will take another four or five years until the elevators will be put in anyway. Why not make the 4 train -- the 4 station a few blocks down be ADA accessible? The reasoning for that is because Westchester B line buses are two of the most heavily used bus lines -- the 20, 21; as well as the 4 to Yonkers have no, absolutely no ADA accessibility transfer there.

In fact, many of Westchester B line bus routes do not have any ADA accessibility, except for the 60, 61 and 62 at Pelham Parkway, the 40, 41 and 42 at 241st Street, White Plains Road. Dyre Avenue on the 52, 55, while it's less used, has no ADA accessibility. Westchester B Line 1, 2 and 3 routes have no ADA accessibility at 242nd Street and Van Cortlandt Park South. It is more important to have 242nd Street and van Cortlandt Park South and Bedford Park Boulevard on the 4 line to have ADA accessibility. Thank you.

MR. MORELLO: Have we anyone else who would like to speak? Okay. Sir?

MR. GERBER: I stand corrected because I was wrong: 241st Street is not an accessible station. So that should be included on the record. My apologies.

MR. MORELLO: That's quite alright. Thank you very much. Since we have no further registered speakers, that will conclude the hearing. Thank you all for attending very, very much. Goodnight.

[Hearing Adjourned, September 3, 2014 at 5:15 PM]

JUAN
CRISTIANO

Public Hearing Comments

4:30 PM

It is nice to be speaking to you wonderful people, here in the public hearing again. I would like to address a few issues regarding a few topics I've looked over online:

ADA Key Station:

Some of the ADA Key Stations were okay, with the (D) and (N) Trains getting 4 ADA elevators at the 62nd St/New Utrecht Av station, it will give disabled rides in the Bensonhurst area to transfer freely between two subway lines without the hassle of going up and down a flight of stairs. There is one station in The Bronx that I'm feeling a little uncomfortable with being an ADA Key Station: Bedford Park Blvd (Grand Concourse). This station is served by both the (B) and (D) lines (B - weekday rush hours, D - at all times), I really think there's no chance in hell that this station should even have elevators at all, I know that station pretty well. ^XYou go in the station through the turnstile and you see a flight of stairs, you head down to the lower mezzanine to find a bunch of stairs going down to the (B) and (D) platforms heading in either direction. ^XInstead of making that station an ADA Key Station, why don't you make the Fordham Road stop that kind of station? The (A) Train has its own Fordham Road stop equipped with elevators, so can the (B) and (D)'s. Not only that, it's also about time we reopen the subway entrances on the west side of Fordham Road/Grand Concourse.

Fulton Center:

About a month and a half ago when we had a "Transportation Reinvention Commission" public hearing, I mentioned about the controversy surrounding a certain transfer at the Fulton Center in Lower Manhattan. It had to involve a free transfer between the (E) and (R) Trains, which in turn, should not be a part of that project. The (R) Train's Cortlandt St Station is scheduled to connect to the Fulton Center, which in turn would connect to the (A), (C), (J), (Z), (2), (3), (4), and (5) Trains. What I want to see for the Fulton Center is that they don't do the (R)/(E) free transfer, instead, they should have a free transfer in which the Dey St PassageWay would connect the (A), (C), (J), (Z), (2), (3), (4), and (5) Fulton St Stop, to the (R) Cortlandt St stop, to the (1) Cortlandt St stop, making it less complicated for residents and commuters travelling in Lower Manhattan.

Other Service Changes:

My final topic has to deal with the service changes that is happening around the 5 boroughs, beginning with the S93LTD now running all weekday long which would benefit bus riders who travel to the College Of Staten Island, and ending with the (J) Train being extended to Broad St all weekend to connect the (J) to the Fulton Center. I've decided to add a few service changes to help make the MTA a little bit better, beginning with another set of service changes on the Manhattan Bridge. With that being said, this service change has to deal with the (B) and (D) Trains returning to their original pre-July 2001 services. (B) Trains will once again run along the West End Line, operating between 145th St, Manhattan and Coney Island - Stillwell Av, Brooklyn with express stops between 34th St - Herald Square and 36th St (4th Av) at all times except weekday rush hours, when service is extended to Bedford Park Blvd, Bronx. (D) Trains will once again run along the Brighton Line, operating between Norwood - 205th St, Bronx and Coney Island - Stillwell Av, Brooklyn with local stops in The Bronx and Brooklyn at all times except weekday rush hours (peak direction) when service runs express in The Bronx (to Manhattan AM, from Manhattan PM). (G) Trains will now operate between Astoria - Ditmars Blvd, Queens and Brighton Beach, Brooklyn with local service in Queens, express in Manhattan and Brooklyn weekdays only. Late nights and weekends, trains operate between 57th St - 7th Av, Manhattan and Brighton Beach, Brooklyn (local in Manhattan, express in Brooklyn). These service changes are scheduled to take effect on Sunday February 22, 2015.