

MTA Capital Program 2015-2019

Renew. Enhance. Expand.



Briefing to New York City Council
October 6, 2014



**CAPITAL
PROGRAM**

mta.info/capital

Agenda

- Overview
- Program goals
- Program by agency
- Funding
- Moving forward



The MTA System: Moving the Regional Economy

Our system is the backbone of an economy representing 11% of national GDP

2

New York is the second largest metro economy in the world

2.62 billion

Total trips we provide to customers each year

\$44 billion

Economic impact of 2010-2014 Capital Program throughout the state

24/7

Hours of system operation

Local/Express

Two types of transit service for one flat fare

18,000

Construction jobs for MTA projects in 2012

8.7 million

Average weekday customers

6,465

Subway cars; the largest subway car fleet in the world

713

Subway (468) and commuter rail (245) stations

9

Highway bridges and tunnels

2015-2019 Capital Program Overview

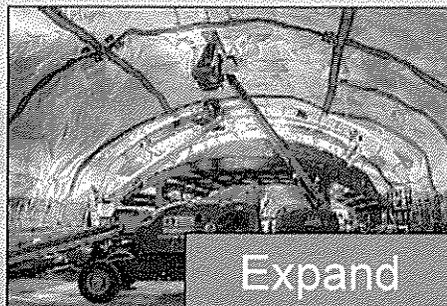
The health and prosperity of our economy depends on a safe, reliable transit system that will continue to grow and adapt along with our region



Our first priority is to protect the safety, reliability and quality of existing MTA service. This means replacing and repairing trains, buses, and subway cars, and maintaining the track, signals, yards, depots, bridges and stations.



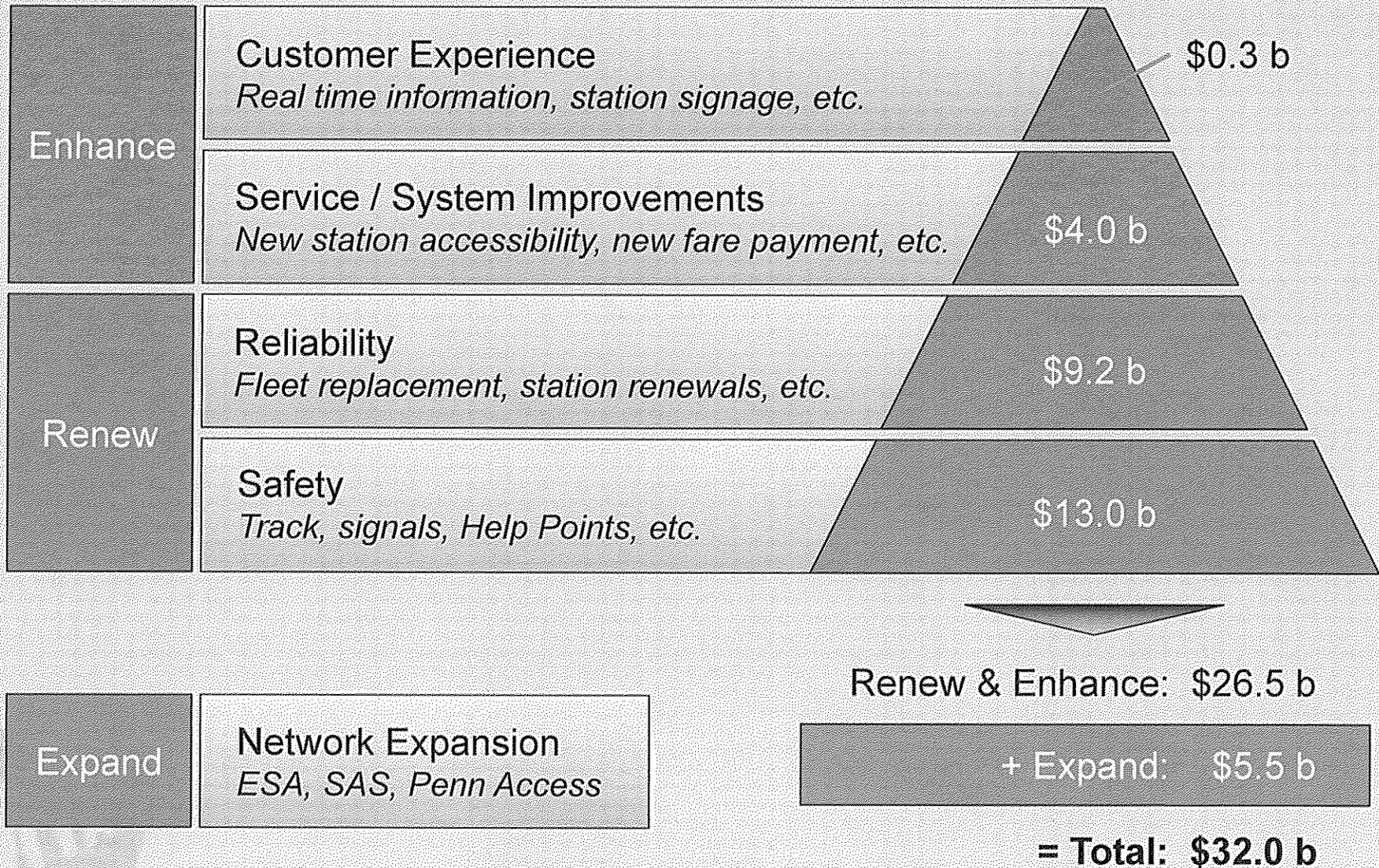
System and service improvements help us to better serve our customers, through initiatives such as station ADA accessibility, next train arrival information, and New Fare Payment technology.



Expanding the reach of the MTA network enables us to deliver more extensive and resilient service:

- Continue East Side Access
- Start Second Avenue Subway Phase 2
- Start Penn Access

2015-2019 Capital Program “Building Blocks”



Why We Make Capital Investments: Benefits

Service has improved, generating increased ridership

Reliability

Increased distance between failures:

- ▲ 1,250% on the subway
- ▲ 1,000% on LIRR
- ▲ 500% on Metro-North

On-time performance

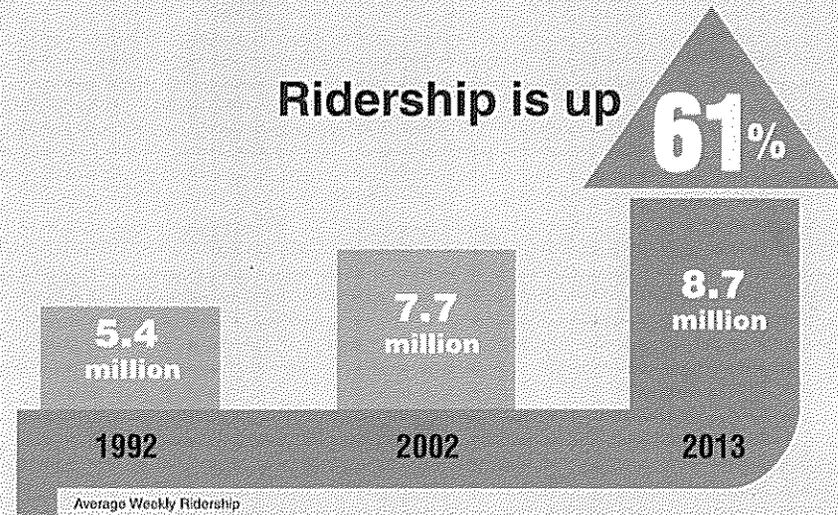
Fewer service delays:

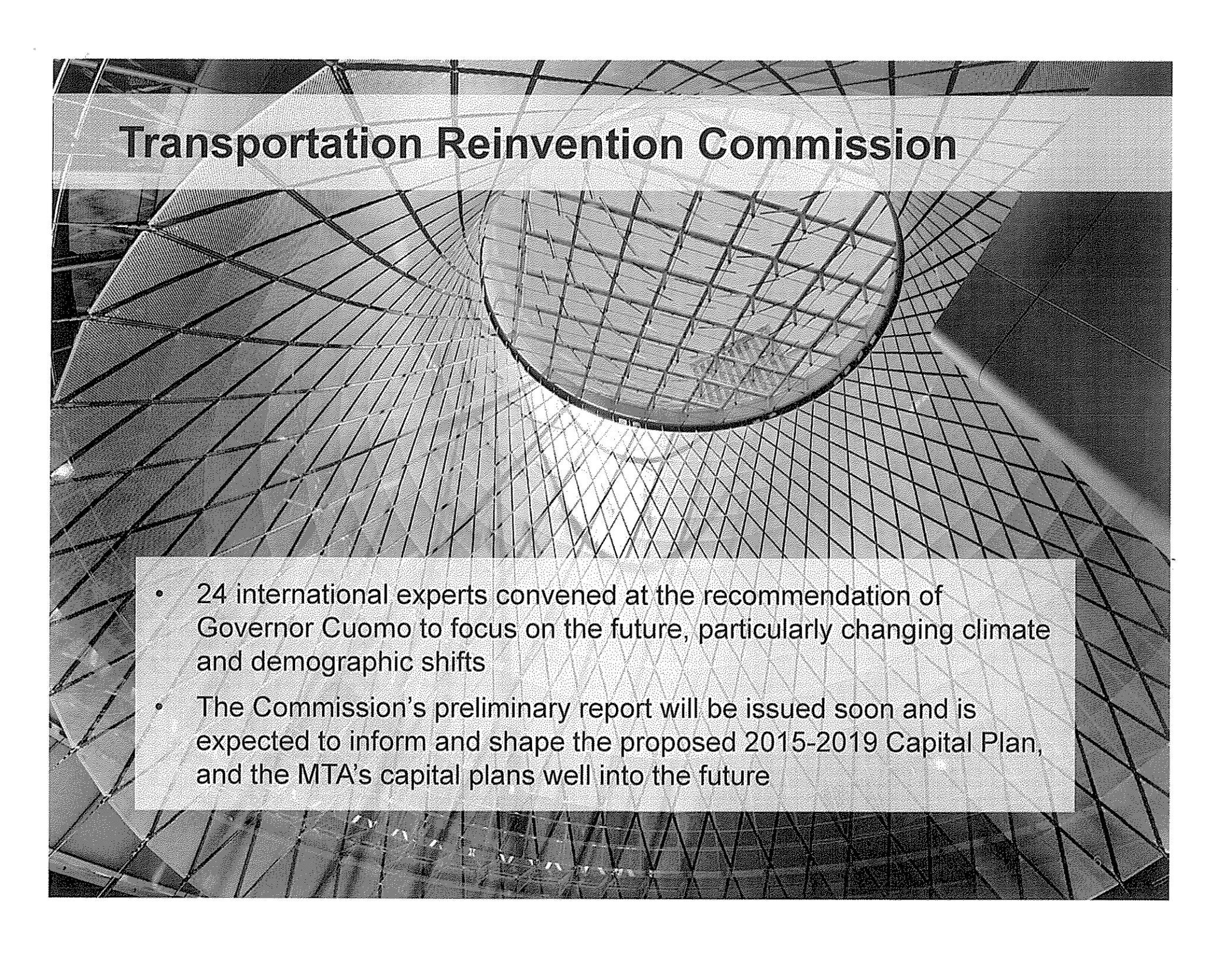
- ▼ 94% on the subway
- ▼ 48% on LIRR
- ▼ 85% on Metro-North

Customer safety

Fewer major felonies:

- ▼ 88% on the subway

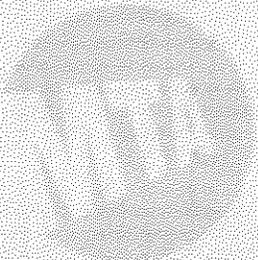
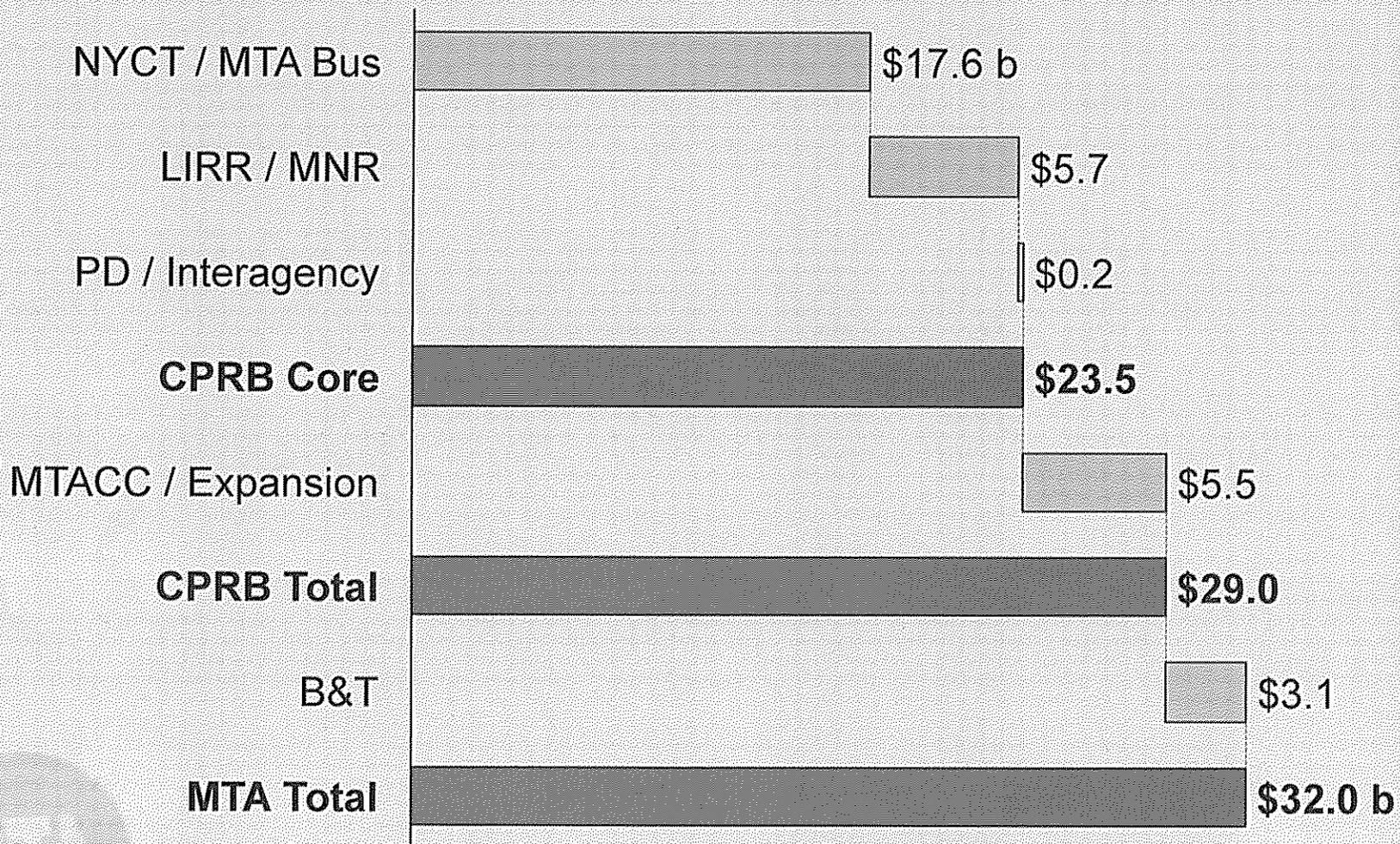




Transportation Reinvention Commission

- 24 international experts convened at the recommendation of Governor Cuomo to focus on the future, particularly changing climate and demographic shifts
- The Commission's preliminary report will be issued soon and is expected to inform and shape the proposed 2015-2019 Capital Plan, and the MTA's capital plans well into the future

2015-2019 Capital Program Budget

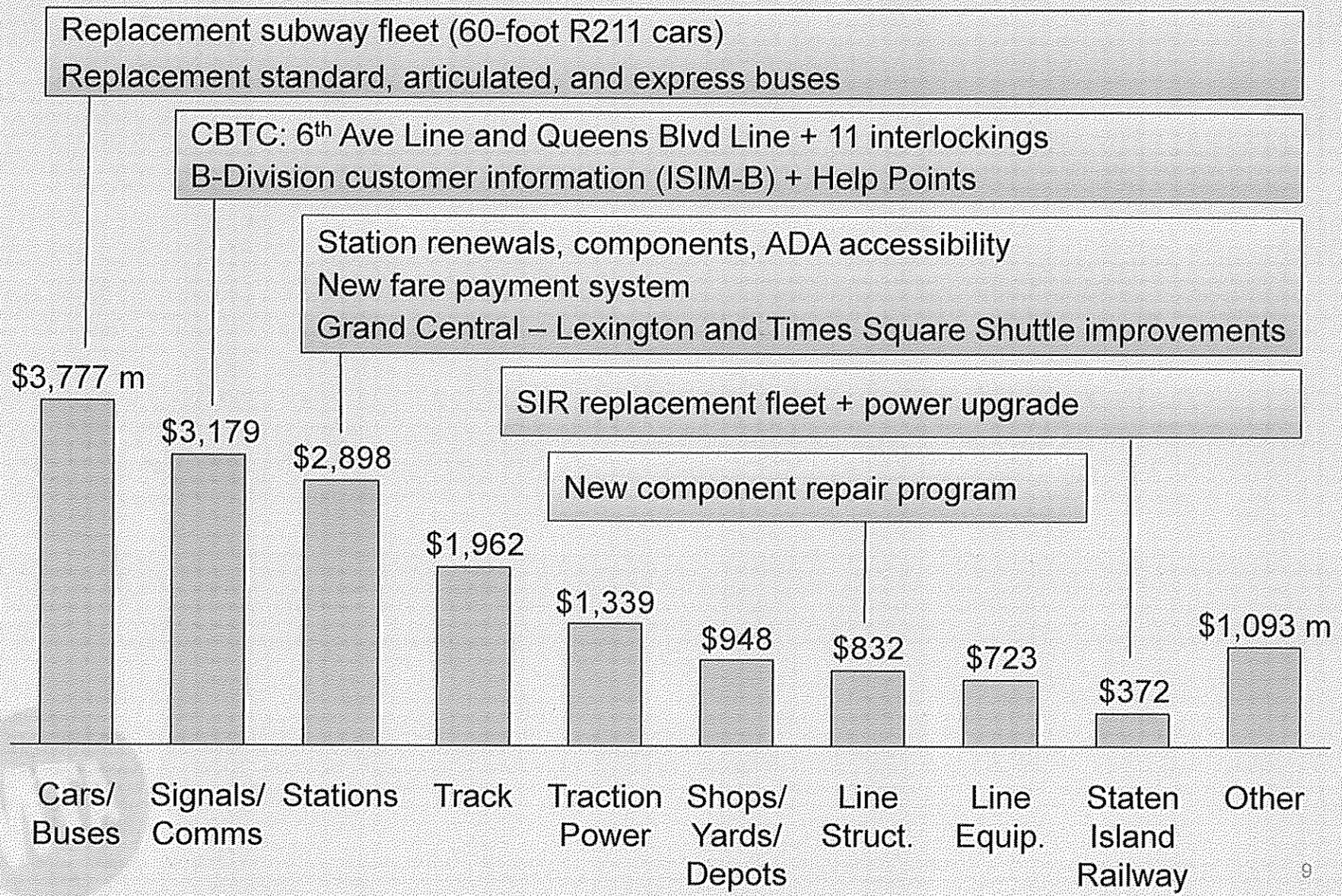


New York City Transit

Smith 9 Sts Station



New York City Transit: \$17.1 billion

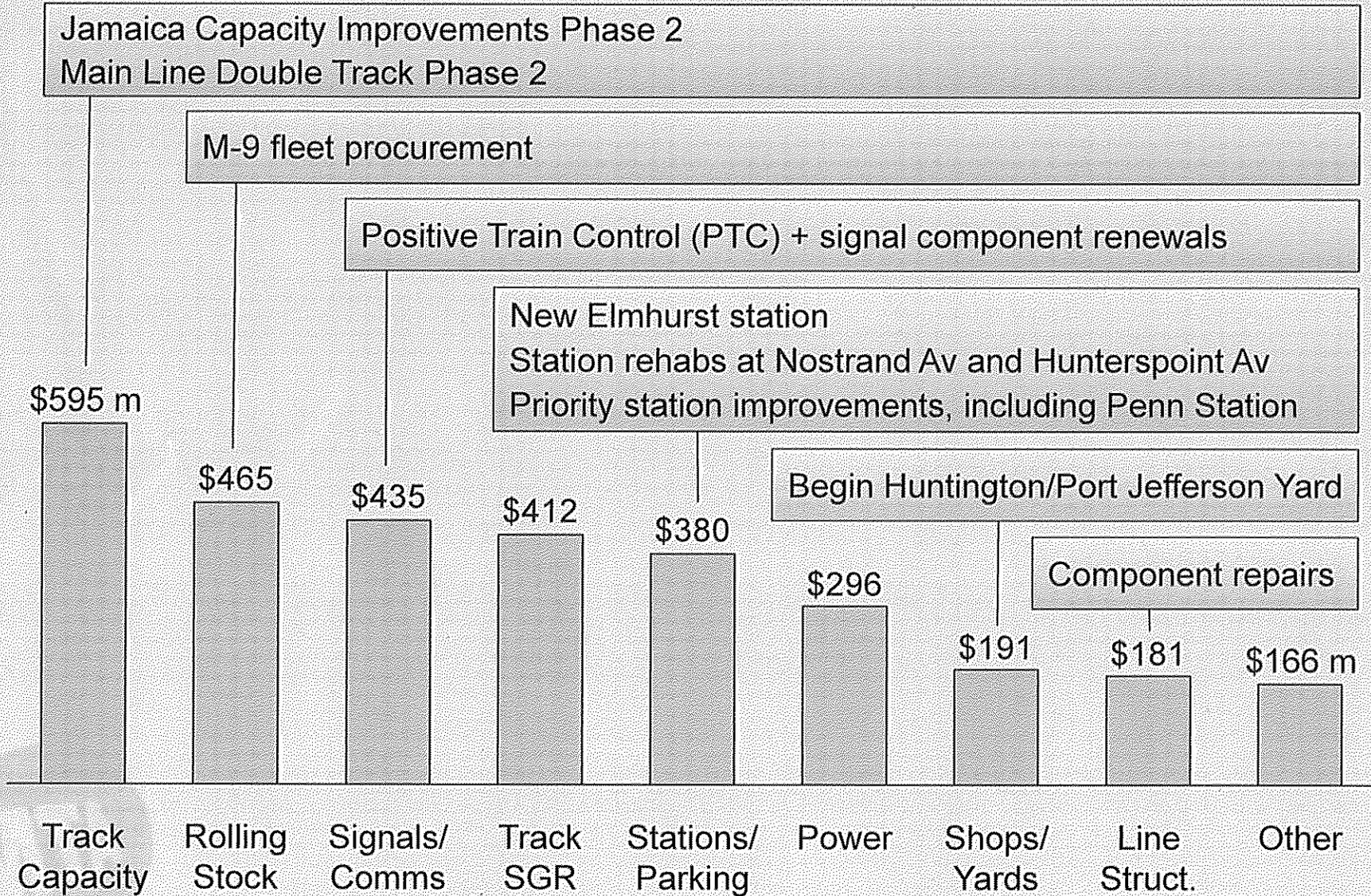


Long Island Rail Road

Atlantic Ave Viaduct



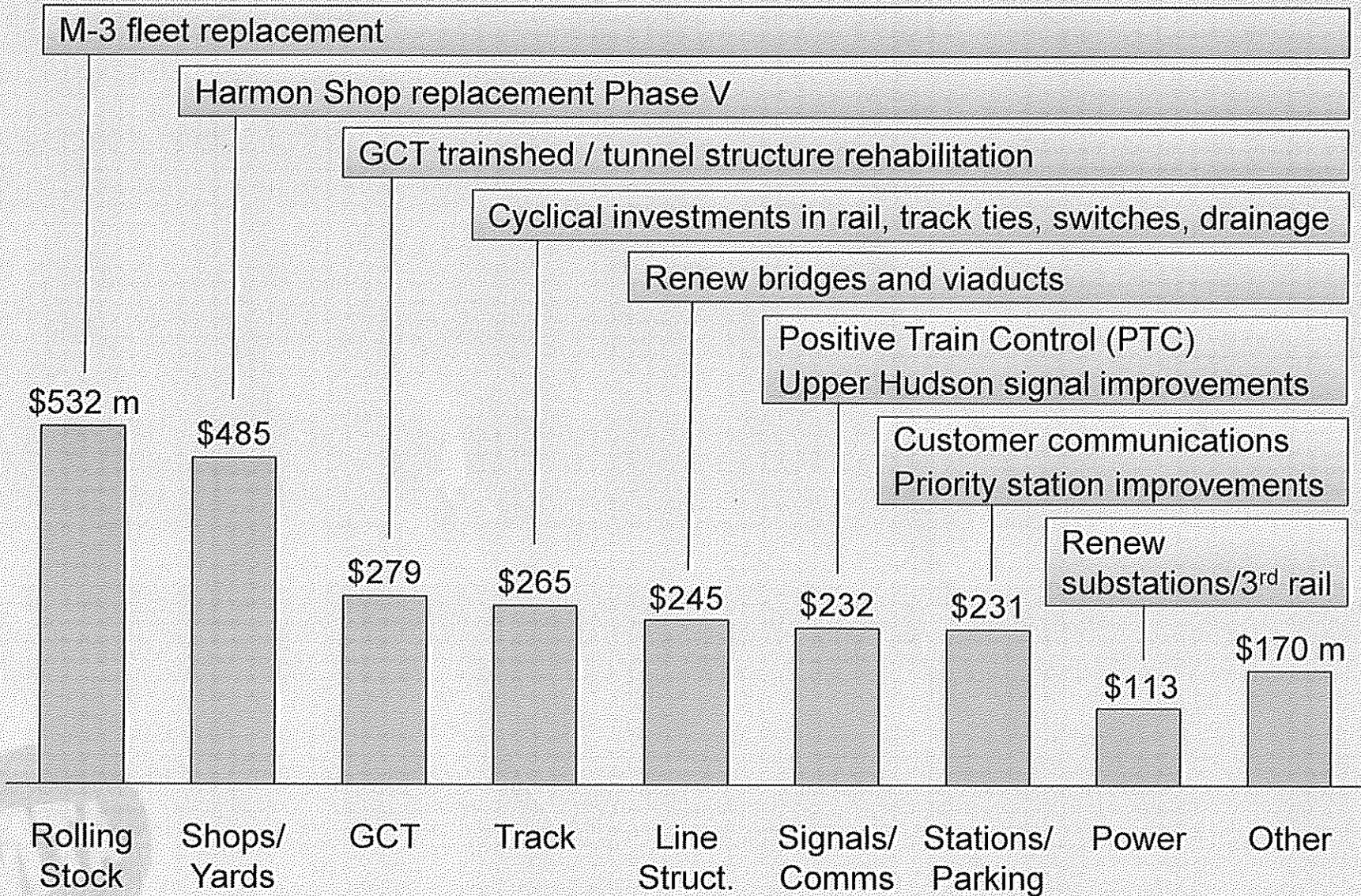
Long Island Rail Road: \$3.1 billion





Metro-North Railroad
Grand Central Terminal

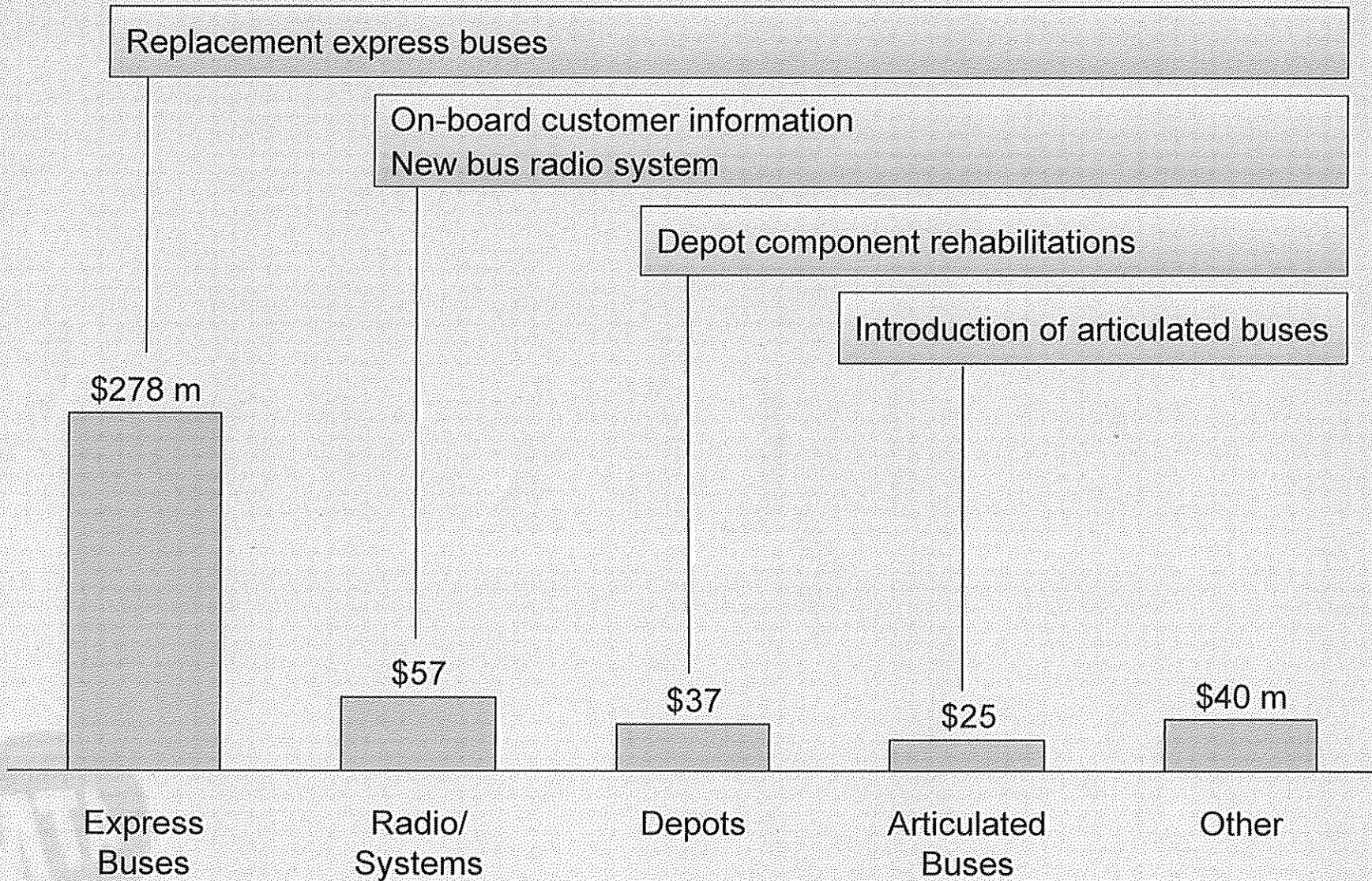
Metro-North Railroad: \$2.6 billion

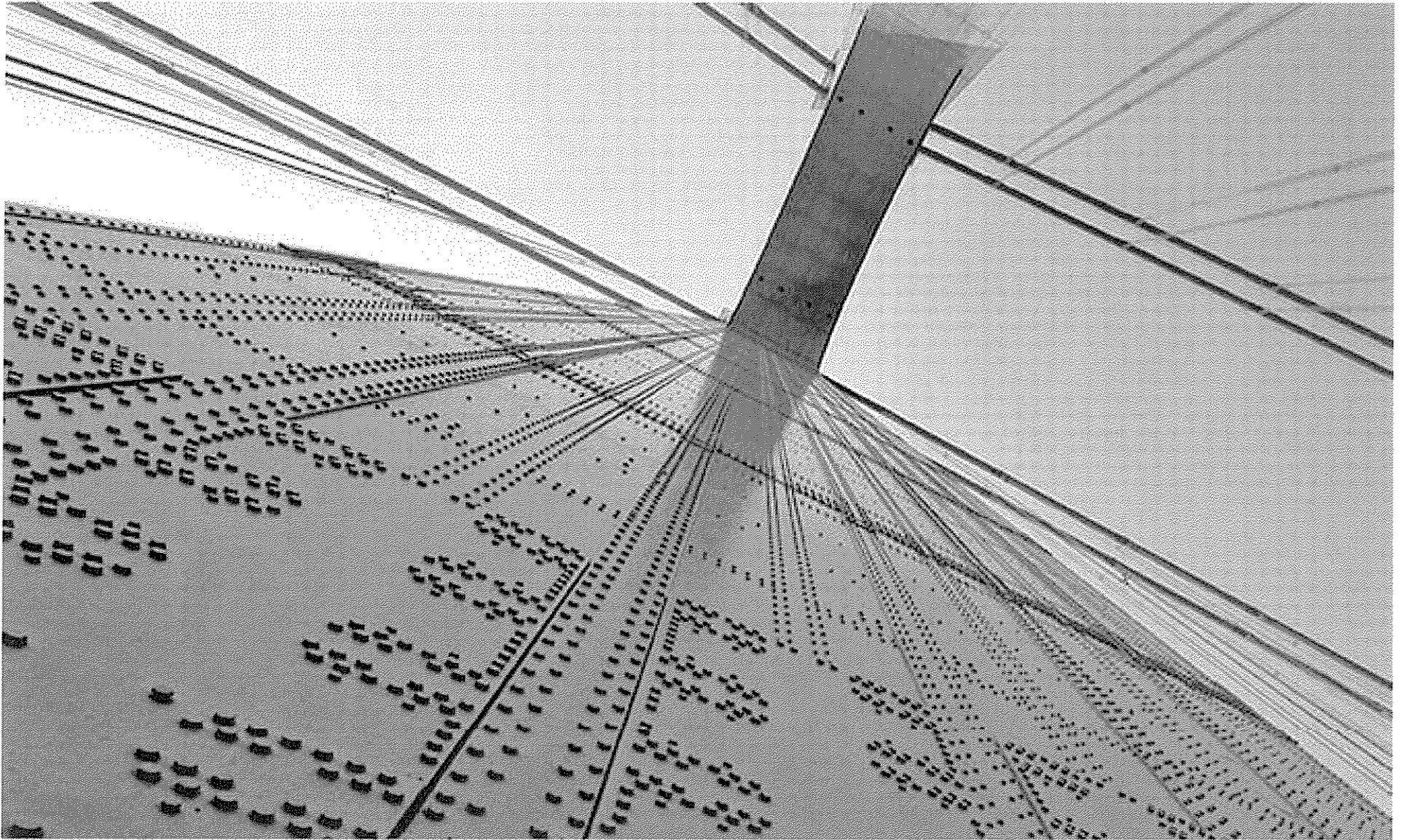




MTA Bus
Express Bus

MTA Bus: \$0.4 billion





Bridges & Tunnels
Verrazano-Narrows Bridge

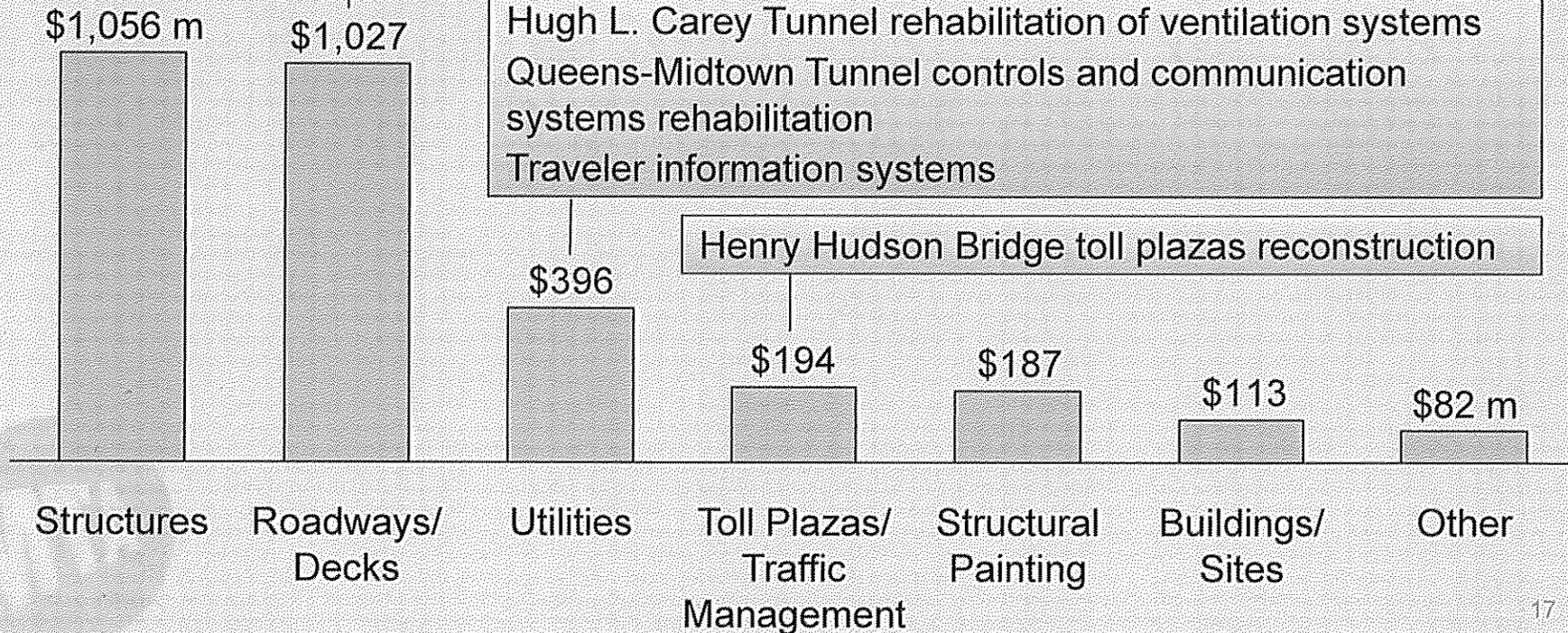
Bridges & Tunnels: \$3.1 billion

Throgs Neck Bridge approach viaduct rehabilitation
 Robert F. Kennedy (RFK) Bridge seismic and wind retrofits
 Structural rehabilitation at Bronx-Whitestone, RFK, Verrazano-Narrows (VN), Marine Parkway and Henry Hudson Bridges

RFK Bridge Manhattan Toll Plaza structure and approach reconstruction
 Throgs Neck Bridge suspended span deck replacement
 VN Bridge anchorage decks and Brooklyn approach reconstruction

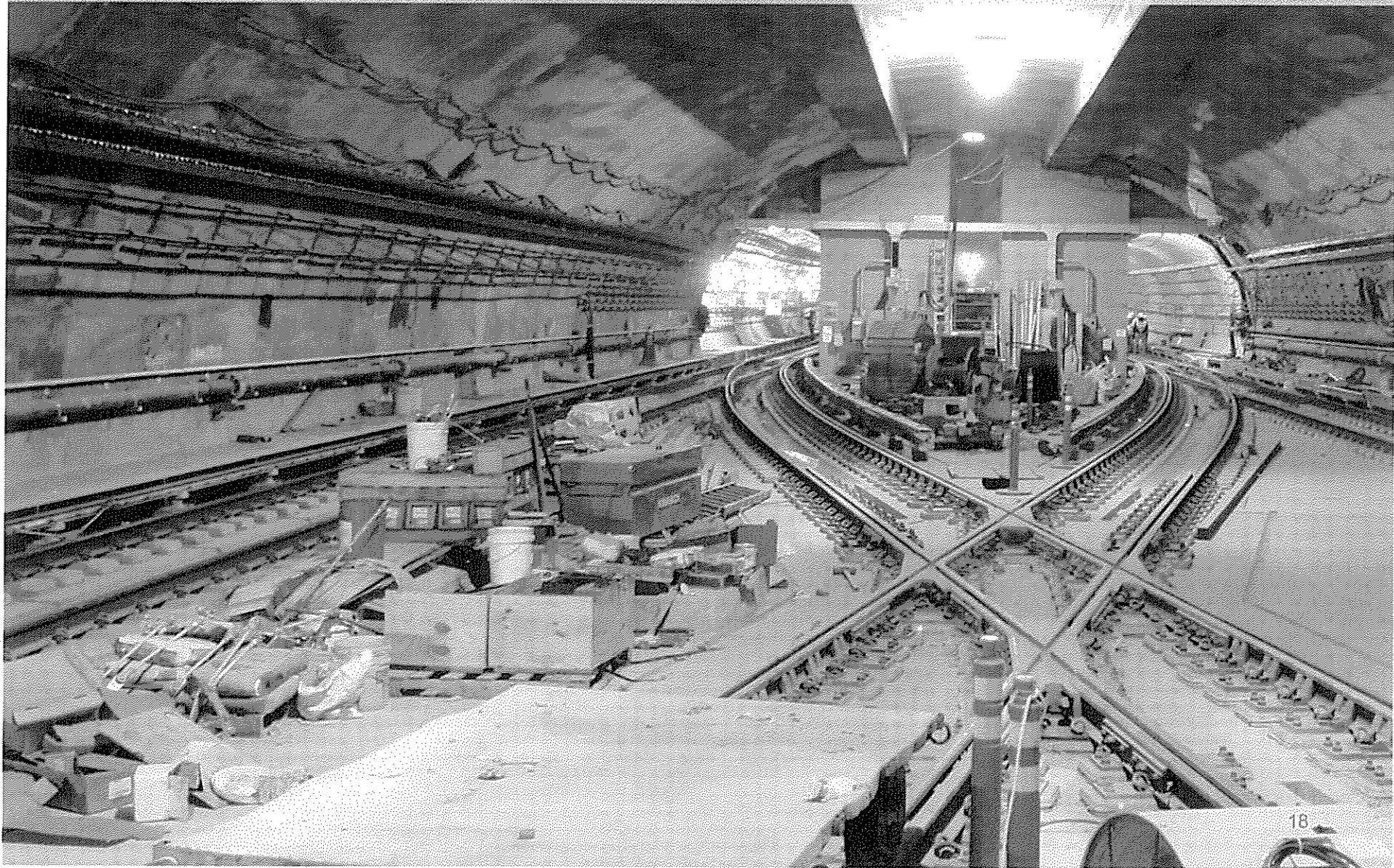
Hugh L. Carey Tunnel rehabilitation of ventilation systems
 Queens-Midtown Tunnel controls and communication systems rehabilitation
 Traveler information systems

Henry Hudson Bridge toll plazas reconstruction



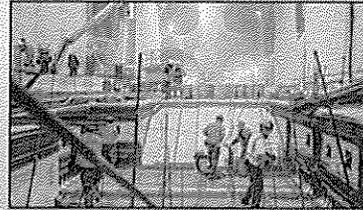
Expansion

7 West Extension



Expansion: \$5.5 billion

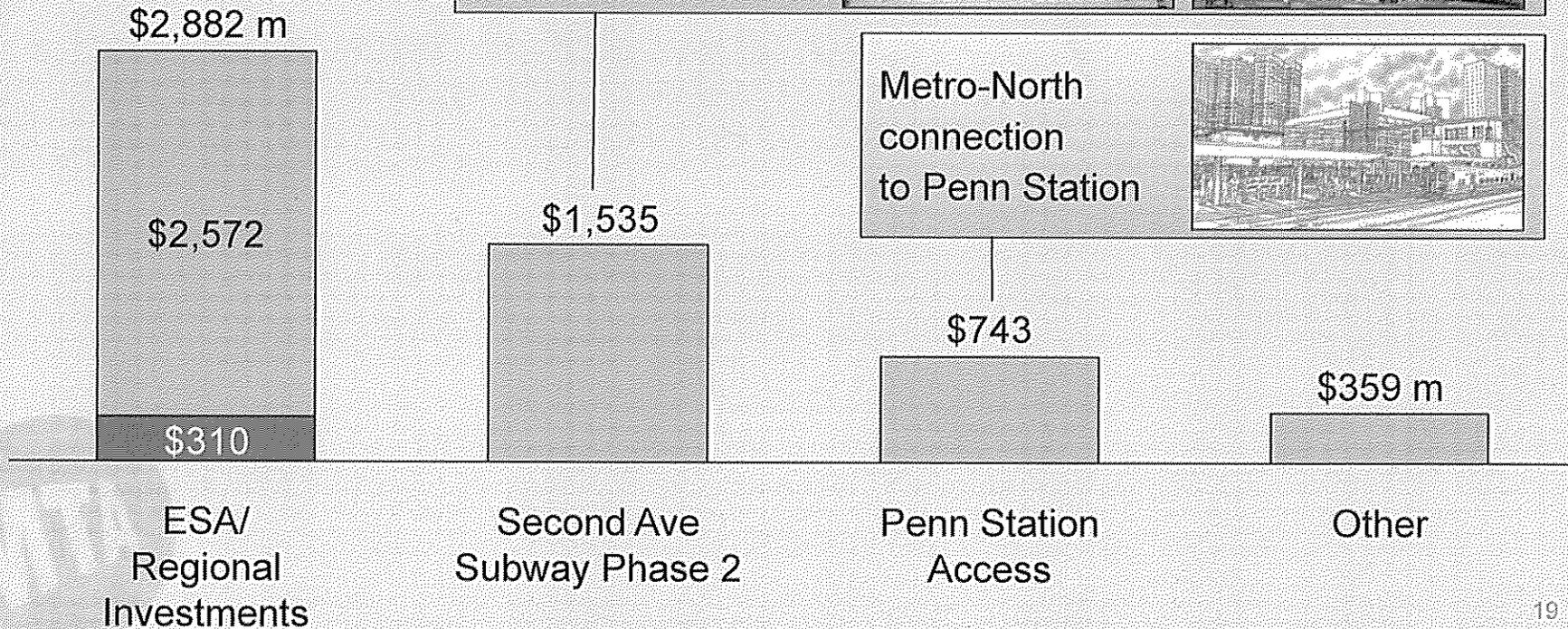
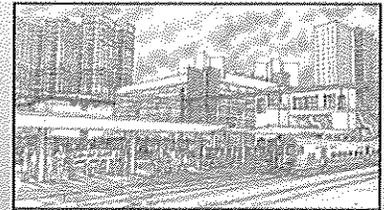
Complete LIRR
East Side Access to
Grand Central Terminal



Design and early
construction
of next SAS Phase



Metro-North
connection
to Penn Station



2015-2019 Capital Program Funding (\$ millions)

Total 2015-2019 Program Costs	\$32,046
<i>Funding Currently Projected</i>	
Federal Formula, Flexible and Misc.	\$6,275
MTA Bonds	3,886
Pay-as-you-go Capital (PAYGO)	927
Asset Sales / Leases	600
City of New York Capital Funds	657
Federal New Starts	507
Private Developer Funded Improvements	200
Other MTA Sources	762
Bridges and Tunnels Bonds & PAYGO	\$3,056
Total 2015-2019 Funds Available	\$16,870
Funding Gap	\$15,176

Numbers may not total due to rounding

Moving Forward

Program available at:
mta.info/capital





**Testimony at Oversight Hearing on the 2015-2019 MTA Capital Plan
New York City Council Transportation Committee**

Joan Byron, Director of Policy
jbyron@prattcenter.net

October 6, 2014

The MTA faces difficult challenges. It must continue to prioritize the repair and modernization needs of the trillion-dollar asset that our transit system represents, and on which the vitality of New York City and the entire region absolutely depend.

At the same time, it must find cost-effective strategies to expand that system – to respond to the growing and shifting demand brought about by New York’s continued population growth, and by changing patterns of job growth, that have more and more New Yorkers commuting to workplaces outside of the Manhattan core. The lack of efficient transit to connect neighborhoods and destinations within and between the boroughs means that more New Yorkers than ever – **879,000** as of the 2010 Census – spend over two hours each day traveling to and from work. Skyrocketing housing costs have pushed low- and moderate-income families into areas that are often isolated from transit, this burden falls most heavily on households earning \$35,000 or less, as well as on Black, Latino, and Asian families. It means that our young people face impossible trips to access our colleges and universities, and that health care, shopping, cultural institutions, and all of the things that sustain the prosperity and vitality of our neighborhoods, are out of reach for too many people.

Since 2007, the MTA has been working with the New York City Department of Transportation to address the mobility needs of underserved communities quickly and cost-effectively by introducing Select Bus Service. The seven Select Bus Service routes implemented to date show what these agencies can accomplish when they collaborate, innovate, and respond to community need for faster and more reliable service. Speed, reliability and ridership have improved, sometimes dramatically, on each of these routes; no less important, the same features that improve bus performance have also contributed to a decline in pedestrian and cyclist injuries and deaths. Select Bus Service advances Vision Zero.

The Pratt Center has collaborated with our community partners across the City, to better understand the depth and impact of transit deficits, and to identify solutions, including the creation of a true, citywide Bus Rapid Transit network. You can read more about this work at: <http://prattcenter.net/issues-expertise/transportation-equity>.

We applaud the MTA’s commitment to continue expanding SBS, and to working with DOT to bring additional Bus Rapid Transit features to new routes like Woodhaven / Cross Bay Boulevard in Queens. Building on the SBS model by adding physically protected bus lanes and real stations with level boarding platforms along the medians of these wide, dangerous streets will not only help bus riders get to work, but also will improve safety for riders, drivers, pedestrians, and cyclists on one of New York City’s most deadly arterials.

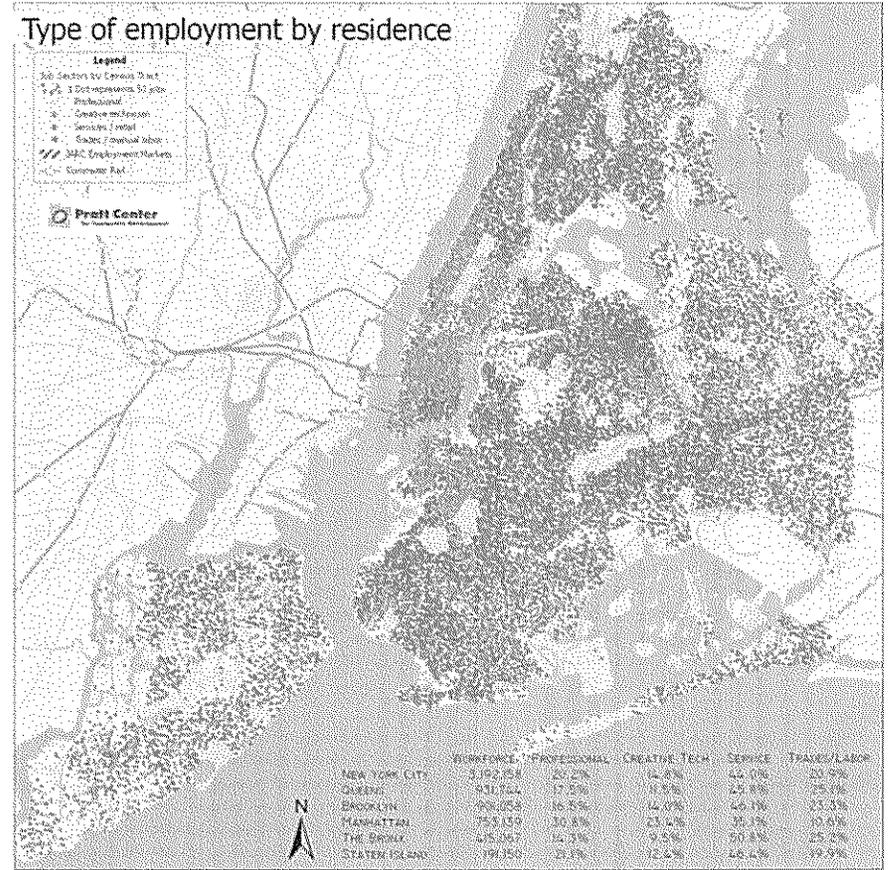
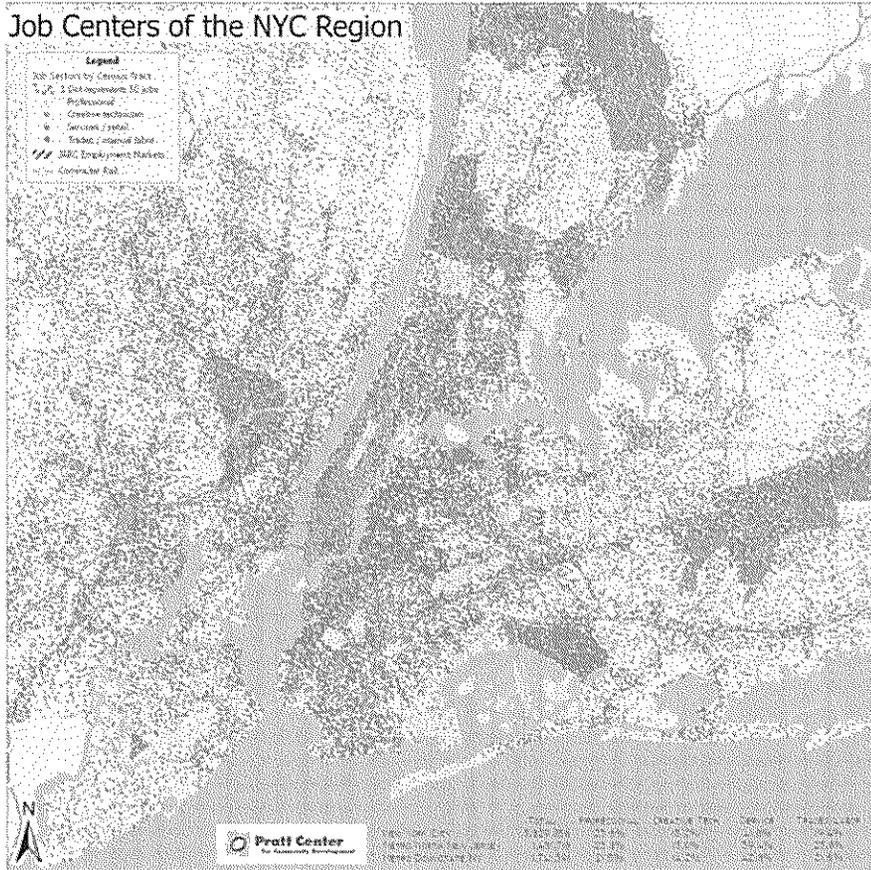
We are glad to see the \$30 million commitment in the Capital Plan, but we note that this amount represents one-tenth of one percent of the entire five-year plan, and that the plan itself is less than fifty percent funded.

We hope that the \$30 million represents a down payment on the acceleration of SBS, and that the Council and the de Blasio administration will unite to increase New York City’s contribution to the capital plan beyond the \$137 million now projected.

In addition, we look to the Council to provide leadership in identifying additional revenue streams to fund the MTA’s capital needs during this five-year cycle and beyond. We need to fund the maintenance and expansion of the system on which all New Yorkers depend adequately, consistently, and equitably.

NOTE: This testimony was prepared by the Pratt Center for Community Development. It does not necessarily reflect the official position of Pratt Institute.

The Pratt Center works with community-based organizations, small businesses, and government to develop and deploy innovative strategies toward an equitable and sustainable New York City. In addition to transportation equity, major program areas include urban manufacturing, energy efficiency, and sustainable community development. Learn more at www.prattcenter.net.



Transit deficits amplify inequality:

Workers in high-wage sectors (yellow and green dots) both live and work in transit-rich areas of the city; workers in blue-collar and low-wage service sectors (pink and blue dots) not only live in transit-poor areas, but work in jobs that are widely dispersed across the city. New York’s radial subway system does not enable efficient travel to destinations other than the Manhattan Central Business District.

Of the 879,000 New Yorkers who now travel over 60 minutes to and from work each day, more than half come from households with total incomes of \$35,000 per year or less.

Tri-State Transportation Campaign
NYPIRG Straphangers Campaign
Pratt Center for Community Development
Riders Alliance
Transportation Alternatives

Testimony
Of
Transportation Advocacy Groups
before the
New York City Council Transportation Committee
Oversight hearing
Metropolitan Transportation Authority 2015-2019 Capital Program
October 6, 2014

Our groups collectively advocate for a transit network in the New York City region that is affordable, convenient, reliable, and modern. As such, we have supported a fully-funded MTA capital program that prioritizes state of good repair, includes new technology, improves street safety, expands transit to inadequately-served communities of the city and the region, and continues the progress of existing capital projects such as East Side Access and the Second Avenue Subway.

In addition, our groups are here to express support for Intro 295A, which is on the committee calendar today. The bill would require businesses of 20 or more to offer federally-funded tax breaks. This will yield hundreds of dollars in savings for many New York commuters.

During an August New York State Assembly Committee on Public Authorities hearing on MTA Capital Planning, our groups called for capital improvements, many of which were ultimately included in the MTA's \$32 billion draft capital program. They include:

State of Good Repair projects: \$17 billion of the \$32 billion program will be spent on normal replacement of key assets like rolling stock and mainline track/switches while also emphasizing overdue investments in signals and other infrastructure;

Select Bus Service expansion: \$30M has been allocated for the purchase of SBS equipment;

New technology: expediting contactless fare payment, countdown clocks on the lettered lines in addition to continue rollout on numbered lines, expansion of bus time;

Expanded transit:

Continuation of East Side Access and Second Avenue Subway: The MTA has allocated funding to begin phase 2 of the SAS from 96th Street to 125th Street and continue its work on ESA;

Reconstruction of Henry Hudson Bridge toll plaza: The all-electronic, cashless tolling pilot begun in 2011 will be made permanent. However, toll evasion legislation must be passed by the state legislature in order to fully capture toll revenue and expand cashless tolling to other MTA bridge facilities;

LIRR Second Track: adding an entire second track between Farmingdale and Ronkonkoma to increase capacity and reliability;

Penn Access: Metro-North's New Haven Line directly to Penn Station, adding four new stations in the Bronx; and

Improved format: This capital proposal is presented in a much more user-friendly, graphically engaging, and clear format. The 227-page document is image-rich and emphasizes information in text boxes and sidebars. It is a vast improvement over the text laden earlier versions.

However, much is missing from the MTA's 2015-2019 capital program:

\$15.2 billion: The MTA says it has a \$15 billion-plus deficit in funding its five-year \$32 billion program. Like other groups, we looked to financial help from city, state, and government, as new revenue sources such as the capture of value of release estate from transit construction;

No increase in NYC's contribution to the Capital Plan: NYC provided as much as 10 percent of total Capital Funds in the 1980s, but with a \$137 million a year contribution to the 2015-2019 Program, the city's share represents just 2 percent;

Transit-Oriented Development fund: The capital plan does not provide the resources to municipalities and developers around transit stations to encourage mixed-use development and bicycle and pedestrian infrastructure. This would bring development around MNR/LIRR stations and NYC neighborhoods that could bring shared partnerships and additional revenue to the agency. Connecticut and New Jersey have similar programs; and

Specificity in rolling stock purchases for bus and subway lines: It is not clear which bus and subway lines will receive new bus and subway car purchases.

Lastly, new revenue streams must be found for the next capital program while existing dedicated revenue must be protected from diversion. Some of the most promising revenue proposals include the MoveNY campaign to balance tolls throughout the five boroughs and value capture where new development interests pay for improvements/expansions of transit stations. The menu of funding options is small and with a \$15.2 billion funding gap, such proposals merit more than just consideration.

Testimony of
John Lyons
President/ Business Agent, Amalgamated Transit Union Local No. 1179
Chair, ATU Legislative Conference Board
The City Council Committee on Transportation
Council Member Ydanis Rodriguez, Chair
October 6, 2014, 12:45 p.m.

Thank you for this opportunity to comment on the MTA's 2015-2019 Capital Plan. I am John Lyons, President/ Business Agent, Amalgamated Transit Union Local No. 1179. In my role as Chair of the ATU NYS Legislative Conference Board, I lead of coalition of transit locals with particular interests in Brooklyn Queens and Staten Island: My own local ATU 1179 represents bus operators, mechanics and supervisors who work from the Far Rockaway and JFK Depots of the MTA Bus division (former Green Bus lines). ATU 1056 members – bus operators and mechanics – work for MTA New York City Transit's Queens bus division. ATU 1181 represents the paratransit drivers of MTA's access-a-ride) and about 200 MTA Bus division drivers and mechanics of buses that operate along the routes of the former private Command Bus line in Brooklyn (and the school bus drivers and matrons). ATU 726 represents bus operators and mechanics who work for MTA New York City Transit's Staten Island bus division.

Public transportation remains key to economic growth and the creation of jobs in New York. Real estate developers and economic development organizations recognized this when they promoted the Far West Side station between Javits and Times Square.

For just that same rationale – economic growth and meeting the public's transit needs and, based on our experience and knowledge of the MTA system, ATU Locals advocate a better bus replacement schedule, with particular regard to Queens. Currently, the MTA fails to deploy enough buses to adequately serve the borough. The current fleet includes many old buses that continue to operate beyond their expected useful life; these buses remain breakdown prone which disrupts service. NYCT currently claims a fleet of 4,428 buses; it plans to purchase more than 7,000 buses through 2034 at a cost of nearly \$6.2 billion, but it needs to assure us on the deployment of enough new and replacement buses to assure Queens residents enjoy reliable bus service. While buses have a useful life of 12 years, and NYCT asserts its goal to maintain an average fleet age of between 6 and 7.5 years, through this past April (2014), its bus fleet 8.37 years average age indicates how many routes face a plague of breakdown from buses operating beyond their useful life. Some 30% of NYCT buses operate beyond 12 years or older. Similar issues plague many local bus routes in MTA Bus.

Since useful life continues to remain an issue, it places even greater importance on state of the art depots. The Far Rockaway (MTA Bus) Depot replacement/ rehabilitation remains priority for a facility still at risk to storms; bus operators and maintainers still work from trailers rather than appropriate locker facilities; no plans exist to get this facility that was closed from Oct 2012-Feb 2013 up to pre-Sandy capacity; five new lifts built to service buses based there got “appropriated” when MTA built permanent office space for bus management there; roof work supposed to start July 2013, remains in limbo for 13 months with no clear start date. The lack of post Sandy improvements at Far Rockaway also inhibits the MTA's ability to provide service needed for the peninsula; this facility maintains limited ability to store or repair buses; instead MTA Bus currently uses its JFK depot in Jamaica on the mainland for the bulk of repair work.

The new Jamaica (NYCT Queens Bus Division) Depot project should move now that the MTA assembled the land required for the project. The MTA must complete this depot project; it will help the neighborhoods of Southeast Queens. The MTA also needs to bolster NYCT's Casey Stengel Depot location against flooding risks (Managers moved buses to "higher ground" in advance of Sandy.).

We face a need for modernized bus terminals – such as in the Downtown Flushing area that Member of Congress Grace Meng proposed at our behest – to meet the ever increasing ridership capacities and development in the area.

Longer term, the MTA must focus on better use of its bus lines to serve intra-borough needs rather than just funneling riders to subways and rail.

The MTA must continue to add service in areas of Queens that severely need the mobility that public transit affords taxpaying New Yorkers. Two Center for Urban Future reports, one recently released, highlight the need to look at public bus transit to expand options needs for residents in Queens, Brooklyn and Staten Island.

ATU also emphasizes the need to rebuild and enhance bus service and invest in the infrastructure necessary to keep our buses running and deliver the best service possible to New Yorkers and those who visit or work here.

Between the MTA NYC Transit bus division and MTA Bus, very little of the MTA Capital Plan covers bus needs. Under \$11 billion, not even approaching 10% of the total plan goes to buses. Most of that sum covers buses with little allocated for depots and terminals. With Brooklyn Queens and Staten Island more dependent on surface transit, this needs a re-thinking and a clear allocation of surface transit monies to these boroughs.

Finally, MTA needs to more carefully scrutinize its intention to introduce more "articulated" buses. Alternative bus deployment in rush hour, including starting some buses further along a route can make a better difference. According to the MTA plan, NYCT intends to shift its bus fleet toward articulated buses and convert additional high-volume routes to these larger models. Working with the City's Transportation Department, the MTA also plans to expand Select Bus Service, which uses these larger buses, dedicated bus lanes and other features; based on existing data, we remain skeptical of any ability to realize any meaningful increases to frequency and speed of service. We believe more buses better deployed can realize meaningful differences; it did in years past.

Thank you for this opportunity to share our view; I stand ready to answer any questions.

John Lyons
President/Business Agent, ATU Local 1179
Chairman, ATU NYS Legislative Conference Board
214-53 Jamaica Avenue, Queens Village NY 11428 P: 718-736-1179 C: 516-633-5045

For more information, contact Corey Bearak, Policy & Political Director
(718) 343-6779 * cell: (516) 343-6207 * Bearak@me.com

**Testimony of Richard T. Anderson
President, New York Building Congress
At a Hearing of the New York City Council
Transportation Committee
October 6, 2014**



Good morning Chairman Rodriguez and members of the Committee. Thank you for this opportunity to testify.

Last month, the MTA approved a \$32 billion five-year capital plan for 2015-2019. The plan tackles the agency's maintenance backlog; makes much-needed improvements to the system; and continues critical expansion projects. The Building Congress strongly endorses this plan.

Unfortunately, this Plan is underfunded by at least 15 *billion* dollars. There are no new federal funds and few existing State or local revenue sources to fill this huge gap. Taking out more debt is no longer an option. Only bold action by the Governor, the State Legislature, and New York City officials will help close this gap.

At a time when ridership is at historic highs, the State needs to provide the MTA with a stable, dedicated revenue stream for its capital program in order to build and maintain the infrastructure necessary to support a healthy, growing economy.

Here are a few ideas for funding the capital program:

New revenues will almost certainly have to be a part of the equation. For example, several auto-related taxes and fees could be increased modestly to support the MTA capital program, including the Petroleum Business Tax, the Gasoline Sales Tax and vehicle registration fees. The gasoline tax has been capped at \$2 – or 8 cents a gallon – for nearly twenty years and lifting the cap and using revenues from amounts over \$2 could be dedicated exclusively to transportation.

Even more flexible user fees might be a more sustainable option. A recent Building Congress report, *How to Save New York City's Infrastructure*, proposed a

uniform toll policy, charging all motor vehicle drivers a level fee to access the Manhattan Central Business District. A current iteration of this idea, the MoveNY plan, would actually lower tolls for some commuters while raising an estimated \$1 billion that can be dedicated to mass transit improvements or underwrite billions of new MTA debt.

With that said, the State must provide the MTA with new revenues *without* cutting or reducing the Payroll Mobility Tax, a cornerstone of the MTA's revenue stream which underwrites both operations and capital investment. Replacing one reliable revenue stream with another will not create financial security for the MTA, and may very well do more harm than good.

Meanwhile, support from the City, the main beneficiary of MTA service, has actually declined substantially to its lowest level ever. The most recent City budget allocates a mere \$220 million over five years to MTA capital support. The MTA budget – already in a deep hole – assumes the City will provide nearly \$130 million *a year*. The City clearly must contribute more.

The MTA must also be held to account for every penny it spends, and its capital program management deserves your scrutiny. The MTA should be able to make the most of every dollar and control capital construction costs, which are higher in New York than anywhere else in the country. While this committee does not have direct oversight of the MTA, your interest and your scrutiny will help the MTA focus on its core mission and keep costs in check.

But government and the public will have to confront the unavoidable need for new revenue. We applaud the Governor for jumpstarting this conversation with the MTA Transportation Reinvention Commission, whose preliminary report is due out any day, and which seeks to address the challenges of providing efficient mass transit for the next century.

In the meantime, Albany must come up with a funding plan for the MTA in the next several months. During this time, the Building Congress will work to convince elected officials of the importance of fully funding the MTA's capital plan. We hope to work closely with this committee to thoroughly consider these and other ideas as we look for ways to prepare our mass transit system for the future. Thank you for this opportunity to testify.

For Immediate Release: October 6, 2014

Contact: Corey Bearak (ATU 1056 Policy & Political Director) (718) 343-6779/ (516) 343-6207

Testimony
of
Mark Henry
President/ Business Agent, Amalgamated Transit Union Local No. 1056
To
The City Council Committee on Transportation
Council Member Ydanis Rodriguez, Chair
October 6, 2014, 12:45 p.m.

Thank you for this opportunity to address this committee and comment on the MTA 2015-2019 Capital plan. I am Mark Henry, President and Business Agent for Amalgamated Transit Union (ATU) Local No. 1056. Local 1056 represents drivers and mechanics who work for MTA New York City Transit's Queens Bus Division. As such, Local 1056 comments on the plan's failure to adequately provide for current and future needs of Queens public transit.

Public Transit is Queens Backbone

New York City's transit system, especially its bus service, truly serves as the backbone of our region. Millions of people rely on it every day to access an area of their community or another part of the city, or even parts outside. Super Storm Sandy brought to light THE essential service which is public transportation, and particularly our buses; when subways remained flooded, in disrepair or out of service following Sandy, the buses got people moving. Despite the extraordinary service provided by buses in Sandy's aftermath, today we find Queens tremendously underserved when it comes to public transportation service.

Access / Mobility

In addition to providing commuters with a way to go to and from work, mass transit, especially our buses, offer a vital link to the outside world for seniors, young people, people with disabilities, and people without cars. Transit is the only way many can shop, go to the doctor, attend worship services, visit family members, and do many of the things that enrich their lives. Working Families need safe, equitable and efficient transportation. In Queens, more often than not, that means buses.

Investing smartly in public transportation keys growth in the economy and job creation. Real estate and economic development interests recognized this when they supported extending the "7" Line from Times Square to the Far West Side and the Javits center or the LIRR east side access project.

Yet we question the investment to date which falls woefully short when so much of Queens, including many of the neighborhoods served by the members of our local, receive inadequate transit service. And unlike an investment in the mega-projects I alluded to above, many of the investments involving bus service offers immediately relief. That's right, buses.

Let's look at our buses. Currently, Queens lacks sufficient buses to meet existing and planned service needs. The current fleet of buses in Queens includes just too many deteriorated, old and inefficient buses that operate beyond their expected useful life and often disrupts service. The State Comptroller noted that NYCT currently has a fleet of 4,428 buses, and it plans to purchase more than 7,000 buses through 2034 at a cost of nearly \$6.2 billion. Buses have a useful life of 12 years, and NYCT's goal is to maintain an average fleet age of between 6 and 7.5 years. As of April 2014, the average age of the fleet was 8.37 years (30 percent of the NYCT buses were 12 years or older). The MDBF for buses declined from 4,100 miles in 2007 to 3,340 miles in 2011, but then increased to

nearly 5,000 miles in 2013. While NYCT attributes the improvement to newer buses and improved maintenance, **those results lag when it comes to Queens.**

While planners focus on subway and rail mega-projects, they ignore a real need for modernized bus terminals. The congestion and related issues that plague downtown Downtown Flushing cry for a terminal that Member of Congress Grace Meng has proposed. The Flushing Area has an ever increasing ridership as development increases throughout Flushing. We need leadership from transit and transportation planners.

We must also bolster the Casey Stengel Depot (a NYCT Queens Bus Division Depot that serves Flushing communities) against flooding risks (We recall the urgent movement of buses there to “higher ground” in advance of Sandy.)

Our local has long advocated that the MTA modernize and expand its (NYCT Queens Bus Division) Jamaica Depot. While the MTA finally and recently acquired the land required for the project, the capital plan must fund and accelerate this project to help the neighborhoods of Southeast Queens. The modernization and redesign of the 165st Bus Terminal across from the Jamaica Main Library will offer the many commuters who use this terminus a safe and accessible facility; the plan does not address this need.

Long term, the MTA must focus on better use of its bus lines to serve intra-borough needs rather than just funneling riders to subways and rail. As you may not be aware Queens can be a two fare zone if the MTA fails to make Metro Cards available to more vendors in the neighborhoods as residents often still pay two fares to commute about Queens or to New York City. The MTA must continue to add service in areas of Queens that desperately need the mobility that public transit affords taxpaying New Yorkers. Two Center for Urban Future reports evidence the need to expand public transits options needs for residents in Queens, Brooklyn and Far Rockaway. The MTA needs to reconsider plans to deploy more “articulated” buses. During rush hour the MTA must deploy more buses to meet service needs; this includes starting some buses further along a route to allow more riders get a timely ride. We also need more buses to implement service the underserved residents of Queens; this requires the MTA to buy more buses.

A Civil Right

Martin Luther King Jr., famously declared, “Public transportation is a civil right.” When so many benefits of society denied to people who cannot afford their own personal transit, we need to recognize access to public transit as a civil right. Without access to mass transit, many cannot get to a job and provide for their families. Public transit thus becomes an essential element in lifting people out of poverty and into the mainstream of society.

Public Transportation preserves our way of life as a climate change solution, economic growth solution, a job creator.

In summary, based on our experience and knowledge of the MTA system, ATU 1056 emphasizes the need to rebuild and enhance bus service and invest in the infrastructure necessary to keep our buses running and deliver the best service possible to the residents of Queens and those who visit or work here. ATU Local 1056 will continue to advocate a better scheduled service for Queens and so should this committee. Thank you for this opportunity to share my locals’ views and advocacy for the community we serve. I can be reached at the number above at any time.

SIEDC

Leading In Action

New York City Council Transportation Committee Hearing

October 6, 2014

Good morning Chair Rodriguez and members of the Transportation Committee:

My name is Varun Sanyal and I am the Project Manager at the Staten Island Economic Development Corporation. I am here in front of you today to urge the City Council to support the West Shore Light Rail and North Shore Bus Rapid Transit projects for inclusion in the MTA's 2015-2019 Capital Plan, so that the residents of Staten Island can finally have a comprehensive public transportation system.

According to the US Census, Staten Islanders have the longest average public transit commute in the nation – at 69 minutes. Most residents commute more than 90 minutes in each direction – often during multi-seat trips. In 2004 & 2009 SIEDC contracted major planning firms to undertake studies of the feasibility of a West Shore mass transit project. The studies concluded that a light rail system would be a valid option to connect the borough to New Jersey and Manhattan. Estimated daily ridership for the project would be 13,000. In October 2013, MTA announced an amendment to their 2010-2014 capital budget to include a \$356 million allocation for North Shore Bus Rapid Transit system. Combined with the proposed North Shore Bus Rapid Transit line and the existing East Shore Staten Island Railroad, ridership on all 3 lines would be 41,000 daily – one of the highest in the nation.

As Staten Island continues growth at a rapid, adequate transportation options focused on regional connectivity through light rail needs to be realized. The North Shore BRT & West Shore Light Rail are a revolutionary step in connecting the borough to the rest of the region. Through multiple studies and consensus building, both organizations are prepared to move forward with the first comprehensive public transportation plan in the borough's history. Connecting both The North & West Shore corridors will provide a solution to many of the current and future traffic problems in the borough, and will help to enhance and promote development projects and residential growth, which are currently underway. Additionally, comprehensively linking Staten Island with the rest of the metropolitan region will provide a foundation for the industrial and commercial development occurring along Staten Island's North and West shores

SIEDC

Leading In Action

The West Shore Light Rail needs \$5 million for a definitive Phase Alternative Analysis study for the project to move forward, while the North Shore BRT already having an alternative analysis completed needs funding for construction to begin. It is time for the MTA to fully acknowledge the transportation inequity that Staten Islanders have faced for far too long. We contribute to the MTA through our high tolls. Now the question is, will the MTA reinvest in the borough of Staten Island?

Andrea X

Testimony Before the New York City Council

Committee on Civil Service and Labor

In Support of Int. 97 A

“Earned Paid Sick Time Act”

March 22, 2013

Submitted by Andrea X

My name is Andrea. I work in the travel industry and I have paid sick days. But I am here to testify in favor of a law that would guarantee that everyone in this city has paid sick time because I know firsthand that all of us are at risk if everyone does not have this basic benefit.

My mother is a Holocaust survivor and my parents were married for 62 years. My mother developed Parkinson’s disease and had a major stroke. She was hospitalized and then sent to a nursing home. The doctors told my father that there was nothing they could do for her that couldn’t be done at home and so my 85 year old father took my mother home and cared for her. She needed a feeding tube and she was in a semi coma so of course he needed some help. We got a home health care aide through a company called Self Help that provided support for holocaust victims. The home health care aide came for 4 hours a day and that help was essential for my father.

The aide was a caring person who took good care of my mother but she also struggled to have enough money to live on. She lived a considerable distance from

us but she walked to work to save the \$2.25 it would have cost her to take the subway. She clearly needed every dollar she earned as an aide to be able to meet her needs.

In January of this year, our aide called in sick with the flu that was going around this winter. But the next day, she came in. She was clearly still sick but she could not afford to lose a day's pay. My father felt like he was placed in a horrible situation – he felt sorry for aide and didn't want to send her home knowing how badly she needed the money. My parents had both had flu shots (which we later found out was not very effective for the elderly) and the aide wore gloves and a mask. But nevertheless when someone is sick there is no way to stop germs from spreading. Both of my parents contracted the flu, and, although the doctor was called immediately and both my parents took tamiflu, my mother died three days later.

We are heartbroken and devastated as a family. My father is now dealing with grieving and feeling guilty for my mom's death and he does not deserve this as he was amazing and took unbelievable care of my mom sacrificing his own health. Our aide feels terrible as well but the position she was put in is not a position that anyone in our city should be put in. If she had some guarantee of pay for the time she missed with the flu she never would have come in and my mother would still be alive. We feel that the agency is responsible for my mother's death because they should insist that their aides stay home when they are sick and make it possible for them to do so by providing paid sick leave. It is stupid and wrong of agencies which are responsible for placing workers in homes with very sick people not to give their

workers paid sick time. But it is equally wrong and stupid for us as a city not to require all employers to give workers that time.

A million workers without paid sick days affects all of us. We need a law that will make sure anyone who is sick can stay at home. I urge the city council to pass this law which would require paid sick time for all workers so that no family will have to go through what mine has. Thank you for this opportunity to testify.



Monday, October 6, 2014

Committee on Transportation
New York City Council
City Hall
New York, NY 10007

RE: Hearing on the MTA Capital Plan for 2015-19

Dear Chairman Rodriguez and Members of the Committee:

The Partnership for New York City represents the city's largest private sector employers, for whom the quality of our regional mass transit system is a top priority. Enclosed please find a recent op-ed on this matter which was written by our president and CEO Kathryn Wylde, along with Kevin Law, president and CEO of the Long Island Association.

As always, we look forward to partnering with you on these and other matters of importance.

Sincerely,

Jessica Walker

Jessica Walker
Vice President, Government Affairs

The MTA's turn to dig deeper

Get creative about generating revenue

BY KATHRYN WYLDE and KEVIN LAW
NEW YORK DAILY NEWS
Monday, September 29, 2014

The Metropolitan Transportation Authority just released a capital plan that is \$15.5 billion short of what is needed to maintain and improve the regional transportation system over the next five years.

That's a whole lot of money. The MTA must not only, as they say on subway systems, mind the gap. It must actively attack it by devising smart new sources of revenue that help it grow more self-sufficient, rather than simply asking taxpayers and straphangers to pony up more.

Funding for the last capital plan, in 2010, was supplemented with a payroll tax on employers — a solution that was wildly unpopular in the suburbs and is unlikely to be repeated. Meanwhile, federal funding for transit is declining, so there is little expectation that Washington will suddenly come to the rescue.

We can do better. The MTA must look to its own ingenuity to help close the gap.

This summer, Gov. Cuomo appointed a commission charged with reinventing the MTA to deal with the challenges and opportunities ahead.

As members of that commission, we have joined other industry leaders and transportation advocates in a call for increased contributions to the system by all who benefit from its services — straphangers, employers, road users, as well as the entire state and its localities.

So far, the commission — which is still in place — has not reached consensus on a funding formula. But virtually all members agree that the first step is for the MTA to demonstrate its ability to achieve greater efficiency and cost savings, on the one hand, and increase the generation of revenues from its own assets on the other.

If the MTA starts by stepping up, it can then in good faith ask everyone else to do their part.

The authority has started to work on both objectives with baby steps. But big cultural and structural changes are needed.

For example, the MTA has never fully utilized its ability to enter into public-private partnerships that would enable it to transfer the risks of construction cost overruns on capital projects to the private sector. It's long overdue.

New York companies have partnered with transportation agencies around the world to design, build and manage projects. In the Bay Area, a separate public authority was set up to pursue entrepreneurial ventures to help fund transit and raised \$192 million just from just one development project. We should explore the same model.

The MTA also has unique access to advertising, marketing and co-branding opportunities in a region with 19.9 million consumers. Look at what corporate sponsors are paying for access to the Citi Bike branding opportunity and imagine what exposure on every Metro Card could be worth.

Advertising is another revenue source that the MTA can grow. Technology companies would line up to get access to the system's 8.5 million daily riders to pitch a range of products, many of which would also enhance the commuting experience.

Digital signs that inform riders of bus and train arrival times can do a lot more. The MTA expects to spend \$209 million to install digital countdown clocks in certain subways, when it could probably be getting the digital advertising industry to put together a program that would pay for those clocks at every train, bus and subway station in the region.

Meanwhile, MTA real estate assets, including air rights and easements, can accommodate more retail, and the authority could share in the proceeds of new housing and office buildings built around transportation hubs.

Retail stores in Grand Central Terminal are generating a lot of revenue, but there are many more facilities where retail opportunities have been ignored.

The MTA could also benefit from working more closely with city and county governments. A productive partnership with the City of New York will produce \$1 billion for the current capital plan from proceeds of the sale and redevelopment of Hudson Yards — value created by extension of the No. 7 subway line to the Far West Side of Manhattan.

This is exactly the type of opportunity the MTA must be prepared to initiate and exploit across the region.

To fully capitalize on its assets, the MTA will need to establish an entrepreneurial unit to get past bureaucratic obstacles and move quickly to pursue clear revenue targets that contribute in significant ways to funding of the system.

Our regional economy requires nothing less than a transportation system that is not just the largest, but the most efficient, modern and well-managed in the world. Most people are willing to pay their fair share, but first they want to see that the MTA is doing everything possible to help itself.

Law is president and CEO of the Long Island Association. Wylde is president and CEO of the Partnership for New York City.

Permanent Citizens Advisory Committee to the MTA

347 Madison Avenue, New York, NY 10017 • 212/878-7087 • Fax 212/878-7461
E-mail: mail@pcac.org • World Wide Web: <http://www.pcac.org>

Randolph Glucksman – *Chair*

Andrew Albert – *NYCTRC Chair*
Randolph Glucksman – *MNRCC Chair*
Mark Epstein – *LIRRCC Chair*

William A. Henderson – *Executive Director*
Ellyn Shannon – *Associate Director*
Angela Bellisio – *Transportation Planner*
Karyl Berger – *Research Associate*
Bradley Brashears – *Research Assistant*
Deborah Morrison – *Administrative Assistant*

Statement of the Permanent Citizens Advisory Committee to the Metropolitan Transportation Authority Before the New York City Council Transportation Committee Oversight hearing on the Metropolitan Transportation Authority 2015-2019 Capital Program

Monday, October 6, 2014

Good afternoon, my name is William Henderson. I am the Executive Director of the Permanent Citizens Advisory Committee to the MTA (PCAC). The PCAC was established by the New York State Legislature as the umbrella organization for three legislatively-mandated Councils that represent the interests of riders of the Metro-North Railroad, Long Island Rail Road and New York City Transit system. A representative from each Council also participates as a non-voting member on the MTA Board. The Councils were created by the New York State Legislature in 1981.

We appreciate the opportunity to discuss the upcoming MTA 2015-2019 Capital Program. As you know, the program has been vetoed without prejudice by New York State's Transportation Commissioner, opening a period of public discussion concerning the MTA system's immense needs and the resources to meet these needs. While the process will certainly take some time, it is crucial to move forward in a timely manner so that critical work is not interrupted and our system does not begin to deteriorate. Although its infrastructure has been stabilized and reliability improved greatly from the 1970's and early 1980's, our City's Transit system requires a constant infrastructure renewal and maintenance effort to support this improved service.

The question of resources is a very real one, as the Capital Program that the MTA proposed included a funding gap of over \$15 billion, or nearly one-half of the total value of work under the plan. All stakeholders in the system, who benefit greatly from the work that the MTA system does in transporting 8.7 million riders each weekday, should be involved in the discussion of what is to be done and how to pay for it. As a very important stakeholder in the MTA system we would expect the City to have a prominent position in this discussion.

In short, transit riders need the City and MTA to work as partners to ensure that the transportation system that is the lifeblood of this region is maintained and improved. While the City's contribution to the MTA's capital needs has declined relative to the cost of the work done, there have been a number of encouraging partnerships, including the extension of the 7 subway line and the establishment and expansion of Select Bus Service, that point the way to the future.

We encourage the members of the City Council and this Committee to push for the City's full participation in the dialogue about the next MTA Capital Program.



NYC Council Transportation Committee Hearing
October 6, 2014 – 1:00pm
Testimony of the Staten Island Chamber of Commerce
Linda Baran – President & CEO

This past month, the MTA voted to approve a Capital Plan that does not include affordable transportation alternatives for the outer boroughs. For many years, the MTA has taken a Manhattan-centric approach to our City's transportation infrastructure, but now it's time to tackle the needs of transit starved communities in the outer boroughs as well.

On Staten Island in particular, a lack of alternatives along the North and West Shores will exacerbate an already growing transportation problem as major developments and demographic changes stretch our infrastructure's capacity to the max.

After the completion of an Alternative Analysis study in 2012, the MTA concluded that a \$356 million Bus Rapid Transit system was the North Shore's answer to growing infrastructure needs. Despite spending an initial \$3 million on the study, the MTA has not moved forward. The Authority has also been silent on a request for \$5 million to conduct an Alternative Analysis on the West Shore. Now these projects are being left out of an enormous \$32 billion Capital Plan that funds the system through 2020.

On behalf of Staten Island Chamber of Commerce and its 700 business members, I would implore the MTA to reconsider its decision to leave out Staten Island alternatives in its 2015-2019 Capital Plan. I would also urge the City Council to echo these sentiments as the debate over transportation funding and infrastructure continues.

Thank You,

Linda M. Baran
President & CEO

- Longest commute time in the nation:
 - Average Commute: 42.5 minutes each way
 - Commute Time via Public Transit: 69 minutes each way
 - Most % of “extreme” commuters (defined as 90+ minutes): 11.8%

- Less than 5% of NYC population, but 13% of all registered vehicles

- Pay the highest prices to commute:
 - VZ Bridge: \$15 without E-ZPass
 - Express Bus: \$6 (at least)
 - Staten Island Ferry Parking: \$8
 - Bayonne, Goethals, and Outer Bridge: \$13 without E-ZPass

- Lack of options: Rail Lines
 - Bronx: 6
 - Queens: 15
 - Brooklyn: 17
 - Manhattan: 22
 - Staten Island: 1 (only serves East Shore)

- Teleport RFEI and Corporate Park expansion require transportation solutions

- Other funding options must be considered: MoveNYC Sam Schwartz Plan

- No regional connections:
 - Newark Airport
 - Metro-Park
 - Hudson Bergen Light Rail



October 3, 2014

Hon. Debi Rose
City Council
250 Broadway
New York, NY 10007

Dear Councilmember Rose –

As you are aware, the MTA recently voted to approve a Capital Plan that does not include affordable transportation alternatives for the outer boroughs, dealing yet another blow to Staten Island. As a community member and business leader I am writing you to request that the City Council implores the MTA at its upcoming hearing to revisit its position on transportation in the outer boroughs.

On Staten Island in particular, a lack of alternatives along the North and West Shores will exacerbate an already growing transportation problem as major developments and demographic changes stretch our infrastructure's capacity to the max. Simply put, we are an island that is growing in all areas – population, home ownership, tourism and businesses. Yet public transportation planning is virtually stagnant and will be non-existent if we let the MTA move forward with its 2015-2019 Capital Plan. I can't understand why nearly all public agencies are now focused on working with us on Staten Island yet the MTA has done the exact opposite?

I was hopeful when the Alternative Analysis study was completed in 2012, and the MTA concluded that a \$356M Bus Rapid Transit system was the North Shore's answer to growing infrastructure needs. Yet, despite spending an initial \$3M of tax payer money on the study, the MTA has not moved forward. Additionally, the MTA has also been silent on a request for \$5M to conduct an Alternative Analysis on the West Shore. Now these projects are being left out of an enormous \$32B Capital Plan that funds the system through 2020.

I shudder to think how anyone will be able to access Snug Harbor without viable public transportation in the future. We are excited about greeting visitors from around the world when the NY Wheel opens but without viable public transportation the visitor (and resident) experience will be severely lacking and will surely reflect badly. To put this in perspective, Lincoln Center has 5 trains and 6 bus lines serving its patrons. Snug Harbor has one bus line that runs every 30 minutes at best. I realize Snug Harbor does not have the same attendance numbers but are we any less deserved of access to the arts for our community, visitors and patrons? The MTA's plan as written would answer 'YES' to that question.

On behalf of Snug Harbor and the Staten Island cultural community, I respectfully request that you do what you do best – fight for your community! Please let the MTA know that their plan is not only poorly conceived from an urban planning standpoint but if implemented it will hurt Staten Island and further embed the already harsh inequities that burden our community, residents and businesses.

Please urge the City Council to echo these sentiments as the debate over transportation funding and infrastructure continues, and to advocate on behalf of communities in desperate need of affordable and fast transit. We thank you for all that you have done already!

Sincerely,

A handwritten signature in black ink, appearing to read "Lynn Kelly", written over a horizontal line.

Lynn Kelly
President & CEO

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Joan Byron

Address: _____

I represent: Pratt Center for Community Development

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Cate Costino

Address: _____

I represent: NYPIRB Straphangers Campaign

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Veronica Vanterpool

Address: _____

I represent: Tri-State Transportation Campaign

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: John Raskin

Address: _____

I represent: Riders Alliance

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Steve Bernang

Address: 347 Madison Ave

I represent: MTA

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: David Henley

Address: 2 Broadway

I represent: NYC Transit

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Craig Stewart

Address: 347 Madison Avenue

I represent: MTA

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Stephanie Distile

Address: 347 Madison Ave

I represent: MTA

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Nois Tendler

Address: 2 Broadway

I represent: NYC Transit

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 10/6/14

(PLEASE PRINT)

Name: John Dyer

Address: 100 West 28th Street NY 10001

I represent: FATT COMPANY INTER TRANS. AGENCY

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 10/6/14

(PLEASE PRINT)

Name: Varun Sanyal

Address: _____

I represent: Staten Island Economic Development Corp.

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 10/6/2014

(PLEASE PRINT)

Name: Richard Anderson

Address: 44 West 28th Street NY 10001

I represent: NY Building Congress

Address: _____

◆ Please complete this card and return to the Sergeant-at-Arms ◆

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)
Name: Linda BAKAN - S.I. Chamber of Commerce

Address: 130 Bay St. S.I. NY 10301

I represent: STATEN ISLAND Chamber of Commerce

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 12/6/14

(PLEASE PRINT)
Name: William Henderson

Address: 247 Madison Av

I represent: PERMANENT CITIZENS ADVISORY COMMITTEE

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: Oct. 6, 2014

Name: Corey Bearak (PLEASE PRINT)

Address: PO Box 135 G.O. NY 11004

I represent: ATUs locals 1056 & 1179

Address: Presidents Mark Henry & John Lyons

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Re: bike path on Verrazano bridge - 10/6/14
Date: _____

Name: Chris Coppa (PLEASE PRINT)

Address: 35 Aymar Avenue

I represent: Transportation Alternatives

Address: _____

Please complete this card and return to the Sergeant-at-Arms