

Memorandum



Metropolitan Transportation Authority

State of New York

Date August 23, 2016
To MTA Board Members
From Stephen J. Morello, Counselor to the Chairman *SJM*
Re Public Hearing Transcript – Capital Projects Public Hearing 8/23/16

Attached is the Capital Projects Public Hearing that includes oral testimonies and public comments from the meeting on August 23, 2016 held at 2 Broadway.

Metropolitan Transportation Authority

State of New York

MTA Capital Projects Public Hearing

Held at 2 Broadway, 20th Floor Conference Room, New
York, NY 10004

August 23, 2016

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State of New York

MTA Capital Projects Public Hearing

*Held at 2 Broadway, 20th Floor Conference Room, New York, NY
10004*

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Dais Appearance

SOPHIA LAFRANCE-BROOKS
MTA Government Relations Specialist/Hearing Officer

MARC ALBRECHT
Deputy Director, Capital Program Funding and Grant Management

GILLIAN PERSAUD
Director, MTABC Capital Budget & Grant Management

AL GUERRA
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JOHN KENNARD
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JAMES WARDLE
Deputy Chief, Capital Program Oversight - NYCT

SARAH RIOS
Chief of Grant Management - MTACC

Metropolitan Transportation Authority

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MTA Capital Projects Public Hearing

*Held at 2 Broadway, 20th Floor Conference Room, New York, NY
10004*

August 23, 2016

<i>Name</i>	<i>Affiliation</i>
1. Omar Vera	Private Citizen
2. Rudolph David Harris, Jr.	Private Citizen
3. Joseph Peters	Private Citizen
4. Fanying Jen	Private Citizen
5. Juan Castillo	Private Citizen
6. Mr. X	Private Citizen
7. Eric Shields	Private Citizen
8. Jason Anthony Pierio	Private Citizen
9. Frederick Wells	Private Citizen

[Hearing Convened, August 23, 2016 at 4:30:00 PM]

MS. Sophia LAFRANCE-BROOKS: Good evening. My name is Sophia LaFrance-Brooks, MTA Government Relations Specialist and I will serve as tonight's public hearing officer. This hearing provides the public with an opportunity to comment on the proposed list of projects. Before I begin, I would like to briefly explain the procedure for tonight's public hearing. First I will call the names of the people who have registered to speak in the order in which they signed up. If you wish to speak tonight, please register at the registration outside this room. If you wish to speak tonight, or you want to leave comments outside the registration room will be where you'll leave the comments at as well.

For those who have preregistered in advance to speak tonight, either via telephone or on our website, we ask that you sign in at the registration table. I will be calling out your name one speaker at a time. When I call your name, please approach the podium. When you begin your comments, please state your name and affiliation, and in the interest to fairness, so that we hear from all concerned parties tonight, your comments should not exceed three minutes. If you run out of time, you may submit your written comments to supplement your oral testimony. And now, some introductory comments from Marc

Albrecht.

MR. MARC ALBRECHT: Ladies and Gentlemen, my name is Marc Albrecht and I am the Deputy Director of Grant Management for the MTA. I would like to begin this public hearing by reading a prepared statement. It will take me approximately 10 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 Sophia LAFRANCE-BROOKS, the MTA's 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. The interpreters are available in this room. 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 Railroad 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 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 requests to the United States Department of Transportation for federal financial assistance, under the Fixing America's Surface Transportation Act (known as FAST Act), for the balance of Federal Fiscal Year 2016 and for 2017, for capital improvement projects for the systems operated by MTA New York City Transit, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Railway, MTA Long Island Railroad, MTA Metro-North Railroad, MTA Bus Company, and for the MTA Construction 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 July 29th 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.

At this Hearing, an opportunity will be afforded 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 requests to be made for federal financial assistance will incorporate individual projects into programs of work and will be submitted as appropriate following this Public Hearing in anticipation of 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 I of the FAST Act (also known as the highway portion of the legislation).

The final program of projects will be selected from the List of Projects published in the Legal Notice of this Hearing. Applications will be prepared and submitted to USDOT, 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 5307 grant.

In summary, the published list of projects contain capital improvement work to be done in the following program categories. I will now read the general categories: For New York City Transit, subway cars, \$2,956.43 million; stations, \$663.88 million, track, \$329.61 million, line equipment, 73.28, line structures, \$270.39 million, signals and communications, \$546.98 million, power, \$242.41 million, shops, \$86.17 million, depots, \$62.96 million, miscellaneous, \$125.28 million. For the Staten Island Railway \$47.36 million. I'm sorry, a correction. Staten Island Railway should be \$247.36 million, for a total for New York City Transit of \$5,604.75 million.

Metro-North Railway, Railroad, stations, \$141.95 million, track and structures, \$110.38 million, communications and signals, \$105.55 million, power, \$46.41 million, shops and yards, \$12 million, ferries, \$3.4 million, miscellaneous, \$19.97 million. The total for MNR \$439.66 million. MTA Bus, for facilities, \$217.74 million. MTA CC, the capital construction company, \$195 million. Long Island Railroad, stations, \$134.6 million, track, \$75.5 million, line structures, \$113.8 million, communications and signals, \$127.1 million, shops and yards, \$95.25 million, miscellaneous, .3, total for Long Island Railroad, \$546.55 million. The grand total for MTA, \$7,003.70 million.

MTA will be submitting applications to obtain federal financial assistance from various sections of the FAST Act 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 2016, MTA is tentatively projected to be eligible to receive \$637.6 million of Section 5307 funds. Of that amount, MTA expects to elect to use \$608.9 million for NYC Transit, Manhattan/Bronx Surface Transit Operating Authority, Long Island Railroad and Metro-North Railroad capital projects. MTA is expected to elect to use \$28.7 million for MTA

Bus projects. Apportionments for Federal Fiscal Year 2017 are not yet available. In addition, MTA proposes to submit capital projects to request some or all of the Section 5307 funds for Federal fiscal year 2017 that will be available and 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 submit projects for federal funds from the Section 5337, the State of Good Repair funding category. In Federal Fiscal Year 2016, MTA is eligible to receive \$700.2 million of Section 5337 funds and \$22.91 million from the Section 5339 Bus and Bus Facilities funding category. Apportionments for Federal fiscal year 2017 are not yet available.

Projects will also be submitted for Federal funds under FAST Act, as appropriate, in an effort to assure receipt of the maximum amount of federal assistance. Amounts that will be received for Federal Fiscal Year 2017 are not presently known. The MTA is eligible to receive \$5.826 billion of Section 5324 funds from the Disaster Relief Appropriations Act of 2013. Some additional projects in amounts sufficient to request federal fund balances from prior fiscal year allocations and grants within each of these fund categories, including categories under

FAST Act, 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, the DOT, prepare a formal statement on the environmental impact of any of these projects, the availability of such a statement, or statements from DOT will be made known by the 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 federal 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 head 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.

MS. LAFRANCE-BROOKS: For the record, the date is Tuesday, August 23, 2016 and the time is 4:45 PM. We are in the 20th Floor Conference Room at 2 Broadway, and now we will begin the hearing on MTA Capital Projects. And we begin to hear from most of you in the audience. The first preregistered speaker tonight is Omar Vera, followed by Mr. Harris.

MR. OMAR VERA: Good afternoon, everybody. My name is Omar Vera. I, I live in the city. I'm a transit advocate, though I'm a private citizen. I'd like to discuss a couple of things regarding this. For example, regarding the LIRR, I noticed that there's a provision to extend the, the lift and the platforms at Mets-Willets Point and to make it a full time station, and some suspect that that could, that's part of Governor Cuomo's plan to

build AirTrain LaGuardia, to build LaGuardia Airport. And I've expressed like my opposition to AirTrain LaGuardia because it's not like as, as efficient, my opinion, as simply extending the Astoria line to LaGuardia Airport for transit. I know the [unintelligible] [00:15:04] later this year, and I thought that maybe the N&W should split and close to LaGuardia with the W servicing the [unintelligible] [00:15:11] terminal. And the N train is a fulltime, fulltime service, serving all of the LaGuardia terminals.

That I believe would be a better plan. Now, I understand Albany, Albany is very picky with cash, especially the legislative assembly since their actions have cut funding from the MTA because of the financial downfall led to like the worst like transit cuts ever in the history, back in 2010. But, moving forward, I also noticed that there may be like a transit, correct me if I'm wrong, but transit said that there may be an extension of the 2 and 5 trains along Nostrand Avenue all the way to the Sheepshead Bay area. For that to happen, major work would have to be, happen on the Flatbush Avenue Station, the current terminals. But if that were ever to come, I'm just hoping that all the stations, including Flatbush Avenue, will be able to have a free crossunder or crossover so that passengers can switch between directions without having to leave the

station, because unfortunately, many stations in the system have problems with crossovers and crossunders. Since many stations don't have that, they have to end up paying a double fare, and we want, remember what happened with Bleecker Street and Broadway-Lafayette prior to 2012 when finally a crossunder was added to allow uptown 6 passengers to transfer to the Sixth Avenue line.

So, like I said, I just hope that all the, all the extensions, including Flatbush Avenue, all the stations will be able to have crossunder or a crossover. And finally, I'd like to also discuss, first to praise the governor for investing more into the MTA to finally, finally having R211 cars and other cars being able to have wi-fi. And for that, I close my statement, and thank you for having me here. Thanks, have a good day.

MS. LAFRANCE-BROOKS: Thank you. The next speaker is Rudolph David, Jr., followed by Joseph Peters.

MR. RUDOLPH DAVID HARRIS, JR: Good evening fellow members. I am Rudolph David Harris, Jr., from 1100 East 222 Street, I go Coney Avenue in Edenwald, Bronx. And I'm, and I'm here today to tell you that I'm still learning more about the 2nd Avenue subway service in Manhattan and at the community information center on 2nd Avenue between 84th and 85th Street, I just started checking out the brochure and it says that three new

subway stations will be open for Q train service on Saturday, December 24th at the end of this year. And it's right after my birthday comes and when I turn 43 this year. I'm looking forward to three new subway stations open for Q train service starting December 24, and I'm really going to like it when phase one comes to a finish, because the capital construction has three more phases to go ahead, which is two, three and four. And their job and responsibility to make more new subway stations for the T train to come in, it's, they'll be working from East Harlem all the way to, to downtown. I'm so excited about the construction working, working way ahead. And right now, I'm looking forward to three new subway stations starting Saturday, December 24 and, and when phase one, two, three and four are done, for more years to come, the T train will be in service.

I'm, I really, I really want to ride the 2nd Avenue subway someday because I have more years to come and I'm really going to like it. And right now, I got much more to learn. So I'll, so I'll keep on listening to the news and I'll see what happens.

MS. LAFRANCE-BROOKS: Thank you. The next speaker is Joseph Peters followed by Fanying Jen.

MR. JOSEPH PETERS: How you doing? The reason I'm here, I have an article about the 2nd Avenue's subway. It says here a

new subway delays threaten December opening. Now what I don't understand about this is why the delays. This is an old project, very old. It should have been completed a long time ago, and they got, they claim in the article they have delays on some equipment, elevator cabs, you know, communication equipment, and they had, and they had radio system. The whole thing, what is the cause of these delays. They supposed to open it was three new stations. And the other article, I don't have it right now, it says they going to work on second phase through 2019, you know, because this project is old project, you know, it's about like phase one is going to be, phase one is supposed to be over in December. But what, but what like they said they got delays. What, like what happened, why these delays can they be just continue. And this project is an old project, there should have been no delays. I said that they should quit, quit the delays and then work on phase two, because right now, the Lexington Annex is always overcrowded. They're working on connecting the Long Island Railroad to, to Grand Central. So you know, they're working on other projects that they want to extend the Staten Island subway to lower Manhattan. That's going to be a good idea. But the whole thing is like you have to really stop these delays because all these delays discourage people like me because like I'm expecting for like December to

go on the Staten line, but now they says delays. The whole thing like [unintelligible] [00:22:30] and make sure, make sure that they get rid of these delays.

So the whole thing I'm pushing about what happened to the R179 cars and like, be like they going to put R211s on a, like, they supposed to replace the R46 cars. So the whole thing is you've got the R179s. What happened to those cars, did those cars, like those cars are supposed to be coming in, but now you've got to work with an R211s, they're supposed to replace the older cars. And they said R179s supposed to do the same thing so what happened to those cars. So that's what I'm concerned about, [unintelligible] [00:23:14] that's what I'm concerned about, so get these together, get these right, have a good day for [unintelligible] [00:23:20]. Thank you.

MS. LAFRANCE-BROOKS: Thank you. The next speaker is Fanying Jen, followed by Juan Castillo.

MR. FANYING JEN: Good evening. My name Fanying. I live in upstate New York but I work in New York City. I also have lived in many parts of the country as well, including Atlanta and Dallas, and one reason I came back to New York City is the opportunity, but also one of the biggest costs in living in other places is transportation. To give you an idea, I used to commute by car for 12 years, and when I tally up the costs of

car ownership and, and commuting, it came up to be \$150,000. If I were to ride on the subways, assuming a \$200 per month unlimited MetroCard, it would only have cost me less than \$30,000.

I also want to discuss more about how you guys are going to go funding long term. I know that you have, you sell off bonds and you also get funding from the state and the city, but I'm also interested in learning if you have considered ideas like private public partnerships and also the idea of actually owning real estate underneath commercial properties, leasing them out to building owners, thus that the building owners can save money on property taxes. It would not make the city too happy, but it would at least provide a constant source of funding for the MTA. In fact, there's another metro system, called MTR I believe it's in Singapore that actually is making a profit and part of the reasons that they actually are also doing development in concert with developers near transit lines. And that's, that way you can provide the MTA with a stable force of funding and not have to rely on debt. And thank you for improving the transit system. It's a lot better than it was back in the '80s.

MS. LAFRANCE-BROOKS: Thank you. The next speaker is Juan Castillo.

MR. JUAN CASTILLO: Is this thing working? Alright. Yeah,

I didn't have enough time to prepare, but I was to make, trying to see what I can do. Anyway, I'm well aware about the 2nd Avenue subway opening in December, as Omar opinion. But there was some other things that I would like to go over. First, there are some service changes I have an issue with. I know that, that the R train might see late night service extended to Whitehall Street, Manhattan. But there, there are move improvements to be [unintelligible] [00:26:22] like for example, if the R train were to be extended to Whitehall Street Manhattan, what will be for the N and D trains that run local in place of the R in Brooklyn during late nights? Are they going to send one of them to go on the express track or are they going to send both of them back to the express during late nights.

Also, I was, I was hoping that they also extend Nassau Street service back, back to Brooklyn with the M, the M being send over, back to its pre-June 2010 service changes with service extension to 9th Avenue. We, we did rush hour service to be [unintelligible] [00:27:06]. I can see that's not going to happen. It's certainly not happen they're going to bring back the V. Also, I noticed that you're also creating elevator service at select ADA key stations for one of them to be ADA accessible. I noticed that the 149th Street Concourse stop in the Bronx is going to, going to get some elevator service.

After all, after four decades of not being in service. That I'm happy for that. I'm pretty sure that all the members of the South Bronx Community College along with Hostos Community College, they're going to be getting elevator service. Soon they're going to connect the entire Hostos Community College through the whole station complex fit with each, each of them elevators and possibly ADA accessible ramps. You know, in case the elevators go down, or not out of service, they can also use the ramps or accessible escalators to go down each, to each subway station along, like each part of the complex, like to the 4th Street platform or the 2 and 5 line platforms.

I also, on the NYCT, NYC Transit forum's website, I've been writing a blog about how to make ADA accessible subway stops even more accessible with elevators, ramps and escalators, anything to help disabled customers get in and out of the subway system, and I am sure you are looking forward to it. Thank you.

MS. LAFRANCE-BROOKS: Thank you. The next speaker is Mr. X, followed by Eric Shields.

MR. X: This public hearing was poorly advertised. If you're telling me it was first advertised on your website on July 29, you're saying it was first advertised 25 days ago, so it was advertised under four weeks ago today. It should have been advertised in a more, in a timely manner. It was

advertised in an untimely manner. It was scheduled to start at 4:30, at a time when people are still working, and as I told Uncle Tom Prendergast that's not very practical. But there's an saying goes, your hard head will give you a soft behind. And as usual, he no-showed. Is there any particular reason why? Did he no-show because he knew I was testifying and he didn't want me to trash him the same way I trashed Peter Kalikow, and came the devil's disciple nine years ago?

I've got another question. You mentioned capital projects and pretty much the budget. Is there any particular reason why you're, why that the unused trap head that runs between the Brooklyn Aquarium and Ocean Parkway was excluded from your current budget and capital project? Any particular reason why? That trap head has been idle since 1954, the same year the M train was extended to Coney Island, which truncated the former Culver Shuttle, which was discontinued in 1975. Is there any particular reason why, regarding the Franklin Island Shuttle, is there any particular reason why you didn't rebuilt the downtown track above Eastern Parkway? What happens if downtown track has a fire? The train can't go anywhere. You should have put those in your project, in your budget, but you didn't, because you don't think. As usual, you give us what you want rather than give us what we want. You need to get out of that shell, okay.

You need to listen sometimes, before you get smacked, okay. Because you're not listening to us. Tom Encena [phonetic] isn't listening to us. And by the way, he should stay home and be a housewife, just wear an apron or dress. In the last three years, he missed several MTA public hearings. If he doesn't want to be here, he should just bail out. Just stay home and be a housewife. All he has to do is wear an apron or dress. He's too big to wear a miniskirt. So if you have a dress his size, give it to him and make the adjustments. Give him the dress, he needs it more than you do.

And I anticipate this public hearing will end at 6:00 PM because I was the only one downstairs, pretty much it looked like maybe two or three people besides me downstairs before 3:00 PM and this was scheduled to start at 4:30. So what does that tell you? This public hearing is a joke, it's a dog and pony show. It will end at 6:00 PM, as usual. Well, it will end at 6:00 PM. This is what you did at 34 [unintelligible] [00:32:33] you started these public hearings at 4:30. You didn't learn your lesson then, you still haven't learned it now. You did the same thing at [unintelligible] [00:32:39]. You started a public hearing at 4:00 PM.

MS. LAFRANCE-BROOKS: Please conclude.

MR. X: It starting out at 5:00 PM. Why are you

consistently starting public hearings at a time when people are still working? That's what I would like to know. That's not, that's not very swift. But if you want to continue going down that road, that's fine with me. It's on you. You should think before you speak. Remember to get that message to Uncle Tom Prendergast for me when you get the chance.

MS. LAFRANCE-BROOKS: The next speaker is Eric Shields, followed by Jason Pierio.

MR. ERIC SHIELDS: Hi. My name is Eric Shields. Of course, I was here last year. It's good to be here again this year. Let's get ourselves on topic. This is, this is based on a change.org petition, but I want to bring it up here while I have the time. I was asking that instead of increasing the fare directly, instead increasing the prices of other, you know, amenities within the MTA for other agencies that don't involve increasing the local express and subway fares. I'm saying this from a commerce perspective. As much as I am, you know, strapped as a rider, in any case, I feel that every fare increase makes the public less likely to choose subway transportation because it's becoming more of a pricey option. And when the fare, if it goes up to \$3.00, senior citizens will be paying as much as Connecticut residents pay for local service next door.

My concern is also that competition will become a lot easier, for I don't know, Uber and other companies that will capitalize on the fact that yeah, they're not going to pay \$3.00 for a bus ride, so we'll try to charge lower and that will snag profits. And I don't think the \$310 million goal will be met if less people are going to pay \$3 for a bus ride.

Also, as I believe it was outlined by, you know, the city's public speaker, Latitia James, the fare increase is higher than the federal rate of inflation, 27 percent higher if I remember reading it. And to be honest, I really don't expect my suggestion to have much sticking power because above all else, I'm preparing for the increase. So I'm willing to pay for \$140 MetroCard because I don't expect it to change. So instead of trying to go against the tide, I have to roll with it, although it would be nice to pay less and instead of increasing the fare, increasing the cost of a MetroCard, because if I remember, it cost .15 cents to take it out of those dinosaurs, you know, those vending machines they have in the subways, .15 cents for every dollar. I'm surprised they didn't increase the cost of the physical MetroCard from \$1 to \$3 instead, because that way we'd be punishing the irresponsible who litter those in the subway and allowing people who replace and hold on to their MetroCards from getting, you know, punished for those who don't

know how to manage it.

And to wrap things up, I also feel that the easy pay program should have more service time. As a customer, I don't have to use those vending machines at all. I can go online and fill my card up. Of course, more of my ideas can be viewed online. I have a Google Plus collection that anyone can view. It's called Hitchhiker's Guide to the Valley. I also have a blog if those who want to view my details more closely. Thank you for having me.

MS. LAFRANCE-BROOKS: Thank you. The next speaker is Jason Pierio.

MR. JASON PIERIO: Good afternoon MTA members. My name is Jason Anthony Pierio. I'm the author of the You Tube series, State of the Track. I wonder when the MTA is going to start cleaning the tracks, because they need attention. I've been exploring already, over 200 stations and they need attention. And since I'm raised along the 6, we want the R142As back on the 6, because really it's a disgrace of having subway cars that are old as my own self and having the problems with the AC has been reported in logs like 2nd Avenue Sagas, etc.

And I'm in favor of your plan of making more stations ADA accessible, but especially let's consider 68th Street Hunter College. Because you know that 68th Street Hunter College is

the station where Hunter College is and there is college students that need a subway station that is at least accessible enough. And please bring wi-fi to stations in downtown Brooklyn, like [unintelligible] [00:38:09] Street, Atlantic Barclays, etc. And please pay attention on Broadway around the G, it's a disgrace. It needs attention. And please consider like my colleague Omar, to include more crossovers and crossunders in some subway stations and eliminate the double fare that's happening on [unintelligible] [00:38:34] Street along the 7. Instead of having double fare, we should have one single fare, so that too. So having this in mind, I'll conclude my speak and thank you for your time.

MS. LAFRANCE-BROOKS: Thank you. The next speaker is Fredrick Wells.

MR. FREDRICK WELLS: Good afternoon. I'm Fredrick Wells. I'm going to be very brief. I came in late, so I can't really expound on what you plan on, but this is what I must address. One, the fare really shouldn't be going up to \$3.00. The reason, well, I just came back from Houston. They pay, they charge like \$1.25 and, and anything, the fare structure really should change because I use their, I use Houston's day pass. It's like a [unintelligible] [00:39:33] card, like a Chicago. It's better than trying to swipe or dip with this MetroCard

because like as soon as the machine, as soon as the machine act up, it's like you're going to see read errors and all that stuff and you can't go anywhere. So that, that fare structure needs, that fare meter needs to change, like for the better.

As far as the current, the system, because you're talking about capital projects, I think you need to expand a few subway lines in Queens to as far east as Springfield Boulevard, say like the F, the J and the E or something like that, or maybe even the 7. Because one, Queens needs improvement of their bus, of their bus network just so that people can connect with closer subway stations and better connectivity. And two, you know, there's high density areas east of Jamaica and Flushing, you know. There's a lot of people that live east of Jamaica and Flushing that have, that are forced to board a bus. Also, the subway needs to be extended to Staten Island because some people can't take the ferry, some people can't afford the express bus, some people don't want to bear with the R train to Bay Ridge just for a bus, you know. You need, they need some type of, at least one or two subway lines just so that folks can be brought in, brought in on a new mode of transportation.

Then with the select bus, with the select bus, there's a few things, a few things I see what you're going with the select bus. Because you say you're going to pick like four lines

in Queens, right. I think you're probably going to have a lot of opposition with Merrick Boulevard but I see with Guy Brewer, Hillside Avenue and maybe Kissena Parsons, you, you'll have a lot of support with those three. So you should really look into those three corridors with the select bus because, because that, because that, those are the high, high ridership routes in Queens.

MS. LAFRANCE-BROOKS: Thank you. At this present time, we don't have any more speakers so we're going to take a recess. The current time right now is 5:12. If you would like to speak and have not done so yet, please register out front before 6:00 PM tonight. We will resume in recess until we receive additional speakers. The current time is 5:32. The current time is 5:49. If there's anyone who wants to register to speak that has not spoken already, please do so before 6:00 PM. Thank you. The time is 6:00 PM and this concludes the capital projects public hearing.

[Hearing Adjourned, August 23rd at 6:00:00 PM]

CERTIFICATE OF ACCURACY

STATE OF NEW YORK

SS:

COUNTY OF NEW YORK

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

This certificate is issued by Geneva Worldwide, Inc.
256 West 38TH Street, 10th Floor, New York N.Y. 10018.



Certified By _____

Sworn to and subscribed before me

This _____ day of _____ 201__

Notary Public

Upcoming Hearings

Online Comments

	Reference #	First Name	Last Name	City	State	Text
	MTA Capital Improvement Projects, 08/23/2016 04:30 PM (6 items)					
	160731-000146	Christopher	Greif	Brooklyn	NY	I like to see More ADA Elevator in the budget and more better buses in mta old bus not work right & safety
	160803-000355	benzion	lamm	monsey	NY	please do not raise any fares for the subway and do nit raise any tolls we paying more than enough we have the highest tolls the the us nthank you
	160815-000554	PM First	PM Last	PM City	AK	TEST COMMENT
	160818-000031	Jim	Ryan	Center Moriches	NY	Request that a portion of the funds be used to reopen our Center Moriches LIRR station, which was closed in 1998.
	160818-000276	jay	kindell	bronx	NY	when the all-new R142A returns to the 6 line? with same numbers [7221-7590], same engine sound, same interior, different destination signs with crystal clear LED lighting without liquid LED.
	160819-000840	Lewis	Jones	Brooklyn	NY	Bring back the B51 bus for us who hate walking up and down stairs.

Record Count: 6