

NYC DEPARTMENT OF TRANSPORTATION TESTIMONY
HEARING BEFORE THE CITY COUNCIL
COMMITTEE ON TRANSPORTATION
August 8, 2017

Good morning Speaker Mark-Viverito, Chairman Rodriguez and members of the Transportation Committee. I am Polly Trottenberg, Commissioner of the New York City Department of Transportation and a member of the MTA Board. With me today is Dean Fuleihan, Director of New York City's Office of Management and Budget.

At the outset, I want to thank the Chair and other members of the Committee for convening such a timely and important hearing. On behalf of Mayor de Blasio, I also want to express the City's gratitude to the men and women of the MTA, who drive trains and buses and work in the tunnels day in and day out under very difficult circumstances to get New Yorkers where they need to go. We should never lose sight of the fact that this City could not run without the difficult work they do for all of us.

We are here today to testify about role the City plays in working with the MTA, as a major funding source, as a partner on bus service, and as an advocate on behalf of all the New Yorkers who rely on the system, which we all agree is facing a crisis.

Yesterday, the Mayor presented A Fair Fix, his vision for providing additional resources for New York City's subways and buses while also ensuring low-income New Yorkers can access public transportation more affordably. We are pleased to have the support of leaders in Albany, including Senator Michael Gianaris and Assemblymember Danny O'Donnell, Council Transportation Chairman Ydanis Rodriguez as well as other elected officials, advocates and labor leaders who joined us yesterday.

It is worth stepping back and considering the context for our current moment of crisis. More people are choosing to live and work in New York than ever before. Our population, now over 8.5 million, is the highest in recorded history. Between 2010 and 2016, the City created 600,000 new jobs and added 360,000 new residents. Sustainable modes of transportation, particularly New York City's public transit system, are powering this growth. New Yorkers need reliable and efficient public transit to continue to succeed, but our transportation system is bursting at the seams.

This summer is highlighting the real strain that the MTA is under, and the pain commuters across the City are feeling as a result of both record ridership and years of deferred maintenance. Mayor de Blasio recognizes that our transit system is the backbone of our economy. He also knows firsthand the frustration that riders rightfully feel as service has continued to deteriorate and delays prevent them from getting to work, school and other important destinations.

Between 2010 and 2016, we have seen about a nine percent increase in subway ridership. If we want to continue to support the region's growth and have the capacity to accommodate all those

who want to live and work in New York City, we must work together to ensure that the MTA has the right management tools, the political support, and the resources it needs.

I want to emphasize that the City of New York and the MTA have a long history of working together to improve mobility for New Yorkers. Today, we are continuing that collaboration on a number of fronts, including the roll out of additional Select Bus Service routes, expansion of Transit Signal Priority and other citywide bus service improvements, and the development of a mitigation strategy for the L Train Closure.

Turning to the crisis of service declines, I want to provide some context. Over the last five years, subway delays have more than doubled, from around 28,000 per month in 2012 to more than 70,000 per month today. Only 63 percent of trains are now running “on-time,” a drop of more than 15 percent since 2012, meaning longer waits and less-reliable travel times. Starting this spring, the deterioration in service has accelerated even more rapidly. As a result, commuters across the City are suffering, reporting real human costs such as lost wages, child care gaps, and missed medical appointments.

There’s been a lot of discussion around the role that additional funding should play in addressing the MTA’s challenges. It is critical that this discussion is informed by a clear understanding of New York City’s current substantial role in supporting the MTA financially.

Operating Budget

To provide some background, New York City, its residents, visitors, and daily workforce contribute over two thirds of the MTA’s \$15.6 billion annual operating budget: \$4.7 billion in fares, \$3.7 billion in dedicated taxes, \$1 billion in bridge and tunnel tolls, and \$800 million in direct operating support from the City of New York, totaling \$ 10.2 billion.

In addition to the direct support, New York City provides in-kind services and capital program support of about \$800 million annually.

And New York City residents bear the brunt of regular fare and toll increases in order to keep the MTA on firm financial footing.

And, as the City’s operating contributions continue to grow, the State has consistently diverted promised operating funding for the MTA, year after year. In fact, since 2011, the State has siphoned off \$456 million from the MTA, including \$65 million just this year in diverted Payroll Mobility Tax replacement funds, a move that received vocal objections from the City, many state legislators, and transit advocates.

Capital Budget

With regard to the MTA’s Capital Plan, the Mayor has committed an unprecedented \$2.5 billion, and the vast majority of these funds have yet to be used. Much of that money is ready to go, hand in hand with the State’s own contribution. And yesterday the Mayor proposed his Fair Fix plan to address future capital needs.

We are encouraged that Chairman Lhota has stepped up to the plate and delivered a 30-day plan to start what will need to be a sustained and long-term effort to get the MTA back on track. The plan Chairman Lhota outlined and Managing Director Ronnie Hakim discussed this morning is a positive step forward.

In particular, we are pleased that the plan emphasizes the need to accelerate track and signal maintenance and to tackle disruptive power losses. And while inconvenient for subway riders, the MTA's plan for additional closures overnight is a necessary to increase sorely needed preventative maintenance.

The Mayor has also advocated for a public performance dashboard modeled off of CompStat, and we are pleased to see that the MTA is planning to implement such a system. But we recommend this platform follow international best practices for reporting meaningful metrics to foster real accountability and transparency. Data on excess wait time and other MTA Key Performance Indicators should also be reported clearly according to time of day and this platform should be open source.

The successful implementation of this plan will require assistance from the City and as the Mayor has said the City stands ready to help with its implementation, including with the deployment of NYPD, FDNY, and DHS resources.

This plan should be implemented as quickly as possible to bring riders some immediate relief.

We also know that the Chairman has called on New York City to finance half of the plan's cost, which the MTA estimates at \$456 million in operating costs and \$380 million in capital costs. As I outlined, \$456 million is the exact amount of money that the State has diverted from the MTA operating budget since 2011.

Before we turn to the important question of how this plan will be funded, there are some questions to be raised about the plan's long-term financial impact on the MTA. The plan would add \$456 million to the MTA's operating budget in the first year, with a recurring cost that the MTA estimates to be at least \$300 million per year to cover the ongoing expense of hiring 2,700 new employees and their associated costs.

We should be mindful that staffing up 2,700 new positions expeditiously will be a challenging task. According to a recent Wall Street Journal Article, the MTA is currently facing significant difficulties filling *existing* vacancies.

At present, the MTA has not identified a way to cover those recurring operating costs. Moreover, the MTA had not made available many key details of the plan, including cost allocations that support its overall estimate and a clear timetable for significantly expanding its workforce.

This plan has to be considered in the context of the overall fiscal picture for the MTA. At the July Board Meeting, MTA Chief Financial Officer Robert Foran presented the MTA's updated financial plan, which projects significant operating deficits in the not too distant future. The MTA also stated that it needs to find hundreds of millions of dollars in new recurring savings, on

top of scheduled fare and toll increases, to stay out of the red. Without these measures, the agency faces an annual operating deficit of \$206 million in 2018, rising to \$1.5 billion by 2021.

And those estimates do not even account for the additional \$300 million or more I just mentioned that the agency's new rescue plan would add to its ongoing operating costs. It is clear that the current financial trajectory for the MTA is unsustainable and cannot be addressed through one time patches.

When it comes to funding this short-term rescue plan, the Mayor has made the City's position clear. The State should return the \$456 million that has been diverted from the MTA to the State's general fund. And regardless of which agency is paying or exactly how it is being funded, any State money going to install decorative lights on the State's bridges should be reallocated to help New York City's straphangers.

Beyond this short-term rescue plan, the MTA needs an additional dedicated revenue source to fund the modernization and upgrades necessary to reduce delays and improve service. Because we know that the City's economy depends on reliable subway and bus service, Mayor de Blasio is proposing A Fair Fix, an income tax surcharge on our wealthiest citizens that will generate nearly \$800 million a year for the New York City subways, buses and the Staten Island Railway.

To elaborate, the City's proposal would increase the City's highest marginal income tax rate from 3.876% to 4.41% on taxable incomes above \$500,000 for individuals, \$750,000 for heads of households, and \$1 million for married couples. The new revenue this proposal would generate could fund and accelerate critical upgrades like work on new signals, track repairs as well as the purchase of new subway cars and buses.

The City is also proposing to fund the Fair Fares concept, providing half-price fares for approximately 800,000 low-income New Yorkers. Under the City's proposal, half-price MetroCards would be available to New Yorkers at or below the Federal poverty level.

Let's be clear, this marginal tax increase would only apply to approximately 32,000 New York City tax filers, those who are doing quite well and can afford to pay just a little bit more so that the region's economy continues to thrive. And, working with our partners in the State legislature, we want to ensure that there are protections from diverting the revenue for other purposes.

The City hopes that the Governor, MTA and State legislature support the Fair Fix proposal, which asks the most fortunate City taxpayers to chip in a little bit more to ensure that the MTA and our region's economy is thriving for all New Yorkers.

As an MTA board member, I have a fiduciary responsibility to the agency that I take very seriously, along with each of my colleagues. Many of us are interested in having a serious conversation about potential reforms the MTA can implement to reprioritize its spending and accelerate project delivery.

The most recent Capital Program Amendment, presented to the Board in May of 2017, contains worthwhile additional funding for projects, including \$700 million for Phase II of the Second

Avenue Subway, \$226 million in accessibility improvements, and \$196 million for new buses. However, the amendment also acknowledges the significant delay of over \$1.2 billion in subway car purchases, and with it the potential for improved service and reliability across the system.

This delay is emblematic of the chronic challenges in delivering capital projects on-time and on-budget facing Chairman Lhota and the MTA. It is our understanding that Chairman Lhota is currently developing a second phase of the “Subway Action Plan,” focusing on system modernization and capital plan improvement. We look forward to seeing that plan, as well as the results of the Genius Challenge Competition.

Here are some items that New York City will be looking for in the MTA’s future capital plans and capital plan amendments:

A focus on core needs for riders: Future capital plans and amendments should have their primary focus on increasing the reliability and capacity of the subway system. This means investment in the maintenance and modernization of signals, cars, tracks, and switches – the basic components of transit service that New Yorkers can predictably and consistently rely on. And while our focus today is on the subways, continued investments in improved and more reliable bus service must continue to be a priority as well.

Improved management and expedited project delivery: The money available to upgrade core subway systems is not being used quickly enough. The MTA should fund creative ways to speed up the pipeline of important maintenance and upgrade projects and major investments, like Communications Based Train Control, which are taking too long to complete and are at risk of further delay.

The current 50 year timeline is far too long for this much needed improvement, while other world cities make CBTC upgrades faster and more inexpensively. We look forward to hearing from Chairman Lhota regarding specific steps the MTA will be taking to improve the timetables of the entire capital program, with a focus on accelerating those reliability and capacity projects that will make the most difference in riders’ daily experience.

A serious reckoning with costs: The MTA has among the highest operating and capital construction costs of any major transit agency in the world.

According to the Regional Plan Association, New York ranks well above Paris, London and Madrid in construction costs of comparable projects. The recently completed Second Avenue Subway is the most expensive subway extension in the world, with a cost of \$807 million per track mile. In contrast, London’s Northern Line extension to Battersea cost roughly \$124 million per track mile.

We are at a critical moment for New York City’s transportation system, with deferred maintenance, high capital costs, and management issues posting a real challenge to all of us. The vitality of the City and the quality of life for all New Yorkers depend on a functioning and reliable MTA.

We look forward to Chairman Lhota and his team of transportation professionals, including Pat Foye, Ronnie Hakim, Janno Lieber and Phil Eng identifying steps the authority can take to lower the costs of projects, so New York City riders and taxpayers can get more for their hard-earned taxes, tolls, and fares.

The City will need to see meaningful change along these lines before approving further capital plan amendments or the next five year capital plan.

We are at a critical moment for New York City's transportation system, with deferred maintenance, high capital costs, and management issues posing a real challenge to all of us. The vitality of the City and the quality of life for all New Yorkers depend on a functioning and reliable MTA.

In recent weeks, we have seen a lot of healthy debate and discussion and I know passions are running high right now because the stakes are so high for the City, our residents and our commuters. But in the coming months, we all must work together at all levels of government to advocate for the changes our system demands and our riders deserve. Thank you and we are happy to answer your questions.



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Testimony of George Sweeting

**Deputy Director, New York City Independent Budget Office To the New York City Council Committee
on Transportation**

Regarding the State of the New York City Subway System

August 8, 2017

Good morning Chairman Rodriguez and members of the Committee on Transportation. My name is George Sweeting and I am the Deputy Director of the New York City Independent Budget Office. Thank you for the opportunity to testify today.

In its recently-released *NYC Subway Action Plan* the Metropolitan Transportation Authority (MTA) called for an investment of \$836 million in operating and capital support to stabilize what it called a "system in distress." This effort, aimed at stabilizing the system, would be followed by a second phase aimed at modernizing the subway and bus system over the longer-term. This second phase would include new signaling systems and subway cars. This portion of the plan is estimated to cost about \$8 billion, which the MTA indicated would be rolled into regular five-year capital planning process.

There has been much debate over who should be responsible for paying for these investments—the state, the city, or some combination of both—although there can be little doubt that residents and businesses in the MTA region already account for the vast majority of MTA revenue through fares, direct taxes and indirectly through state and local subsidies. Most recently the Mayor announced that the city would up its commitment provided the state legislature authorizes a tax increase on city residents to provide the necessary funds, highlighting the city's lack of fiscal autonomy even as it asked to contribute more.

However, given the historical pattern of spending under the MTA's capital plans, the issue of when these new investments will actually be made, and when they will begin to benefit subway-riders, is perhaps even less clear than the source of funding. In 2015 IBO published an analysis of the timing of the funding projects included in each of the MTA's five-year capital plans in place over the past two decades. We found that much of the work contained in each of the MTA's capital plans actually winds up being performed after the formal plan period has ended.

For example, IBO found that by the end of 2014, the last year of the MTA's most recently completed capital plan period, the authority had signed contracts to spend only \$16 billion of the \$22 billion in the 2010-2014 capital program—leaving more than a quarter of the funding uncommitted at the end of the plan period (excluding Hurricane Sandy projects). The actual expenditure of funds, which follows commitments, takes even longer; only 37 percent of funds for the 2010-2014 plan were spent by the end of the plan period.

Because capital spending on particular projects often extends well beyond the formal plan period, in any given year the MTA is executing projects from multiple plans. To take 2014 as an example again, of the \$4.0 billion the MTA spent on capital projects that year, about 76 percent was for projects in the 2010-2014 plan, 20 percent for projects in the 2005-2009 plan and 4 percent for projects in the 2000-2004 plan. There was even a small amount spent that dated back to the 1992-1999 plan.

In addition to lagging commitments, the MTA has also had difficulty delivering projects by their planned completion dates. For many projects, the original planned completion date already fell outside the capital plan period even before delays in spending take place. Not surprisingly, as commitments are delayed or projects encounter obstacles, project completion dates are often missed or postponed.

In analysis published earlier this summer, IBO reviewed the completion status of MTA signal projects from its past three capital plans. According to MTA data, problems with signals are responsible for 30 percent of major train incidents. All but one of the city's 22 subway lines (the L line) currently function with the block signaling system used since the system's start in 1904. In some parts of the system signal hardware installed in the 1930s is still being used. IBO found that the completion of many signal repairs and other signal work often fall well behind schedule.

Of the 33 signal-related projects in the 2005-2009 and 2010-2014 plans, 23 have been completed. Only 9 were completed on time or ahead of schedule. The other 14 were late with delays for these projects ranging from as little as two months to as much as nearly four years. Of the remaining 10 uncompleted projects, half are currently expected to meet their original deadlines.

In terms of the current 2015-2019 capital plan, 14 signal projects were scheduled to begin by the end of this year. Eight of them are delayed. One project originally scheduled to begin in 2019 has been moved up to 2018. Another six projects have start dates in 2018 and 2019. Only one signal project in the current plan, on the Fulton line, is expected to be completed this year.

One reason that capital projects are delayed is because capital plans are rarely passed on time. Of the six capital plans put into place since the MTA began its capital planning process in the early 1980s, only the first one was actually passed before it was scheduled to begin. The current 2015-2019 capital plan was not approved until late October 2015, although it was supposed to have begun 10 months earlier. The cause of the delay was quite familiar—a dispute between the state and the city over responsibility for filling a funding gap in the plan. In the end, the state ended up agreeing to commit an additional \$8.3 billion and the city an additional \$2.5 billion. The source for much of that money remains unspecified, however, with much of it unlikely to be delivered until after the plan period is over—setting up another round of delays in the funding of individual projects.

If the past is precedent, subway riders could be in for a long wait—something most are growing accustomed to—until the new capital projects meant to modernize the system are actually funded and completed.

Thank you and I'd be happy to answer any questions.

Tuesday, August 8, 2017

Improving the New York City Subway System

Good afternoon. I want to thank the members of the City Council and especially Chair Ydanis Rodriguez for calling this hearing on a topic of critical importance to millions of New Yorkers.

The calamity of our subway system has been in the news countless times in the last couple of months. But those of us who represent New York's transit riders are well aware that the problem extends far beyond the derailments, trapped commuters and overheated subway cars that make headlines. For everyday riders, expectations are so low that delays stretching over an hour are now part of their daily routine.

We cannot allow the deterioration of our mass transit system to become an expected part of life in New York City. Our subways and buses are the lifeblood of our region. Without them functioning efficiently, our economy suffers, people miss doctors' appointments, students are late to school and the entire city is paralyzed.

It is widely acknowledged that this problem is rooted in years of neglect and underfunding of the MTA by our government leaders. Governor Cuomo himself has said, "We know that decades of underinvestment, deferred maintenance and deferred modernization have caused the problem" and that "there's no doubt that to do what we need to do we're going to need more resources." He is right on both counts and properly identified the problem.

Now we need to find a solution.

If we want a mass transit system that works and works well, it will not happen by magic. We have to pay for it. MTA Chairman Joe Lhota recently pegged the resources needed at \$8 billion.

This money must come from somewhere, and the last places we should look are the pockets of hard-working New Yorkers who are already suffering due to our collapsing transit infrastructure. These men and women are working harder than ever just to stay in place while the wealthiest among us are wealthier than ever before. Indeed, estimates are that the top 20% of Americans hold 88% of the country's wealth while the bottom 80% have the remaining 12%. Here in our own state, we lead the nation in income inequality, with Manhattan winning the prize for the biggest gap between rich and poor in any county in the nation.

Given this landscape, the fairest and simplest solution is to ask the wealthiest New Yorkers to chip in a little more to ensure our mass transit system no longer serves as an embarrassment to the greatest city in the world. That is why I stood with Mayor de Blasio yesterday to announce I will introduce a bill with Assemblyman Danny O'Donnell that would enact a surcharge on the top 1% of city residents to fund critical mass transit repairs and maintenance.

The proposal would raise over \$750 million annually by imposing a 0.5% surcharge on couples earning over \$1 million annually and single filers earning over \$500,000 per year. This money would be required to be spent on the most serious infrastructure needs of New York City's

subways and buses, and would be subject to a maintenance of effort provision so that the \$9 billion already committed to the MTA by the state is allocated as promised, and gets spent as promised – an important requirement given recent reports of MTA funds being diverted for other purposes.

Importantly, the legislation further protects working New Yorkers by including the Fair Fares proposal that Councilman Rodriguez has championed, to provide discounted fares for low-income residents so they can get to work more easily and continue to climb the economic ladder.

Our city has come together in times of crisis before. When crime ran rampant, responsible leaders like Mayor Dinkins and Speaker Vallone led the charge for the Safe Streets, Safe City program that imposed temporary surcharges so that more police could be hired. Over twenty years later, we continue to reap the rewards of their vision in the form of historically low crime rates. We need similar leadership today for the crisis of our time: deteriorating infrastructure.

To those who would shoot arrows at this idea, I ask: what is your alternative? It is no longer enough to criticize others for attempting to fix this crisis. Either present a different approach for discussion or get out of the way. This is not a time for politics as usual. It is a time for leadership.

I thank the City Council for providing some on this important issue.

*Testimony of New York State Senator Michael Gianaris before the New York City Council
Committee on Transportation*

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**TESTIMONY OF NEW YORK CITY COMPTROLLER
SCOTT M. STRINGER**

NEW YORK CITY COUNCIL COMMITTEE ON TRANSPORTATION

August 8, 2017

Good morning, and thank you Chairman Rodriguez for hosting this important hearing. I was glad to spend time with you last week, riding underground and hearing directly from straphangers. No question, we got an ear-full, and with good reason. So, I want to thank you and Assemblymember Dinowitz for organizing the event.

I'm here today to contribute to the conversation about our future. Our subway system is in a state of crisis, unlike anything we have seen in decades. New Yorkers are truly struggling.

Over the past few years, our work in the Comptroller's Office has foreshadowed this crisis and made clear that we could see this coming. Since 2014, the Comptroller's Office has done nine audits and investigations of the MTA, and several other reports that warned of the crisis that we now face. For example, in 2015, in a budget analysis on city contributions to the MTA, we noted that the agency needed significantly more money just to keep our subways in good repair. That same year, we also looked at MTA bus delays, revealing how nearly one-third of express buses were not running on time. We've examined station cleanliness, uncovering how 97 percent of subway tracks were not cleaned on schedule, leading to delays and, more importantly, to safety risks.

Last year, in an audit of Access-a-Ride, we uncovered how 2.5 million pick-up and drop-off times may have been manipulated to show favorable performance. Finally, earlier this year, we showed why elevators and escalators always seem to break down. It's because MTA management is not helping their workers do proper preventative maintenance. And when you don't give your machines their tune-ups, and you don't fix problems as they're discovered, they break down.

To me, that symbolizes what's gone wrong with our subways. The regular, ongoing maintenance to the entire system hasn't happened the way it should. Beyond day-to-day frustrations, there are the real-world consequences and human impacts on New Yorkers.

Last month, my office released a survey of more than 1,200 riders, from more than 140 stations, across all five boroughs. What we found was staggering:

- 74% of straphangers say they've been late to a work meeting in the past three months because of a subway delay.
- Two-thirds of people have been late to pick up or drop off a child.
- Almost a third had been late for a medical appointment
- And 13% said they had lost wages in the last 90 days, while 2% said they had even been fired.

These are the realities. So the question for us today is, how do we move forward?

In my view, during a crisis, we can't focus on finger-pointing. We must look towards the future. And when it comes to keeping New York City on top in this century—and the next—we have to stand together.

At this very moment, countries and cities across the globe are investing in their public transportation infrastructure. China is becoming more interconnected through mass transit while Tokyo is building first-rate systems. London is working to make the Tubes best-in-class and Los Angeles, Paris, Seoul, Singapore, are all making down-payments on their future. That's because world-class transportation doesn't just attract people. It means a world-class economy. Economic growth tomorrow hinges on infrastructure investments today.

In the long-term for the MTA, we have a lot of great ideas. The concept of congestion pricing has been raised and it's worthy of consideration. Yesterday, the Mayor unveiled a proposal for a millionaire's tax to fund improvements - another idea that merits discussion.

What I appreciate most about the Mayor's proposal is fair fares. Subsidizing MetroCards to those who need it most is the right thing to do. Because no one should have to choose between putting food on the table and riding the subway. Making New York affordable and fixing our subways have to be top priorities, and the Mayor's proposal attempts to do both.

In my view, a new Transportation Bond Act should also be part of the discussion. It's been 12 years since we went to the voters for transportation investments. In 2005, 56 percent of voters approved a \$2.9 billion investment for DOT and MTA projects over five years. That got us new rail cars, better buses, improved tracks, and supported other critical infrastructure projects like East Side Access and the 2nd Avenue Subway, which have made the system stronger. Today I believe the support exists for a three or four billion dollar bond act. A statewide bond act relieves the heavily-indebted MTA of having to issue – and repay – their debt. That ultimately helps lighten the burden on fares.

As we take the time to consider the menu of long-term funding options, we must ensure that those who are actually paying for transit improvements see an equitable, fair return on their investment.

But we can't address our long-run challenges unless we face what confronts us in the short-term. That, of course, is the goal of Chairman Lhota's stabilization and modernization plan. I believe that the Chairman has put forward an ambitious proposal. The question is how to fund it.

My budget office has run the numbers, and we believe New York City has the ability to make a substantial contribution specifically for this emergency situation. But it can't be a blank check. If the city does contribute, it should be with a memorandum of understanding between the City, the State, and the MTA. The city should know where every cent is being spent, and should have assurances that not a dime will be siphoned off. We should get regular reports on where the money is going, whether progress is happening, and whether our infusion of dollars is working. When it comes to taxpayers, transparency matters.

To conclude, we've crunched the numbers, we've done the audits, and I'm very concerned about where we are. We have a problem. Every day we delay during this crisis, we are playing with fire. Failing to invest, and pretending that this problem doesn't exist, isn't an option. The economic costs of train delays are in the billions. Inaction will cost more than action.

As we think about funding for the next quarter century, there are many ideas on the table. In the immediate future, we must be results-driven, and to fix this emergency, all of us—City and State—must come together. If we don't, it will be everyday New Yorkers and working families who continue to suffer. They have to be what's guiding everything we do.

Thank you for allowing me to be here today and I'm happy to take your questions.

**Statement by Veronique Hakim, Managing Director
Metropolitan Transportation Authority
Oversight Hearing – Improving the New York City Subway System
New York City Council Committee on Transportation
Tuesday, August 8, 2017 – 10:00 a.m.
Council Chambers – City Hall**

Good morning, Speaker Mark-Viverito, Chairman Rodriguez and members of the City Council. I am Veronique Hakim, Managing Director of the Metropolitan Transportation Authority. Joining me today are Doug Johnson, the MTA's Director of Management and Budget, and Tim Mulligan, New York City Transit's Executive Vice President. You've asked us to testify at this morning's City Council Oversight Hearing on "Improving the New York City Subway System."

Let me take a moment to provide you with context in which to consider this topic.

The NYC subway runs more than 8,000 trains on the average day to serve its 6 million daily customers. Ours is the only big city subway on the globe that operates its entire system around the clock.

The system runs across 24 lines and 665 miles of track, more track than any other subway system in the United States. The subway network includes 472 stations, more stations than any other system in the world. A less positive distinction--this complex, sprawling workhorse of a subway system is 113 years old, making it among the oldest in the world. The average track in this system was laid more than 40 years ago. Nearly 40 percent of its signal equipment is more than half a century old. Much of it consists of WWII-era signaling and communications equipment. And as Joe Lhota, our new Chairman/CEO, has said, we agree with our customers that the system is not meeting the daily needs of our customers and we must do better. Much better. And as quickly as possible.

Most observers agree the problems have been growing and approaching for years because of these factors: record numbers of customers, old and aging infrastructure, and too many years of chronic under-investment in maintaining this infrastructure, including the parts of it that are most critical to reliable service.

Recognizing the critical state of the system, Governor Andrew Cuomo declared a state of emergency that allows us to cut through red tape and speed processes to improve the subway. He also gave us 30 days to review the primary maintenance challenges of the system and provide a plan to stabilize and modernize it so that our customers can, once again, ride with confidence.

On July 25, we issued a **Subway Action Plan**. The Action Plan marks the beginning of a new chapter for the MTA. It outlines the specific actions we are taking—some immediately-- to stabilize and improve subway service for our customers in the short-term. And it lays a foundation for the modernization of the system in the longer-term.

The initial phase of the plan is already underway. It includes an array of fixes that will be delivered within the coming year.

It attacks the causes of the nearly 80 percent of the major incidents that delay our trains. Signal, track and power issues— which alone cause 54 percent of major incidents—as well as water-related damage and corrosion, track fires, car breakdowns, police activity and stations. There are five components of the first phase of the plan: Signal and Track Maintenance; Subway Car Reliability; System Safety and Cleanliness; Customer Communications; and Critical Operations Management.

I am not going to list them all—they are on our website, www.mta.info. This plan is comprehensive, including 30 different tactics for improving our service reliability.

This plan is detailed and genuine. All of these tactics include specific efforts that will be necessary to restore the reliability of service. Real work, to be done by real employees. Employees who will in many cases have to be hired. And work processes that will be reinvented, accelerated, or both.

And this plan will come at a cost. Let me describe selected elements of the plan.

Signal and Track Maintenance in Phase One:

- Signal issues cause nearly 30 percent of major incidents in the subway system. Under the plan, dedicated teams will conduct an expedited repair program to fix 1,300 signals throughout the system that are the most problematic.
- Water on the tracks erodes the infrastructure overtime and is a significant cause of track incidents that create delays. We are launching an emergency Water Management Initiative to seal leaks with chemical grouting, clean 40,000 street grates to ensure proper water diversion, and eliminate any debris that are clogging drains.
- We are cleaning the entire underground subway system to remove debris that can potentially contribute to track fires.
- We are accelerating the repair of track sections with potential problems across the entire underground system by dispatching teams to target locations with the highest rate of incidents.
- We are tripling the installation rate of continuously welded rail and increasing track welding capacity by 30 percent. We are also installing 50,000 new friction pads between track rails and plates to increase rail resiliency and reduce incidents of track breaks that contribute to service delays.
- We are also tripling the Combined Action Teams, which are able to respond to a range of track, power, and signal issues without requiring additional support, with the aim of cutting average response times from 45 minutes to 15 minutes.

- Electric power runs our trains, and the power supply is a problem. Power issues have caused thousands of trains to be delayed in the past year. We have obtained a commitment from the State Public Service Commission to work on improving power signals throughout the system.
- Pursuant to an order from PSC, Con Ed has agreed to take immediate actions to help prevent power-related delays on the subway system. Con Ed will dedicate personnel to perform inspections of all equipment and install redundant electric supplies for the MTA to create a stockpile of generators, or other technology such as batteries, to provide backup power at subway stations. By year's end, Con Ed will also replace all aluminum cable serving the MTA signal system at 50 critical stations to be identified by the MTA with copper.

Subway Car Reliability:

- Subway capacity is a challenge, and sometimes capacity depends on reliability. Mechanical issues and defects on subway cars often prohibit us from using the entire fleet, thus cutting into capacity and contributing to overcrowding—the largest single cause of delays..
- We are expanding our capacity to overhaul subway cars from 950 to 1,100 cars per year. This 15 percent increase in productivity will increase reliability by keeping more overhauled and repaired cars in service.
- For quicker on-location repairs, we are pre-positioning 20 Emergency Subway Car Response Teams at 12 locations with the support of 5 mobile repair trucks.
- We are also maximizing shop capacity with the addition of a third work shift to operate subway car repair and maintenance shops around the clock, seven days a week. As 40 percent of car breakdowns are caused by door malfunctions, the enhanced maintenance effort will prioritize the inspection and repair of doors with the goal of addressing every car door system within a year.
- To increase customer capacity, we will add cars to trains on lines such as the **C**, where the platforms are long enough to accommodate longer trains.
- A pilot program on the Times Square **S** Shuttle and **L** lines will test the removal of seats in some cars to increase passenger capacity by 25 riders per car.
- We are also including interior upgrades as part of the regular car maintenance cycle in ways that will improve the customer experience onboard.

System Safety and Cleanliness:

- We are increasing the frequency of station cleaning by 30 percent, from every 6 weeks to every 4 weeks, to improve the customer experience in our stations.
- We will target priority stations for deep-cleaning, repainting and tile repair, as well as facilitate timelier elevator and escalator repairs to increase subway accessibility.
- We're calling on the NYPD to increase its police presence in stations and to enforce the law to deter illegal activity such as harassment, sexually inappropriate behavior, loitering, aggressive panhandling and littering.
- We are also launching a littering-awareness campaign to educate customers on the consequences of littering, which contributes to 700 fire-related delays every year.
- To address the issue of sick passengers, which caused more than 34,300 train delays last year, we are more than doubling the number of stations with dedicated EMTs—from 5 to 12—in an effort to reduce emergency response times and delays. We are also coordinating with FDNY EMS for best possible coverage of the system.

Customer Communications

- We are working to provide more timely and reliable information for riders--during incidents that may impact their trips, when we schedule track work that could affect their travel, and when they are in or heading for the station.
- We are overhauling our digital and online tools to provide clearer and more detailed information, including a new, integrated MTA app that will roll out by the end of this year. And, we will provide our data on an open protocol basis for app developers to integrate into their own innovative solutions for our customers.
- We are deploying MTA Customer Representatives at high-traffic stations to provide real-time guidance and assistance to riders as they travel.
- We are introducing clearer station signage and employee re-training to improve the way we communicate service changes and alternative travel options to our customers.
- And, we are accelerating the system-wide completion of countdown clock installations.

Critical Operations Management:

- We are rebuilding the management and operations organizational structures to ensure faster and more effective problem-solving and decision-making.
- We are also bringing key decision makers together as a group to monitor incidents in real time and to more rapidly dispatch the resources needed to resolve issues.

We will outline **Phase Two** of the **NYC Subway Action Plan**, dealing with modernization of the subway system, in the coming weeks. It will incorporate innovative ideas from the Genius Challenge and address long-term and system-wide improvements, including: a new signaling system; new subway cars; and modern communications technology.

These actions are all real work. Added work. More work than we do or are capable of doing with our current budgets, equipment or manpower. To deliver this plan will require deployment of 2,700 additional personnel in our Subways Division. As well as specialized equipment needed to repair critical components, improve stations, increase public safety, and deliver timely and effective communications.

To deliver this plan, we'll need to invest in employee training. And we will need to streamline our procurement processes so that dozens of major capital improvements remain on time and on budget.

So that our customers can monitor the MTA's progress and we can be held fully accountable, we will launch a public dashboard to measure categories important to our customers, including reliability, safety and customer experience.

A real plan. Real work. By real workers. Sometimes using new, state of the art equipment.

It comes with real costs. To execute this plan...to do this work as well and as quickly as we can...to get our subway system back on track will require money.

We estimate that this effort—this Phase 1 to stabilize the subway system and deliver early improvements in reliability and service—will require an immediate investment of \$456 million added to the current operating budget of the MTA. And an additional \$380 million in capital expenses. Phase Two of the plan, for the long term modernization of the system, will require an additional capital investment of \$8 billion.

I will be happy to answer your questions, but let me close with this.

This is a critical moment for our City's subway system. And the MTA is confronting this challenge aggressively and realistically. We have done our due diligence in reviewing all its needs, assessing the opportunities for short term improvement and putting this plan together.

Governor Cuomo has pledged to cover half of the Phase 1 costs. Last week, your members and other elected officials were in the subways to do their due diligence—examining conditions and speaking to riders about their concerns. You've seen and experienced the conditions; you've heard from your constituents, our customers, and now you've heard the plan.

Now we need your help...you recognize the critical role that the subway system plays for 6 million of your constituents every day and the very real challenge the system faces. This reality-based recovery program of essential repair work, is truly an investment in the city's future and we are asking for your help to ensure that it is funded jointly between the City and the State as Chairman Lhota has proposed.

Speaker Mark-Viverito and Chairman Rodriguez, thank you for providing the MTA with this opportunity to share with you and your colleagues our Subway Action Plan today. I would be happy to answer any questions you may have.



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Gale A. Brewer, Borough President

FOR THE RECORD

Testimony of Manhattan Borough President Gale A. Brewer Given to the Transportation Committee Hearing of the New York City Council on Improving the MTA's Subway System

August 8, 2017

My name is Gale Brewer and I am the Manhattan Borough President. Thank you, Chair Rodriguez, for the opportunity to testify today at today's hearing on ways to improve the MTA.

We are all aware of the service delays and disruptions caused by derailments, signal problems, track fires, equipment breakdowns and overcrowding. In the last couple of weeks, we've experienced a fire on the tracks at the 145th street station that left 9 injured and thousands delayed and derailments on the 'B,' 'D,' and 'Q' trains that similarly resulted in injuries and system-wide delays.

Subway delays have increased by 250 percent in the last five years, from 28,000 to 70,000 per month. Subway cars formerly traveled an average of 200,000 miles before they broke down in 2010; now they only make it 120,000 miles. Only two thirds of subway trains make it to their destination on or near schedule, a decline from 80 percent in 2012.

The signal systems pose a major challenge. All but one use the block signaling system in place since 1904. Recently, my office requested an IBO study to look into the MTA's record of repairs and upgrades. The results were discouraging.

The IBO found that 19 out of 33 signal upgrade and repair projects in the MTA's previous two capital plans were completed behind schedule or are still pending and behind schedule. In the current MTA capital plan, 14 signal projects had been scheduled to begin by the end of 2017, but eight of these are already delayed. Former MTA Chair Thomas Prendergast recently told The New York Times that at the current pace it would take 50 years to replace the old signal system.

In response to this study, Albany has pointed out its unprecedented level of commitment to fund the MTA's current capital plan, which includes \$2.1 billion allocated for signal improvements. However, the State has not actually appropriated the dedicated funding required for the current five-year capital plan, denying the MTA the predictability it needs to plan and execute capital maintenance and improvement work more quickly and efficiently. And, frankly, the capital plan itself is not aggressive enough to meet our dire need for repairs and upgrades.

Since there seems to be continued confusion on this front, let's be clear that Albany, and not City Hall, holds primary responsibility for the MTA. The City should contribute as much as it can afford, help lead planning and public outreach, and work closely with state and regional partners through the MTA. The recent disagreements between the Mayor and the Governor only worsen outcomes for the public.

I encourage the MTA to look at all proposals on the table to help address the problem and provide immediate relief. TWU Local 100 has recently put out a 10-point plan to help improve MTA service that would involve more frequent servicing of signals and subway cars. While signal upgrades continue, this approach could reduce breakdowns and improve service.

For long term solutions, we need to find ways to get the MTA needed resources. I stood with Mayor de Blasio yesterday in support of his proposal to enact an income tax surcharge on our wealthiest that will generate nearly \$800 million a year for the MTA. Such an increase could bolster needed infrastructure upgrades, while also helping fund another proposal I support—providing half priced MetroCards for low-income New Yorkers.

I have been an early proponent of the Move NY Plan. I believe it is still the best proposal to raise new revenue. If dedicated to critical upgrades of subway infrastructure, these monies would speed system recovery.

We could also increase the payroll mobility tax. In 2009, the MTA created a new revenue stream to fill the gap in its 2010-2014 Capital Plan through the creation of a mobility tax. The tax applies to all workers who are required to withhold New York State income tax from wages; and whose payroll expense exceeds \$312,500 in any calendar quarter.

Another option is for the State to increase the gas tax. With gasoline prices still low, such an increase could be made more palatable by dedicating revenue to commuter rail and regional transit services. States with avowedly fiscally conservative leaders, including Georgia and Utah, have already taken advantage of lower crude oil prices to raise gasoline taxes and invest in infrastructure.

Thank you again for the opportunity to testify today. I look forward to working with the Mayor, the Governor, the TWU and DC37 workers, and the MTA to address these needs, create dedicated, long-term funding, and restore the city's 113 year old mass transit system to a safe and reliable condition. Our constituents and our visitors expect and deserve this, and it is our responsibility to work together to get it done.



FOR THE RECORD

Transportation Alternatives' Testimony to the Committee on Transportation

Julia Kite, Policy and Research Director
August 8th, 2017

Oversight: Improving the New York City Subway System

Thank you, Committee Chair Rodriguez, for inviting us to testify today. My name is Julia Kite and I am the Policy and Research Director for Transportation Alternatives, New York City's advocates for biking, walking, and public transportation. The myriad of challenges facing public transportation in New York City are well known and have been discussed extensively. What we would like to draw attention to are solutions that have received relatively little consideration. **Expanding and improving the bicycle network and enhancing access to bikes** can play a major role in alleviating stresses on the subway system. We would also like to emphasize the importance of **improvements to bus service at the level where the City is in complete control: the streets themselves.**

In a recent survey of New York City cyclists, Transportation Alternatives found that 95% of frequent riders believe biking is a good alternative to public transit. We would like to go a bit further and suggest that bikes need to be considered a form of public transit, and request that this be reflected through new policies and projects to promote biking. Bike share has a tremendous role to play: In our survey, 68% of Citi Bike users say that at least once a week they make a trip by Citi Bike that they otherwise would be making by a different mode. More than half of those trips (53%) would have been on the subway if Citi Bike wasn't available, indicating that an expanded bike share network, covering more of New York City, could help reduce subway strain. We suggest the following actions:

- **Facilitate five-borough bike share:** We understand discussions have been ongoing between the City and Motivate, operators of Citi Bike, regarding how bike share can be brought to neighborhoods not currently served. Were bike share to expand, covering more origins and destinations, it would be a real option for more New Yorkers' trips and could potentially ease the overcrowding of the subway.
- We urge the City to **lift the requirement that Motivate provide compensation for lost parking revenue**, because this ignores how bike share is a far more spatially efficient use of street space. During summer, the typical Citi Bike is used six or seven times per day, but in many neighborhoods of New York City, car parking spaces turn over no more than once a day. Bike parking is useful parking. Lifting this requirement will free up Motivate's resources to bring bike share to more neighborhoods.
- **Build more secure bike storage:** If you build it, they will ride. In our recent survey, more than half of former bike riders mentioned that lack of a secure place to store a bike – either inside or outside – played a role in why they stopped.
 - A similar proportion of people who have never ridden in New York City, but would like to in the future, are concerned they won't have somewhere safe to keep a bike.

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- Concerns about bike theft, or lack of bike storage at the workplace, also dissuade a significant proportion of frequent cyclists from commuting by bike.
- Thirty-eight percent of frequent riders say they have difficulty finding a place to park and lock their bike.
- Several respondents stated the most important thing the City could do to improve bicycling would be to provide more or better bike parking.

With regard to buses, New York City's buses carry nearly 2.5 million riders on an average day, providing a critical link for communities that lack subway access. Indeed, the bus network should be treated as an extension of the subway. Unfortunately, service is often slow and unreliable, and buses are generally neglected by policymakers, at the expense of residents who already have the most punishing commutes. To create more efficient options for New Yorkers who depend on buses, the City must revitalize its bus network. We recommend prioritizing the following initiatives:

- **Expand Select Bus Service:** Meet the City's promise to create 20 SBS routes by the end of 2017. Right now there are 13 SBS routes in operation, a 14th in the South Bronx imminent, and several in the planning stages. We encourage their swift introduction.
- **Add bus lanes on local routes:** The City should double its bus lane mileage in the next four years, with a focus on using bus-only lanes to improve local service.
- **Build better bus lanes:** The City should experiment with more robust bus lanes that work more effectively, including lanes with physical separation from mixed traffic.
- **Collaborate to improve service:** The City should work with the MTA on bus improvements that require joint action, such as implementing all-door bus boarding, installing Transit Signal Priority citywide, and modernizing outdated bus routes to reflect people's current commuting needs.

With so much focus being placed on City versus State when it comes to responsibility for the subway, New York City must remember that it has full control over a massive part of the public transit network – the streets themselves. New York City cannot unilaterally decide the future of the MTA, but right now it can **give buses priority on the street**, and it can ensure that **a bus' right of way always takes precedence over on-street parking**.

Thank you for the opportunity to testify today.

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FOR THE RECORD

Testimony: New York City Council, Transportation Committee Oversight Hearing - Improving the New York City Subway System

Nick Sifuentes, Deputy Director, Riders Alliance

Chairman Rodriguez and members of the City Council: thank you for the opportunity to testify before you today.

I'm Nick Sifuentes, the Deputy Director of the Riders Alliance. We're New York's grassroots organization of subway and bus riders fighting for better transit and more affordable fares.

Over the last several months, the frustrated stories of train delays and overcrowding we hear from riders have reached a fever pitch. After breakdowns, fires, and derailments, riders are angry, frustrated, and afraid—afraid that the subways are irretrievably broken, afraid that New York City doesn't work anymore.

We all know we've reached a crisis point. What matters now is how to solve it.

The MTA's \$836 million plan is a good start, but there's much more work to be done. We have yet to see a plan from the authority addressing the two biggest bottlenecks in the system: the antiquated signaling system and shortage of new, higher-capacity cars.

The last updates we had from the MTA suggested that a small order of new cars are still a year away—and that New Yorkers shouldn't expect to see a full system upgrade to communications-based train control until the 2040s—at the earliest.

These timelines are unacceptable, and you and our elected leaders at the state and federal levels are right to push the authority to do better.

New York was once a world leader. Now we are outstripped not only by international cities like London, Shanghai, and Paris, but by Los Angeles, which is building transit at a rapid clip, and Chicago, which has been upgrading its infrastructure to handle higher ridership.

Riders need a real plan from the MTA, and riders need a sustainable funding source so we know these fixes can happen on a far more aggressive timetable.

This week, the mayor took a positive first step by calling for the State to give the City the authority to raise revenue through a millionaires' tax, and now the governor is suggesting the State might consider a congestion fee similar to that proposed by Move New York. Both of these ideas have merit—but what's clear is that we need elected officials to make transit issue number one when their respective chambers take up budget negotiations.

The City may have limited options where the MTA is concerned, but where the City can do a lot of good is in two areas: on Fair Fares, which the mayor included in his millionaires' tax proposal. We're glad to see that a cause that Chairman Rodriguez and a wide majority of the Council support has been taken up by the mayor. We hope his support means that whatever action is taken at the state level, the City commits to making sure that in its next budget, we'll be able to make sure public transit is truly available to the public, regardless of how much you earn.

And secondly, the City can—and should—invest in improving bus service by speeding the deployment of new bus lanes, transit signal priority, and pushing for all-door boarding on all city buses. Unlike the subways, the City can take major steps to improve bus service without State approval, improving the commutes (and lives) of millions of riders—and also encouraging New Yorkers who avoid surface-level transit to get back on the bus again.

At this moment of real crisis, it will take every level of governance to fix public transit. The task is daunting, but as riders and as advocates, we're heartened to see the leadership of this committee and of elected officials across the city. Thank you for your commitment to New York city's riders.

Testimony by

David R. Jones, President and CEO

Community Service Society of New York

Hearing on Improving the City Subway System

Before the New York City Council Committee on Transportation

August 8, 2017

Thank you for the opportunity to testify today.

My name is David Jones. I am the President and CEO of the Community Service Society of New York, a nonprofit organization that works to advance upward mobility for low-income New Yorkers. For more than 170 years, CSS has used rigorous research to drive changes in public policy to combat poverty and economic inequality. I am also one of the city's representatives on the MTA Board. The main reason I agreed to take on this responsibility was because of my concern that our public transit system had become a barrier, instead of a gateway, to economic opportunity for low-income New Yorkers.

In April 2016, CSS partnered with the Riders Alliance, a grass roots transit membership organization, to launch the 'Fair Fares' campaign which was calling for half-price MetroCards for working-age New Yorkers living at or below the poverty level (\$24,000 for a family of four).

The driving force behind the campaign were findings from a 2016 CSS report entitled, "The Transit Affordability Crisis," which found that more than a quarter of low-income New Yorkers often were unable to afford bus and subway fares. For the city's working poor, transit expenses can exceed more than 10 percent of their family budgets, limiting their ability to access jobs and forcing them to forgo other necessities.

Over the course of the last year, the 'Fair Fares' campaign expanded to include transit advocates, labor, grassroots immigrant and worker groups, criminal justice organizations, workforce development agencies, good government groups and elected officials – including many of the folks in this room. Together we

elevated the struggles faced by low-income New Yorkers who so often cannot afford to get to work, to medical appointments, and home to their families after a long day.

As you all know, yesterday the Mayor unveiled his proposal for funding 'Fair Fares' for low-income New Yorkers along with urgently needed subway improvements through a modest increase in the existing "millionaires tax."

The Mayor's plan recognizes the critical role of public transit to the life of our city and how essential it is that we provide a steady stream of funding to sustain the system, while also ensuring that our public transportation system is accessible and affordable to everyone.

To borrow some of the mayor's own words from yesterday's announcement, "the status quo won't do" when it comes to addressing the needs of our aging mass transit system. And to be sure, increasing the "millionaire's" tax is just one of options we can pursue to achieve our goals of sustaining the system while funding a discount fare for the neediest riders. There are other funding sources external to the MTA that could provide a reoccurring source of funding so essential to meeting our transportation-related policy needs.

Many of these are not new and have been proposed by various transit experts. For example, increasing the **statewide gasoline tax** to fund a fare discount program and other transportation needs outside of New York City is also worth considering. Initial estimates suggest that a statewide increase of five cents in the sales tax on motor fuel could generate as much as \$310 million annually to fund capital needs and a discount fare for the working poor.

By implementing a **fairer citywide tolling system** such as the one called for in the Move NY Fair Plan – reducing tolls where they are high and raising them in areas with high traffic and good transit access – the City could generate substantial revenue to fund road and bridge improvements, maintain and improve the regional transit network, and cover the cost of reduced transit fares for the lowest income riders. And some form of **congestion pricing** for vehicles traveling into Manhattan's central business district during peak hours deserves a serious look.

We should also consider generating additional revenue to fund various transportation related needs through fees and taxes on vehicles such as increasing vehicle registration fees, as well as imposing surcharges on taxis, black cars and app-dispatch services like Uber and Lyft.

Access to public transit is an economic necessity for all New Yorkers. A series of signal failures, track derailments and system fatigue breakdowns have underscored the problems with our aging system and the need for the city and state to work cooperatively on solutions, including adequate funding sources to keep our buses and subways viable. When it comes to maintaining the system all options should be on the table.

Thank you. I would now be happy to take your questions.

Testimony of Adira Siman, Vice President and General Counsel

**New York City Council
Committee on Transportation**

Oversight - Improving the New York City Subway System

August 8, 2017

Thank you Chair Rodriguez and members of the committee for the opportunity to testify on improving the city's subway system. The Partnership for New York City represents the city's business leaders and largest private sector employers. We work together with government, labor and the nonprofit sector to maintain the city's position as the pre-eminent global center of commerce, innovation and economic opportunity.

Improving the reliability and quality of service of the New York City subway system is a top priority concern of the city's employers. Subway delays have significant economic impact, costing tens of millions of dollars an hour in lost productivity.

New York's private sector has expertise and resources that can support efforts of the MTA to improve management, revenue-generation, and general conditions of the transit system. New York's engineering, consulting, technology, financial services, construction and maintenance firms are already working with transit systems across the world to build creative partnerships, introduce innovation, generate additional revenues, maximize the benefits of technology and capture the value of transit-oriented real estate development.

In contrast to transportation agencies in other cities, the MTA has been a largely insular bureaucracy, with little experience working in partnership with the private sector. On July 27th, Governor Cuomo announced a new Subway Partnership Council that will serve as a bridge between the MTA leadership and private sector experts from business, academia and the civic sector. It will seek to ensure that the MTA has access to the most innovative and cost-effective solutions to problems that affect its ability to deliver services and maintain and expand the system. Several organizations are providing seed funds to launch the Subway Partners Council, including the Partnership for New York City, BlackRock, Blackstone, The Estée Lauder Companies, Hearst, Mastercard and Rudin Management.

The Subway Partnership Council will look at opportunities to support projects such as the Action Plan to address the most immediate causes of delay that was announced by MTA Chairman Joe Lhota on July 25. It will also look at tools for improving the procurement, financing and revenue-generating activities needed to support the MTA, including advertising and retail opportunities and use of MTA air rights and real estate assets.

The Partnership recently surveyed foreign international companies with operations in New York City. Every company surveyed identified deterioration in transportation infrastructure as its top concern about the city as a place to do business and create jobs. This sentiment is shared by our domestic businesses, large and small. The business community stands ready to work closely with the excellent MTA leadership that the Governor has put in place in order to ensure that our transit system is second to none when it comes to servicing the needs of the world's greatest city.



TRANSPORT WORKERS UNION

OF GREATER NEW YORK • AFL-CIO • LOCAL 100

John Samuelsen
President

Earl Phillips
Secretary Treasurer

LaTonya Crisp-Sauray
Recording Secretary

Nelson Rivera
Administrative VP

FOR THE RECORD

Testimony of Transport Workers Union, Local 100

Earl Phillips, Secretary Treasurer

August 8, 2017

NYC Council Transportation Committee

Good morning Chairman Rodriguez and members of the Transportation Committee.

My name is Earl Phillips, Secretary-Treasurer of Transport Workers Union Local 100. Thank you for inviting TWU to testify. President John Samuelsen is out of the city on TWU International business. Otherwise, he most definitely would be here to talk about the reliability crisis in the subway.

I have with me John Chiarello, chair of our Line Equipment and Signals Division, and David Katzman, Local 100's Research Director.

I will get right to the point.

Mayor de Blasio just doesn't seem to get it. Or he's playing politics as usual. Either way, the six million daily subway riders deserve a hell of a lot more than what they are getting from him.

Subway riders are suffering through a "summer of hell" - and the mayor continues to blow hot air.

I was at Brooklyn Borough Hall yesterday to hear the Mayor talk. Essentially, the Mayor said this:

There is a crisis right now - - and I can't do anything about it - - except urge others to take action. Mayor de Blasio is calling on the state Legislature in Albany to pass new legislation raising transit funds. It's like looking out the back window and seeing your garage on fire and calling the Albany Fire Department 153 miles to the north and then sitting down and watching the flames.

We support the idea of the state Legislature imposing a tax on millionaires to sustain the subway system. Millionaires - and the big developers putting up high-rises in the city - should contribute more. If the Legislature in Albany can pass such legislation, God bless them. Get it done.

But that is a long-term solution.

The MTA has a comprehensive action plan that needs to be funded - now. It puts more 'boots on the ground,' more workers to inspect subway cars, inspect signals, maintain train parts and systems, remove trash from the tracks so fires aren't sparked.

The Governor has promised to pay 50%.

The city has a \$4 billion surplus. It's ridiculous to assert that the city can't help out.

It can - and should - fund the other half.

50-50 is a fair split.

One last point, if the city simply reimbursed the MTA for services it renders to city school students and the disabled, it would generate approximately \$500 million annually for subway maintenance.

The MTA gives the city student MetroCards so they can get to and from school, and it provides door-to-door paratransit service to the disabled and elderly. But the city only reimburses the MTA for a fraction of the actual costs.

Everyone can point fingers at each other all day long. But a crisis requires all hands on deck. The mayor needs to get on board. Let's get this plan funded immediately and move on to the task at hand.

Thank you.



FOR THE RECORD

Two Penn Plaza ■ Fifth Floor ■ New York, New York 10121

Testimony on Improving the New York City Subway System Submitted to the NYC Council Transportation Committee

August 8, 2017

Thank you for the opportunity to speak today. The Citizens Budget Commission (CBC) is a nonpartisan, nonprofit organization devoted to influencing constructive change in the finances of New York City and New York State government, including state authorities like the Metropolitan Transportation Authority.

In May, subway on-time performance fell below 62 percent, and the 12-month rolling average for subway car reliability has fallen to lows not seen since at least 2009. The forces that shaped the decline in subway reliability and high profile failures, such as the derailment of an A train in July, have been in operation for years. Unfortunately, the current debate on what is needed to stabilize the system and who should pay for it risks perpetuating these same forces.

My testimony today will highlight the ways the MTA has long underinvested in its infrastructure and prioritized system expansions and enhancements over capital improvements that would bring the subway system to a state of good repair. I will also discuss how the MTA should rethink its funding framework to raise necessary revenues from the three categories of beneficiaries of the region's mass transit system: riders, taxpayers, and drivers. As part of this discussion, I will emphasize that the current public debate over whether the State or the City should provide more funding for the MTA overlooks the fact that taxpayer revenue will be used to foot the bill regardless of which level of government imposes the tax. And that the majority of the MTA's funds are now provided by New York City residents and businesses.

Misplaced Priorities in the MTA's 2015-2019 Capital Program

Although the MTA has been making substantial investments in the subway system for more than 30 years, parts of the system are not in a state of good repair. A long period of neglect prior to 1982 and constant wear and tear since then mean additional investments for repairs or replacement are needed.

In planning for the 2015-2019 capital program, the MTA staff released the latest 20-year needs assessment in October 2013. This document focuses on the capital investments needed to rebuild and replace the thousands of assets that comprise the MTA network's vast infrastructure—including the New York City subway—and to ensure that the existing systems continue to deliver transportation services safely and reliably. The document guides the agency's

five-year capital plan by highlighting the continuing investments needed in subway cars, signals, track, stations, equipment, and other assets over the five-year period.

Though the 20-year needs assessment laid out the size of investments needed to bring the system to state of good repair, it did not anticipate funding or fulfilling all the needs. MTA staff developed the list of projects to be undertaken while keeping in mind the agency's capacity to execute capital projects and the public's willingness to endure service disruptions necessary to them out. Thus, the needs assessment likely understated MTA infrastructure needs, particularly in the subway system, which operates around the clock.

Despite the development of the needs assessment, the MTA's originally approved 2015-2019 capital program did not invest enough in bringing the subway system to a state of good repair. (See Table.) The 20-year needs assessment listed \$16.1 billion in continuing needs for the subway, but the originally approved plan included only \$12.7 billion in state of good repair and normal replacement investments. The originally approved plan did not meet investment targets for 7 of 10 categories of subway system assets including shortfalls of 39 percent for the signals and communications systems, and 57 percent for line equipment such as ventilators, pumps, and tunnel lighting.

New York City Transit, Continuing Needs and Planned State of Good Repair and Normal Replacement Commitments, 2015 to 2019

	Continuing Needs		SGR and REP Commitments		May 2017 Plan Share of Continuing Needs
	2012 Dollars	2017 Dollars	May 2016 Plan	May 2017 Plan	
Subway Cars	\$2,717	\$3,370	\$2,904	\$1,668	49%
Buses	1,150	1,426	1,008	1,133	79%
Passenger Stations	2,256	2,798	1,456	2,360	84%
Track	1,450	1,798	1,845	1,845	103%
Line Equipment	882	1,094	377	282	26%
Line Structures	792	982	928	988	101%
Signals and Communications	3,994	4,953	2,451	2,189	44%
Traction Power	681	845	435	489	58%
Shops and Yards	396	491	310	352	72%
Depots	669	830	519	472	57%
Service Vehicles	409	507	218	246	48%
Miscellaneous/Emergency	749	929	274	331	36%
Total	\$16,145	\$20,024	\$12,726	\$12,354	62%

Despite these levels of underinvestment, the 2015-2019 capital plan included more than \$4.8 billion in system expansions. Work on East Side Access, started as part of the 2005-2009 capital program, continues in the 2015-2019 program, and was joined by two new expansions: Phase Two of the Second Avenue Subway and Penn Station Access, a project to build new Metro-North Stations in the Bronx and bring the system into Penn Station. These expansions accounted for more than 16 percent of the originally approved plan.

If the 20-year needs assessment set a low bar for progress toward achieving a state of good repair in the subway system and the originally approved 2015-2019 capital program plan did not meet even that low bar, then the amended capital plan, passed by the MTA board in May, represents a move further in the wrong direction.

The comprehensive amendment to the 2015-2019 capital plan presented in May 2017 increased the size of the plan more than 10 percent; however, despite this increase, the agency still intends to invest less than is required to keep the system in state of good repair and to enable current capacity to be used effectively. The amendment decreases sums dedicated to subway signals and communications systems, subway cars, and subway equipment such as vents, pumps, and tunnel lighting. Most of the net increase came from increased commitments to network expansions, the addition of nearly \$2 billion for the Long Island Rail Road Expansion Project and \$700 million for Phase II of the Second Avenue Subway.

Pursuing these expansions and enhancements allocates substantial sums, and implicitly commits even larger sums in the future, to expanding the transit network, without adequately addressing the causes of service deterioration. Instead of an all-hands-on-deck effort to improve transit service and reliability, more than one-fifth of the current capital plan supports highly visible and popular expansions. Ideally the MTA could both bring its system to a state of good repair and expand the system. However, the system's recent performance and constrained ability of the agency to execute the capital plan forces the MTA to make difficult choices about where to allocate funds.

Funding the System Over the Long Term

Remedying this short fall in investments in the subway system's state of good repair in the short term does not require additional capital funding. As of March of this year, more than \$80 billion has been authorized for capital plans spanning the 2000 to 2014 period. Of this sum, more than \$18 billion remains unspent and \$9.2 billion remains uncommitted to construction projects. These uncommitted funds, and funds in the current 2015-2019 capital program can and should be re-tasked to work that can accelerate the process of bringing the subway to a state of good repair.

Over the longer term, the MTA, and policymakers, should pursue a different funding framework for the transit agency, one that recognizes three types of revenue to support mass transit: fares, paid by riders; tax subsidies, paid by taxpayers in general; and motorist cross-subsidies, paid by drivers through bridge and tunnel tolls, fuel taxes, and license and registration fees.

CBC has advocated that between 45 and 50 percent of mass transit expenses should be funded by fares; linking fares to expenses maintains pressure on management and labor to keep

expenses down, and it makes clear to riders the link between collective bargaining and fares. The remaining share of expenses should be paid with tax subsidies (25 to 30 percent) and a cross-subsidy from motor vehicle users (20 to 25 percent) via tolls, other user fees, or both. Though the current mix of revenues meets the guidelines for fares, it does not rely enough on cross-subsidies from motorists, who contribute only 12 percent of MTA's mass transit funds.

The implication of this framework for the current situation means the MTA should seek additional motor vehicle use charges to cross-subsidize transit. This can be done by increasing current user charges such as tolls, motor fuel taxes, and license and registration fees. Other approaches would create new sources of funding, such as tolling the City's East River Bridges or the adoption of a more-comprehensive congestion pricing system. Altering the tax and fee structure for taxicabs and for-hire vehicles in the MTA region could generate revenue through a new tax or fee or by earmarking the revenues from existing taxes or fees for the MTA.

CBC has urged adoption of a mileage-based user fee, also known as a vehicle-miles traveled tax, which would better reflect the actual use of roads and bridges than motor fuel taxes, particularly as vehicles become more fuel efficient. With the use of GPS technology, a VMT fee can be used to more accurately price a road's use according to its congestion.

Funding Stabilization and Ongoing Operations

The stabilization plan presented by the MTA Chairman last month is sensible and ambitious. The plan includes \$380 million in new capital investments, a one-time cost that can be funded from the current capital plan, and \$456 million in recurring operating costs, the bulk of which will support the hiring of 2,700 permanent new workers.

The Chairman suggested these costs be split evenly between two entities: the State and the City. This is a false choice. Neither the City nor the State is a person with a checking account. The MTA is asking taxpayers—most of them New York City residents—to foot the bill.

In 2016 the City contributed approximately \$835 million in operating subsidies for the MTA, \$229 million in capital contributions, and \$142 million in debt service on bonds issued by a City-sponsored authority to pay for the extension of the 7 train to Hudson Yards. Residents and businesses that pay local taxes to support this direct contribution also pay a large share of the regional and statewide taxes the State allocates to the MTA. A conservative estimate is that New York City residents and firms pay approximately three-fourths of regional taxes—\$3.4 billion of \$4.6 billion in 2016—and approximately 45 percent of statewide taxes—\$538 million of \$1.1 billion in 2016. These "City" contributions total \$4.7 billion, in contrast to the \$2.1 billion paid by taxpayers outside the city.

Instead, fair division of the responsibility for these additional, ongoing operating expenses should rest on the region's motor vehicle users and the MTA and its workforce.

I have already explained CBC's argument for an increase in motor vehicle cross-subsidies so I will forgo additional discussion at this time. In addition, the MTA and its workforce should more aggressively pursue efficiencies at the agency to make the stabilization plan self-sustaining. A cooperative arrangement between MTA management and the Transport Workers Union, the

representative for most of New York City Transit's workforce, could provide significant productivity savings to help cover the cost of the added workers. Examples of potential savings include altering night shift differentials, which would reduce the cost of maintenance in the expanded Fasttrack program, and use of "split shifts" for operators and conductors to reduce subway operating costs.

The Mayor's recent proposal is not consistent with CBC's funding framework for mass transit services. Taxpayers, particularly New York City taxpayers, already subsidize the MTA more than they should. Approximately 40 percent of the mass transit budget is funded by taxpayer subsidies; of this, nearly three-fourths comes from individuals and firms in New York City.

The discussion around this proposal is constructive in that it invites serious consideration of the MTA's long-term needs. However, the funding stream or streams to support these long-term needs ought to come from motorists, either from congestion pricing or other charges for motor vehicle use.

To the extent that the Mayor is now endorsing half-price MetroCards for low income individuals—a policy that CBC has previously endorsed—such a program does not require a new tax, and should be funded with existing City resources.

Thank you. I welcome the opportunity to answer any questions.

August 8, 2017

MAS Comments to New York City Council Committee on Transportation on Improving the New York City Subway System

The Municipal Art Society of New York (MAS) believes the current state of the New York City subway system can be summed up in one word: crisis. As the dog days of the delicately-coined “Summer of Hell” have arrived, the system’s nearly six million daily riders are faced with a well-documented array of indignities, including, but not limited to, chronic delays, cancellations, severely overcrowded trains, and breakdowns. Only the transit fates know what indignities lie ahead when the L train is shut down for repairs for fifteen months in April 2019.

In light of the derailment of the A train at 125th Street Station in June, which injured 34 riders and forced 800 passengers to escape through the dark tunnels, the mere safety of the system has come into serious question. To make matters worse, as fares continue to increase, the service of the system has veered in the opposite direction. A recent *New York Times* study showed that in the last two months, a resounding zero trains on the Lexington Avenue line met their hourly weekday rush-hour schedule.¹

The fact is more people use the subway now than in the past 80 years. And the system’s aging infrastructure and antiquated signal system simply cannot accommodate the demand. Alarming, reports indicate it will take another half-century and \$20 billion to upgrade the signal system.²

When the MTA chairman himself expressed living in absolute fear about what happens in the City’s public transit tunnels, it’s a call for immediate action. We recognize the recently announced \$800 million rescue plan by the MTA to address the antiquated signal system. The plan calls for adding extra cars to certain lines, removing seats to accommodate additional passengers, addressing subway fires, and hiring 2,700 new workers. Whether the plan will lead to measurable improvements in subway service and safety remains to be seen. However, it is clear that much more needs to be done.

As the City’s current population of 8.5 million is expected to grow to 9.1 million by 2030, and with the various city rezonings bringing more people to areas dependent on public transit, the subway crisis must be addressed.³

We are pleased that the Committee on Transportation is convening today. This is not the time for pointing fingers or rehashing how things got so bad. It is time for a discussion of real solutions that address our immediate needs and forward-thinking and innovative ones for challenges yet to be seen.

¹ https://www.nytimes.com/interactive/2017/08/07/nyregion/new-yorks-subways-are-not-just-delayed-some-trains-dont-run-at-all.html?hp&action=click&pgtype=Homepage&clickSource=story-heading&module=photo-spot-region®ion=top-news&WT.nav=top-news&_r=0

² <https://www.nytimes.com/2017/05/31/nyregion/why-is-subway-service-in-new-york-getting-worse.htm>

³ https://www1.nyc.gov/assets/planning/download/pdf/data-maps/nyc-population/projections_report_2010_2040.pdf

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FOR THE RECORD

STATEMENT OF ALEX MATTHIESSEN

NEW YORK CITY COUNCIL, TRANSPORTATION COMMITTEE HEARING AUGUST 8, 2017

“IMPROVING THE NEW YORK CITY SUBWAY SYSTEM”

Chairman Rodriguez and Honorable Members of the New York City Council Transportation Committee:

Thank you for the opportunity to testify before you today. And thank you, Chairman Rodriguez for consistently speaking out in favor of the Move NY Fair Plan and for your leadership in exploring and promoting smart transportation solutions.

I am Alex Matthiessen, president of Blue Marble Project, an environmental consulting firm, as well as the founder and director of the Move NY campaign and coalition.

I won't waste time describing the City's transit crisis, except to say that it's real, it's extreme and it's not going away until our city and state leaders start taking it as seriously as do the system's beleaguered riders. I also won't use my time rehashing the finer points of the Move NY Fair Plan, as most of you are by now quite familiar with it.

To paraphrase Former DOT Commissioner, Ross Sandler, who recently summarized the plan more succinctly than I ever have, Move NY would nearly halve existing tolls throughout the boroughs, place electronic charging where traffic is worst and transit options are plentiful, add congestion surcharge on taxis, Ubers and other for-hire-vehicles in Manhattan south of 96th Street and, as a result, reduce traffic and produce huge new sources of funds for the MTA. Our plan would raise \$1.5 billion a year in perpetuity, one-quarter of which would go to roads and bridges. The other three-quarters—over \$1.1 billion a year, or more than \$16 billion if bonded—would go to upgrading and expanding the transit system, while lowering fares for low and middle income New Yorkers.

So how about the other ideas that recently have been floated?

The Lhota/Samuelsen plan, which we strongly support, is crucial for getting us out of the ditch we're in. But it's only a short-term fix. Still missing is a serious plan to raise the money needed

to make New York's transit network worthy of the people who live here. The good news is that we've recently heard from both the Mayor and the Governor's office with some initial ideas.

We of course are pleased that Governor Cuomo is looking at different forms of congestion pricing and look forward to assisting him and his team in whatever way we can. While it's too early to tell whether the Governor means business or is throwing us a chewy toy, the fact that he's looking at all options, including the Move NY toll reform plan, is encouraging.

One other point worth mentioning. A lot of critics say the MTA has enough money and shouldn't get any more until it learns how to use what it has more efficiently. It's a fair criticism and the agency does need to work harder to find cost savings. CBC president Carol Kellermann made a few good, concrete suggestions in her Daily News op-ed recently.

In addition, let's call on Governor Cuomo to task a new, independent group to review and amend his previous MTA Reinvention Commission's report to include some of the funding and reform recommendations the original commission may have avoided. The governor then should announce a significant reform package simultaneous with its unveiling of an ambitious long-term funding package. If we're going to ask New Yorkers to chip in more to help pay for transit, we've got to commit to the reforms that will ensure their money is well spent.

The Move NY proposal is an equitable 5-for-1 plan that will allow us to modernize and expand our transit system, slash traffic, invest in our roads and bridges, and bring toll and fare relief to millions of New Yorkers. It's no wonder the plan is supported by a majority of the City and region's voters, 50-plus elected officials, over 75 civic organizations and each of the City's major editorial boards, from left to right.

So what role can the City Council play in all this? Get behind the Move NY plan: pass a resolution, start pushing it hard and don't take no for an answer.

For too long we've been making excuses to avoid embracing the only plan on the table that can squarely address the City's twin transit and congestion crises. Now millions of New Yorkers are suffering and we no longer have the luxury of delay.

It's time to act. And the New York City Council is a great place to start.

Thank you.



NYPIRG

Straphangers Campaign

a project of the New York Public Interest Research Group Fund

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**TESTIMONY
OF
JAQI COHEN
STRAPHANGERS CAMPAIGN COORDINATOR
BEFORE THE
NEW YORK CITY COUNCIL TRANSPORTATION COMMITTEE**

August 8, 2017

Good morning Chairman Rodriguez and members of the New York City Council Transportation Committee. My name is Jaqi Cohen and I am the Campaign Coordinator for the NYPIRG Straphangers Campaign, a transit riders' advocacy group.

For over 35 years, we have been a leading voice on behalf of the riders of New York City subways and buses, and this past year we joined forces with the Access-A-Ride (AAR) Reform Group to help drastically improve the MTA's shockingly poor paratransit service. We're here today to address our city's growing transit crisis, which extends not only to our suffering subway system, but extends to poor bus and paratransit service as well.

I'd first like to focus on the MTA's use of "performance measures". These key statistics are (or should be) an early alert of how well (or poorly) the MTA subway, bus, and paratransit systems are working.

For years, the authority has reassured the riding public that it was effectively prioritizing its capital funds to move the system to "state of good repair." The MTA says it was caught flat footed by the widespread problems it began to face in 2017. Thus, the subsequent dramatic downturn in service took on an almost mystical quality.

But now we know better. The MTA took specific steps that have gotten us where we are today. Let's take the bedraggled C line, whose journey is emblematic of the system as a whole. Without sufficient funds to replace trains that have gone well past their useful life (about 45 years), C trains have the worst "mean distance between failure" or breakdown rate in the system, with mechanical failures every 61,000 miles or so.

Transit managers have made things worse by reducing the cycle of standard maintenance on subway cars on the line- requiring older cars to be taken out of hot tunnels and run on the surface so that they don't badly overheat.

And so it has gone for transit performance measures, such as: 1) poorly defined measures of delays to 2) meaningless calculations based on "headways" on subway lines that come with great frequency. In addition to revamping its performance measures, the agency needs to consider far more rigorous analysis and reporting on agency progress to a state of good repair.

When it comes to other modes of transportation the issue is not the need for early warning signs of trouble.

Transit officials have known for years that paratransit service doesn't work, and that New York City's buses are some of the slowest and least reliable in the country.

What is needed is repair and reform.

For example, bus speeds on many of our city's routes are slower than the average walking pace, with average bus speeds citywide experiencing a decline. The MTA's own data on bus reliability has proven that overall bus reliability continues to worsen, meaning that all too often buses arrived "bunched" (when multiple buses arrive at a stop at the same time after passengers have waited for delayed buses), leaving riders frustrated and often seeking alternative modes of transportation if possible.

The success of the joint MTA/NYC DOT Select Bus Service program has overcome some of these trends, but only on 13 routes, while many more routes within the bus network continue to offer excruciatingly slow and unreliable service. What our bus network needs is an overhaul. Luckily we know what solutions will work, like the redesign of city streets and use of transit signal priority that will allow buses to travel more easily.

Additionally, data about bus performance needs to be presented in a way that riders can easily understand, as it is critical that the riding public be able to comprehend the city's current state of bus service to better hold the MTA and NYC DOT accountable.

Reform and repair, too, are needed to tackle the problems facing the MTA's Access-A-Ride program, which has a near toxic-reputation among its riders. Vehicles often arrive late or not at all, riders are taken on unnecessary detours, and there is no way for a rider to predict or even anticipate when they will arrive at their destination. Access-A-Ride's service (or lack thereof) contributes to the 29% employment rate among people with disabilities in New York City.

The good news is that MTA managers have begun to explore innovative ideas, including real-time on-demand service, to bring AAR into the 21st century. But these changes will take time, and ultimately the Access-A-Ride program requires a major improvement in the way it collects data to accurately understand why quality of service is often so poor to begin with.

As the MTA prepares for significant reforms, what is needed from our elected leaders is greater funding, transparency, and oversight. The MTA needs funding now to fix many of its systems' immediate needs, but a long-term, sustainable funding mechanism must be put into place to ensure that a large-scale transit crisis, such as the one we find ourselves in now, be prevented in the future.



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Statement of the New York City Transit Riders Council Before the New York City Council Transportation Committee Oversight Hearing on Improving the New York City Subway System

Tuesday, August 8, 2017

Good morning, my name is William Henderson. I am the Executive Director of the Permanent Citizens Advisory Committee to the MTA (PCAC), which is an umbrella organization established by the New York State Legislature to coordinate the activities of 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. I am speaking today on behalf of the New York City Transit Riders Council.

We appreciate the opportunity to discuss the steps necessary to improve the New York City Subway System. We believe that the riders deserve better and NYC Transit must take aggressive action to ensure that the deterioration in service that we have seen over the past five years is reversed. Riders have a right to expect that the subway system and the service it provides is clean, convenient, efficient, and safe, but we have some work to do to make reality meet this expectation. Recent events, including derailments on June 27 and July 21 and a July 17 track fire that sent nine persons to the hospital, have garnered widespread public attention, but equally concerning is the slow degradation of the riders' experience.

This deterioration in service quality is not as dramatic as incidents such as track fires, but since 2012 the number of delays in the subway system has more than doubled from about 28,000 per month to about 70,000 per month. Other indicators paint a similar picture, as the Mean Distance Between Failures (MDBF) of subway cars has steadily declined over the past several years. Fewer trains are meeting their schedules, and particularly on the busiest lines this is leading to cancellations of trains and less service available to riders than is scheduled. Fewer trains, of course, lead to increased crowding, which further delays the trains that are running as riders squeeze into already packed subway cars. It is no surprise that according to NYC Transit figures crowding accounts for about one quarter of the delays in the system.

The subway system that we rely upon is severely stressed. Ridership on the subway has almost doubled in the past forty years, from 917 million in 1977 to 1.757 billion in 2016. While 2016 ridership showed a slight decline compared with 2015, the average annual increase in ridership since 2009 amounts to around 30 million passengers. Population growth from the current 8.5 million to over 9 million by 2030 will only increase the pressure. This is a heavy burden for the system that was already near capacity.

At the same time ridership was increasing, the subway system was dealing with financial stress related to the last economic recession, which by 2010 forced service and personnel cuts. While many cuts have been restored, the impacts of these resource constraints persist. Add to this the need to repair damage from Superstorm Sandy in 2012 and protect the system against future storm events and a system that is operating near its capacity, limiting NYC Transit's ability to take parts of the system out of service, and we have a situation where an isolated incident can have major impacts on the ability of New Yorkers to move around the City. The scoreboards of delays are not just numbers. As Comptroller Scott Stringer noted in a report issued last month, they have a real human cost in terms of riders' job security, family life, and healthcare.

We believe that the initiatives that have been implemented and announced by NYC Transit are generally steps in the right direction. Efforts like the FASTRACK maintenance program, which takes subway line segments out of service in overnight hours to perform necessary repairs, and the creation of rapid response teams to address incidents that cause delays in peak hours are valuable steps. It is just that they will not by themselves reverse the unacceptable trends in subway performance that we are seeing. We need a concentrated effort to restore the subway system to what it must be to deal with the demands that are being placed upon it. We must also continue with efforts to expand the system, both to handle future growth in demand and to provide needed capacity that will allow for restoration of the current system. Unfortunately, this is not a rapid process, as can be seen in the restoration of the L train's Canarsie Tube. Damaged by flood waters in 2012, it will not close for restoration until April of 2019 and will not be completed until the second half of 2020.

This concentrated effort is needed in many areas, but I will concentrate on one of the most critical needs in the system, a modern signal system. This system is coming, but its pace is far too slow. The L was the first line to be converted to Communication Based Train Control, an automated signal system that has the ability to improve performance and expand capacity, but this work began in the late 1990's and took over a decade. The second CBTC line, the 7, has taken seven years to convert and will go into service soon. Work on the Queens Boulevard lines will come next, as more CBTC installation moves to more complex environments. We cannot afford to wait decades for these modernization efforts to be completed and must find ways to accelerate them.

Restoring and improving the subway system will require a new way of thinking, but it will also require an increased commitment of resources. It is in the interest of both the City and State to ensure that the system functions well. Subway 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. We are not taking a position on the funding of these improvements, but note that there are a number of proposals, including dedicated taxes, crossing charges, and equitable adjustments of City payments for responsibilities such as pupil transportation and paratransit. We look forward to a vigorous discussion of what needs to be done and how to pay for it and encourage the members of the City Council and this Committee to fully participate in this dialogue.

Testimony from Con Edison NY City Council, August 8, 2018

Good morning/afternoon. I am Matthew Sniffen, chief engineer for Con Edison. I'm joined by Kyle Kimball, our vice president of Government Relations.

I want to thank the City Council, Committee Chair Rodriguez and all the Council members who are here today as we discuss our role in helping the MTA improve service to millions of transit riders in New York City.

Con Edison welcomes the opportunity to partner with the Public Service Commission, the MTA and the State of New York on workable, long-term solutions. The women and men of Con Edison don't just provide electric service to the MTA subways and rails. Many of us are also MTA customers who use the subways every day.

We are fully committed to implementing the recommendations made by the state Public Service Commission last week, and they follow several weeks of productive discussions and field inspections by Con Edison and MTA personnel. Our commitment to this effort is strong, and we have created a special team of engineers devoted solely to helping the MTA resolve power issues in the transit system.

As you'll see by the illustration attached to my testimony, the subway system is powered by electrical equipment owned, operated and maintained by both Con Edison and the MTA. Our effort involves a coordinated effort to jointly inspect this equipment and to make design changes and upgrades wherever they are necessary.

Among the actions we are taking:

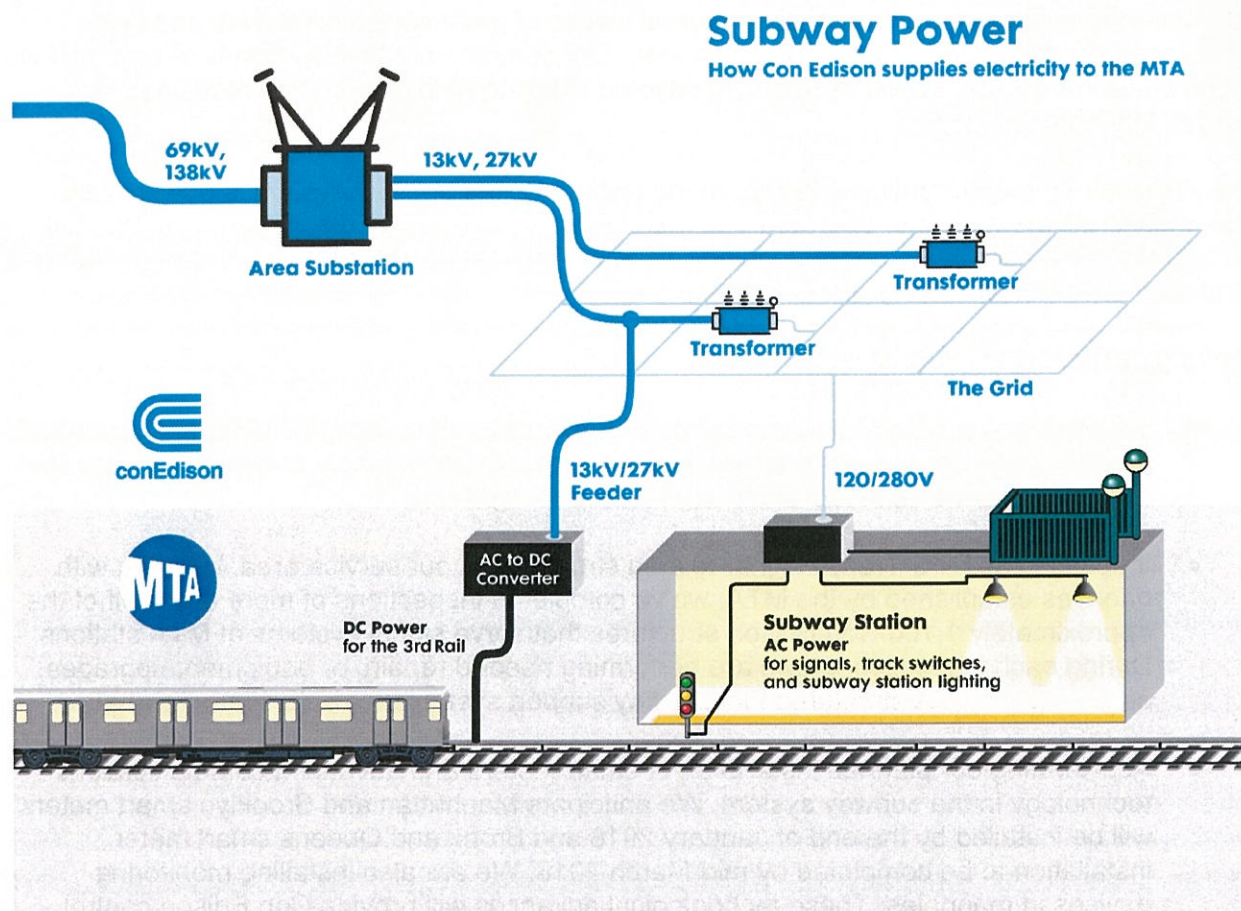
- Identifying subway stations and other MTA facilities where design changes or equipment upgrades can be made with power line connections that will help prevent or reduce the impact of service interruptions to signals or track systems.
- Inspecting all NYC Transit signal-related structures in our service area. Working with priorities established by the MTA, we've completed inspections of more than half of the approximately 1,100 Con Edison structures that serve signal systems at MTA stations. During each inspection, crews are performing needed repairs or equipment upgrades, and identifying the structures that are key support systems for NYC Transit signals.
- Accelerating our planned installation of smart meters and advanced communications technology in the subway system. We anticipate Manhattan and Brooklyn smart meters will be installed by the end of January 2018 and Bronx and Queens smart meter installation to be completed by mid-March 2018. We are also installing monitoring devices in manholes. These technological advances will provide Con Edison control rooms with near-immediate notification of equipment and/or power quality issues so that we can proactively deploy crews when electrical issues are detected.
- Replacing selected secondary cable feeding their stations. We plan to complete this work at approximately 50 critical stations identified by the MTA by the end of 2017.
- Jointly inspecting MTA electric equipment.

- Developing a plan with the MTA to maintain a supply of generators or other alternatives that can be deployed to maintain electric service if there are disruptions.
- Working with the Electric Power Research Institute (EPRI), Department of Public Service and the MTA to better understand how power quality issues affect train operations, and identify ways to remedy those issues.

In closing I want to reiterate that we have devoted every resource we can to help improve subway service. We have a proven record of providing the most reliably electric delivery system in the country, if not the world.

Now I would be happy to take any questions you may have.

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FOR THE RECORD

City Council Transportation Committee Testimony
David Bragdon, Executive Director
August 8th, 2017

Thank you for stepping up to take action against declining transit service.

For you to take the most effective actions you can as *City* officials, it's important to remember that the MTA is a *State* agency, controlled by the Governor and the state legislature. The City government should play its supportive role in a way that makes the State and MTA more accountable, rather in a way that inadvertently perpetuates State officials' bad habit of evading that accountability – because it is the State's chronic avoidance of accountability that is the root cause of poor service. Don't indulge it.

While some would like to debate the deceptively simple notion of “fair share” of “the money,” the real issue is not simply money. As proof, you are having this debate within recent memory of the City having made an unprecedented commitment of \$2.5 billion – a City commitment that, coincidentally or not, was followed by State government dithering and declines in service. If the answer really was that the City government should put in ever-more money, well, to quote George Bush, fool me once, shame on you, fool me twice, uh, I forget the rest of the saying.

Instead, you can take advantage of this opportunity to fundamentally change the dynamic between the State and City governments. Imposing long-overdue accountability and transparency is truly the best thing you could do to improve transit service.

How can you, as a *City* government, make a *State* agency you don't control perform better?

Here's how: don't let the City treasury be treated as an ATM for the MTA. Don't give your PIN to somebody in Albany and say, here you go.

Instead, your attitude toward the MTA should become the mindset of an *investor* or a *customer* – not the mindset of a donor, or a reluctant victim of political extortion.

An investor would ask: what return am I getting on the money I put into this enterprise? A customer would ask: what product of value am I getting for what I am paying?

Because of the opacity of the MTA, and State officials' gymnastics with their own budget, you currently have no idea what you are getting for the prior \$2.5 billion. Is the additional \$400 plus million currently being demanded from you the right number? Under the current regime, in which costs and outcomes are obscure, *nobody* knows. Chair Lhota has promised a top-to-bottom review of the MTA's procedures and culture, so it's premature to send you a bill for a product that hasn't been defined or evaluated.

You have the power to break those bad habits. You can condition every dime of City funds on specific measurable outcomes – you can choose to purchase specific things.

The City of Seattle does not control the transit system that serves its city either – the transit is under the control of King County, and a regional board. But the Seattle City Council and Mayor want improved transit service for their residents, so they reached a clear, contractual relationship with the County government, under which City funds are transferred to the County government in exchange for specific levels of transit service. You could similarly contract with the MTA for specific outcomes the City wants: a certain number of stations rehabilitated, a certain number of service hours provided, mitigation of fare increases, for example.

Those understandings are healthy, and do-able. In fact, we forget that in March, the Mayor of New York City and Governor of New York State and Speaker of the New York Assembly and Chair of the MTA reached a clear agreement on costs and outcomes and fiscal responsibilities – we forget it, probably, because it was revealed on March 5th - **1981**, as mutually announced by Governor Carey, Mayor Koch, Speaker Fink and Chair Ravitch. They were competitive politicians who didn't always like each other, and they competed viciously with each other – they competed to see who could get the most credit, rather than who could lay the most blame. Those competitive politicians discovered that when good things happen for their mutual constituents, there was more than enough credit to go around.

Insisting on better results, the way an *investor* or *customer* would, will have an additional side-effect that would benefit the public: accountability will require more transparency on the part of the MTA. Chair Lhota has already pledged to open more data and provide a dashboard of meaningful metrics. His pledge is a good start. As an investor, you can push for the maximum amount of disclosure. Boston's MBTA and London's Transport for London, both with subways that are older than New York's, are leaders in letting the public see how well the agency is performing. These comparisons will turn a spotlight on how New York lags so many of its peer cities: for example, why capital construction projects here routinely cost multiples of dollars and years more than projects in similar cities.

The City can also be strategic in the assets that you bring to the table:

For example, the last time our organization testified before your committee, you heard how the City Department of Transportation could expedite the MTA's buses: more exclusive lanes, transit signal priority and other street design issues are within the control of the City. Since that hearing, few notable improvements have been made, while bus ridership has continued to decline. In fact, members of this council continue to speak out *against* dedicated lanes that would dramatically improve the commute for tens of thousands of their constituents who commute by bus, instead privileging a few dozen constituents who want to park a private car at the public curb.

You also have potential financial resources that the State legislature and Governor should allow you to tap: the East River Bridges that you own, and the for-hire vehicles that you regulate and tax, are potential revenue sources to improve transit. If State officials are zealous about the City providing funding to what is essentially a State agency, then those officials should get out of your way and allow you to raise that funding through sources that are directly related to transportation.

By acting like an investor and customer, the City Council will not merely respond to a so-called official "emergency" that is not of the City Council's own making, but can put transit governance on a new path toward more systematic success for years to come. Thank you for your leadership.

Testimony of Michael Sciaraffo before the NYC Council Transportation Committee MTA
Oversight Hearing
August 8th, 2017 at 10am

Good morning Chairman Rodriguez and fellow Transportation Committee Members,

My name is Michael Sciaraffo. I am 36 years old and I reside in Bensonhurst, Brooklyn. On Monday, June 5th, 2017, at approximately 6:20pm, I was a passenger on an NYC MTA train traveling southbound on the F line between the West 4th Street station and the Broadway/Lafayette station, when the train abruptly stopped in a tunnel and lost its power. As a result, approximately 1,600 passengers were trapped with no light or air conditioning, in what felt like 120 degrees, and limited, untruthful communication from the crew about what had actually occurred. The crew insisted that there was only "train traffic ahead." We had no way to escape the near deadly conditions and began to suffocate in the dangerous temperatures, with no way to open doors for ventilation and no way to communicate to the conductor as to what was happening inside the cars. It is a miracle that all made it off of that train alive.

I will seek to explain in this testimony the details of what transpired that day. As soon as we were able to escape that train, I posted an account of my experience on my Facebook page, which included vivid details from my contemporaneous account. My post quickly began to go viral and was eventually covered by almost every local and national mainstream media organization that day. Here is my full Facebook post from after that train ride:

I just had a very memorable, yet not so fun experience on the train ride home. I was taking a packed F train home, that had no working AC, when we abruptly stopped in a tunnel. The engines shut down, the lights go off and with no exaggeration, we were stuck there for 51 minutes in what felt like 120 degree heat.

First, we were told it was train traffic ahead of us (we all know that lie all too well). As we waited with no further communication, people started getting very worried. Almost everyone began fanning themselves with paper, as it felt as if it was just getting warmer and warmer. Beads of sweat began rolling down people's faces. We started to tell everyone to open the side windows and open the doors the three inches we could pry it open to, with books, to get the cross ventilation from the passing trains. Coats started getting removed, and then people were sweating so much from standing in this crowded oven, that people starting taking off shirts and some pants. One lady disrobed while others covered her with a jacket so no one could see. Some people started getting faint, and we started to try and see if we could identify any elderly people or pregnant women on the car who were standing or needed water to see if they needed to sit and drink. Claustrophobia, panic and heat exhaustion began to set in for many folks. At this point, the windows started getting steamed up.

Then after about 30 minutes of heightened anxiety, they told us the truth. We had experienced a severe maintenance malfunction and the train was unable to move. At this point, we began to discuss making decisions about how we were going to evacuate, who would go first and who would need help. Suddenly, we felt the train jerk oddly forward and backward, which didn't feel

right. It turned out there was another train behind us, and started to push our train ahead into the next station, at about 1 mph.

Once we pulled into the station, a mob of people had filled the platform waiting for our train, which left no room to get us off. We had to wait another 10 minutes, sweating, in the dark, before we could get off, while the people on the platform took pictures of us dripping sweat through the windows while we were trying to pry the doors open, as it was getting dangerously hot in the train car. People started to yell things like "Please get me out" and "I feel sick".

Finally, they had cleared people off the platform and opened the doors for us to get off. The feeling of remotely cooler air felt amazing compared to how it felt on the train. I never enjoyed the dank, smelly aroma of a train station more in my life.

It was a terrible experience to endure, no doubt. But I am very grateful that despite how terrible this experience was, it wasn't something more serious, like a terror attack, and that ultimately, we will all be making it home to our families safely. God bless.

In the 3 subsequent weeks since the incident, I took it upon myself to conduct my own citizen safety investigation, including taking photographs and providing analysis. I have compiled my findings and the analysis of my investigation and will be presenting those findings to you today. Additionally, I have also shared these findings in the packages I prepared for each of you.

On June 26th, in response to that horrible experience, I decided to send letters to 9 different government officials, including MTA Chairman Joe Lhota, Governor Cuomo and the NTSB, demanding specific changes to the MTA's emergency, maintenance and communication protocols and to enact new policies to expedite repairs to provide a safe, reliable and functioning subway system for its customers. I also requested an investigation by this Committee and others on the state and federal level into what exactly happened that day to prevent possible deaths of passengers in the future. Within a few hours of the increased press coverage of my letter-writing campaign, I was happy to hear the announcement that this committee would take up an oversight role over the MTA, including this important and life or death matter for the residents of NYC.

The morning I sent these letters, the Daily News ran my exclusive interview announcing my strategy to demand change. By that afternoon, I had held a major press conference, which all local major media covered. The next morning, I was on Good Day NY calling for immediate emergency protocols to be shared with the public and promoted throughout the system, before a tragedy occurred and people got hurt or died.

Less than 2 hours after that live interview was broadcast, where I warned the MTA about potential future tragedies, there was a train derailment in uptown Manhattan, near 125th Street, which resulted in dozens of injuries, including smoke inhalation and over 800 passengers having to be evacuated through tunnels amid much confusion.

The evening after the derailment, I joined fellow subway riders and transit advocate groups outside Governor Cuomo's office and rallied to demand that immediate funding be made to fix

the emergency state of affairs our subways are in. That rally was also covered by worldwide and local news media, including the AP, NYTimes and Wall Street Journal. The next morning, in response, Governor Cuomo declared the MTA in a state of emergency, pledged an additional \$1 billion of funding, instructed the MTA to conduct a top to bottom review of the entire system and requested a comprehensive plan to expedite improvements throughout the system within 30 days.

Last Thursday morning, I caught up with NYC Comptroller Scott Stringer, Chairman Ydanis Rodriguez, Assemblyman Jeff Dinowitz and State Senator Brad Hoylman to explain to them the findings of my citizen safety investigation of the MTA.

I explained to them how riders cannot free themselves from the inside of a train car, do not know how to navigate tunnels safely or how to find the nearest emergency exit in the event of an emergency or evacuation.

I also explained how in the Washington, D.C. Metro, riders are clearly educated with this information with diagrams and posters displayed throughout their entire system. For a city that has 6 million riders a day, it is a travesty that we are not similarly educated by the MTA. And that needs to change. I am glad the Chairman invited me to testify here about this today.

Recently, the MTA unveiled their 30-point plan to address its recent issues. I am proud to say that some of the recommendations I made in my letters and demanded outside the Governor's office, were included in the MTA's new plan.

However, they completely ignored my recommendation to post signs, brochures and pamphlets detailing to riders how to safely exit trains, navigate tunnels and locate emergency exits in the event of an evacuation. Instead they will be spending that money on a similar campaign to tell customers to stop littering.

This committee must demand or enact legislation that forces the MTA to implement a citywide campaign to educate subway riders on basic emergency and evacuation procedures, with diagrams, pamphlets and advertisements. Much like the phrase "If you see something, say something" is drilled into our heads, the MTA must also educate all 6 million riders who use the subway everyday on how to navigate to safety in the event of a fire, power outage, terrorist attack or derailment. And they must do it immediately.

This event was an unacceptable failure on many levels. The MTA must do a better job of communicating with passengers during an emergency. No rider should ever feel they need to take safety into their own hands. The MTA must act to prevent these incidents in the future by prioritizing basic maintenance and laying out a clear-cut plan to aid and assist stranded passengers in the event of power failure or in any emergency situation.

These types of emergencies are precisely why I have been raising this exact issue wherever I can. NYers need to know how to evacuate in an emergency throughout the entire train system. This needs to be implemented before someone dies as a result of the MTA's negligence. These recent incidents should be the clarion call for this body to demand emergency and evacuation procedures to be made available to the public by the MTA.

As a citizen of NYC, home to over 8 million residents, I want accountability from government to ensure that going forward, the right protocols and safety mechanisms are put into place to assure the riding public and give them the full confidence that commuting on MTA trains is a safe endeavor. I want to see remedies be implemented so that this never happens to anyone ever again. I implore the City Council to pass legislation to mandate that the MTA unveil a campaign to educate riders, by posting diagrams and pamphlets on how to safely exit a train car, navigate through tunnels safely and how to find the nearest emergency exit. We need to force this issue to get results once and for all for the people of NYC. Thank you.

Testimony to the Transportation Committee of the New York City Council
August 8, 2017, at 10 AM

By the Rev. Joseph R. Parrish, Jr., PhD

As a member of the Transportation Committee of Manhattan Community Board 6 we recently heard the testimony of the contractor who was to do urgent safety remediation on the Lexington Avenue Subway between East 42nd Street and East 33rd Street to ventilate that dangerous section of that extremely narrow subway tunnel. Subsequently, the contract was cancelled by the Governor of New York who used the funds for other purposes, but who said the funds might come available in the years 2020 to 2021. This decision has continued the very serious threat to life in that part of the subway that has existed for over 24 years. It is officially the fifth dangerous part of the entire subway system, but it is on the most travelled part of the entire subway system as well, with hundreds of thousands using that subway every ^{hour} ~~week~~. A smoke or fire condition there will result in the loss of many lives and many more injuries. What I propose with the help of some others on our Community Board is the addition of a fire suppression system and escape hatches at each block along that very hazardous part of the route. There needs to be ways for passengers trapped in the subway cars for any reason, especially smoke or fire conditions, to be able to escape: the current tunnel system there is very substandard and extremely narrow and has no means of egress from inside the subway cars. I urge the City Council to vote to fund and begin immediate remediation of that tunnel to add emergency egress points for each city block of track and also to install a fire suppression system along those ten blocks of track to allow the evacuation of passengers and to limit the spread of a fire condition in the event of such emergency. I believe this more modest proposal will add adequate safety at a far lower cost than the original proposed plan.

I am a volunteer member of New York Disaster Chaplaincy Services, chaplains who are called out in the event of fires, explosions, plane crashes, crane collapses, ferry accidents, floods, and so on. We assist in death notifications with the Medical Examiner and cooperate with the Red Cross in mass care in various emergencies. We do see firsthand the results of accidents that happen in various parts of the City. And we urge you to prevent mass casualties when possible; the subway system is a prime target for terrorism and is also the most used public transportation in the country. Please help us to have as few calls for multiple casualties as possible by implanting these very necessary safety measures in the Lexington subway between 42nd and 33rd Streets. Thank you.

SAFETY INVESTIGATION FINDINGS



DOORS IN BETWEEN CARS ARE ALWAYS LOCKED AND CAN ONLY BE OPENED BY A KEY HOLDING CREW MEMBER. IN THE EVENT OF AN EMERGENCY, IF THE CREW CANNOT BE REACHED, IF THEY ARE UNAWARE OF A SAFETY ISSUE OR IF THEY ARE INCAPACITATED, THERE IS NO OTHER WAY FOR A PASSENEGER TO OPEN A DOOR.



THERE IS NO WAY TO COMMUNICATE TO A TRAIN CREW MEMBER FROM INSIDE OF AN R46 MODEL TRAIN CAR, BARRING PULLING AN EMERGENCY BRAKE.



LISTENING TO CREW FOR INSTRUCTIONS ONLY WORKS WHEN THE CREW IS HONEST ABOUT THE EMERGENCY SITUATION. THE NEED TO DISCOURAGE PASSENGERS FROM ENTERING TRACKS IS UNDERSTANDABLE.

HOWEVER, IF YOU CANNOT BREATHE OXYGEN INSIDE THE CAR, YOU MUST BE GIVEN THE ABILITY TO OPEN OR BREAK A DOOR FROM INSIDE THE CAR, WITHOUT A KEYHOLDING CREW MEMBER NEARBY. THE LACK OF AN EMERGENCY DOOR HANDLE RELEASE LOCATED INSIDE THE CAR ACCESSIBLE TO PASSENGERS, AXES OR FIRE EXTINGUISHERS TO USE TO BREAK THE GLASS IN THE EVENT OF AN EMERGENCY IS A DANGER TO THE PUBLIC.



ENTRANCE DOORS ON R46 MODEL TRAIN CARS DO NOT HAVE A SAFETY DOOR HANDLE RELEASE ACCESSIBLE BY RIDERS. IN THE EVENT OF AN EMERGENCY, RIDERS NEED TO HAVE THE ABILITY TO GET THEMSELVES OUT OF A DANGEROUS SITUATION IF THE MTA IS NOT EQUIPPED OR FAST ENOUGH TO DEAL WITH THE SAFETY ISSUE.



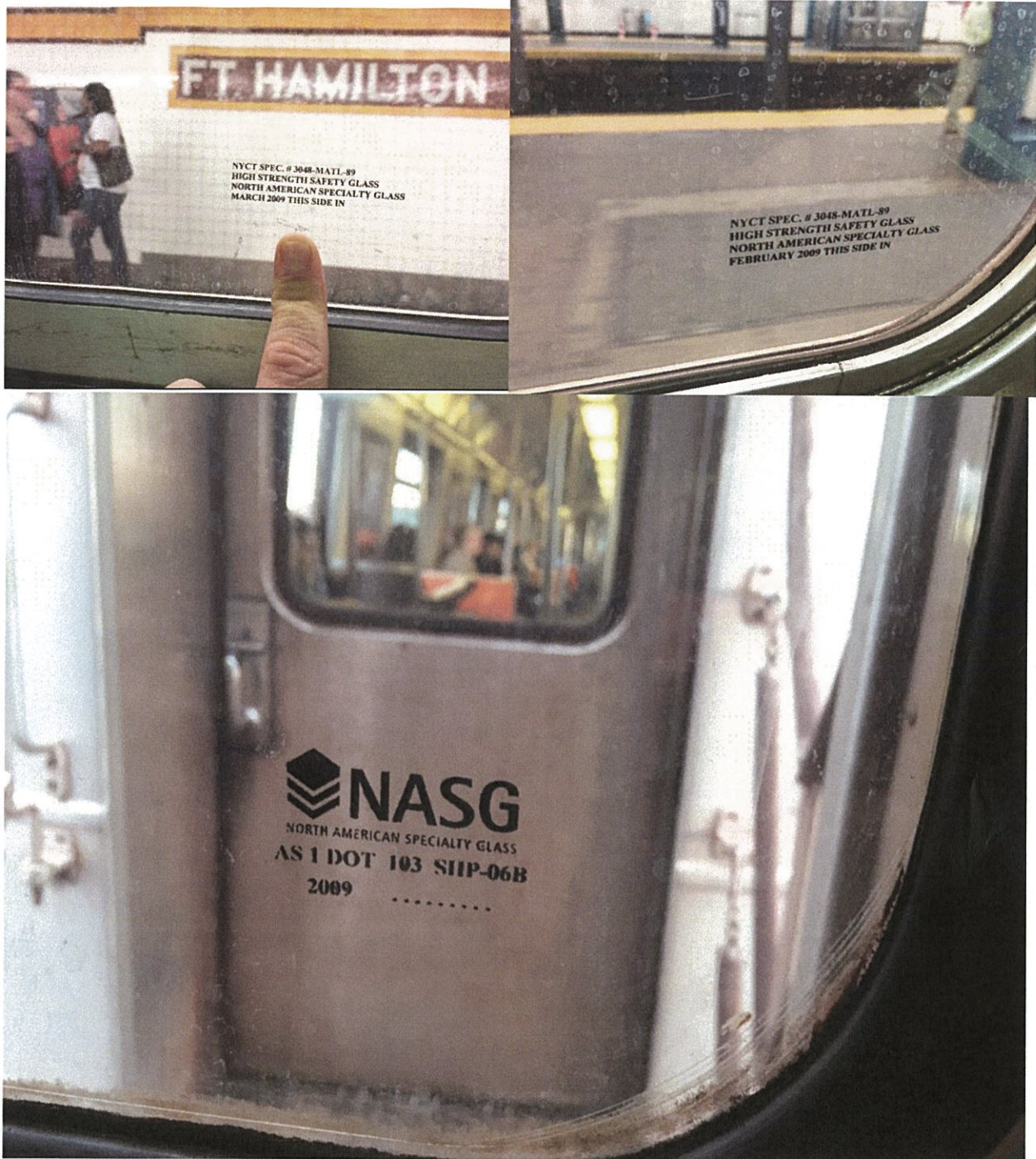
THE ONLY WAY TO OPEN THESE DOORS IN AN EMERGENCY IS BY A KEYHOLDING CREW MEMBER THAT NEEDS TO UNLOCK THE DOOR BEHIND WHERE THE ADVERTISEMENTS ARE USUALLY LOCATED. AN EMERGENCY DOOR RELEASE IS LOCATED BEHIND THOSE LOCKED DOORS AND A PASSENGER HAS NO WAY OF ACCESSING THESE DOOR RELEASE LEVERS IN THE EVENT OF AN EMERGENCY SITUATION.



ONE WAY THAT PASSENGERS HAVE EVACUATED TRAIN CARS IN THE PAST HAS BEEN TO BREAK THE WINDOWS SOMEHOW. WITHOUT AN EMERGENCY AXE OR FIRE EXTINGUISHER ABOARD THE TRAIN CAR, THE ONLY FEASIBLE WAY TO BREAK THIS WINDOW WOULD BE TO ATTEMPT TO KICK IN THE WINDOW USING YOUR FULL BODY WEIGHT. EVEN THAT MAY NOT WORK, BASED ON THE HIGH STRENGTH SAFETY GLASS INSTALLED ON R46 WINDOWS. ONE WOULD NEED THE ABILITY TO SWING FROM AN OVERHEAD BAR TO DO SO, AND THERE IS NO SUCH BAR ABOVE THE WINDOWS ON AN R46 MODEL TRAIN CAR.



THE ONLY EMERGENCY OR EVACUATION INSTRUCTIONS POSTED ON R46 TRAIN CARS INSTRUCT PASSENGERS TO NOTIFY THE TRAIN CREW IMMEDIATELY, WHICH IS IMPOSSIBLE IF YOU ARE NOT IN THEIR SPECIFIC CAR. THERE IS NO WAY TO MOVE TO THE CONDUCTOR'S CAR, DUE TO THE LOCKED DOORS. ALSO, THERE IS NO INTERCOM SYSTEM ON THESE MODEL CARS TO NOTIFY THE CREW OF AN EMERGENCY SITUATION ON BOARD, LIKE ON THE NEWER TRAIN CAR MODELS.



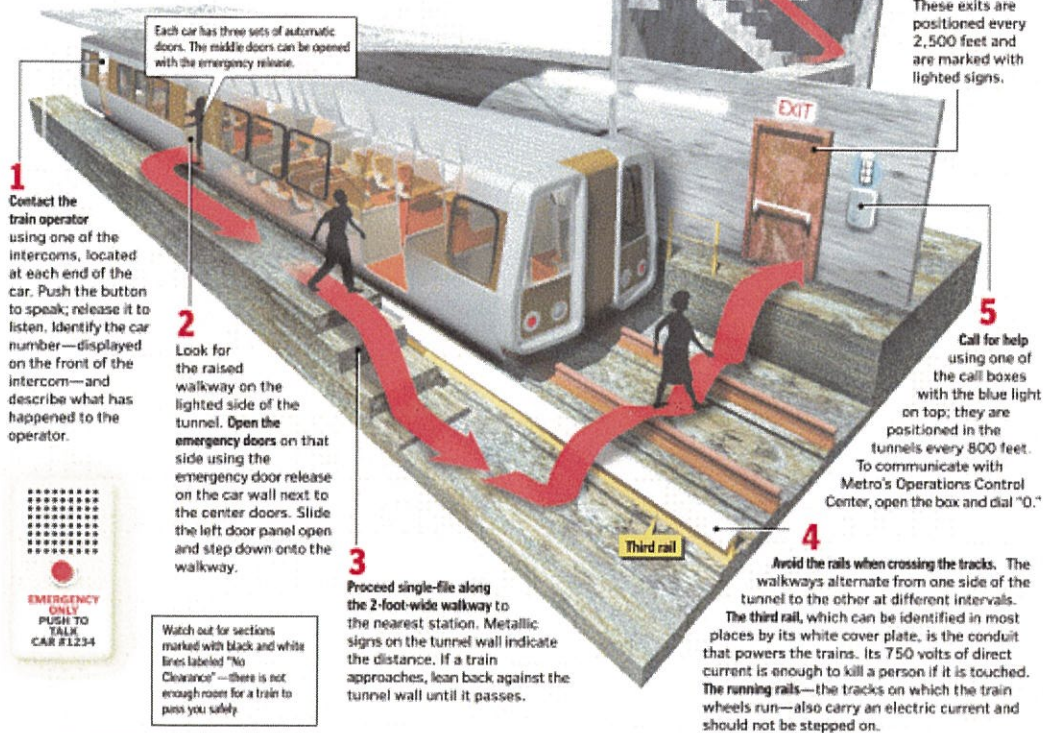
**THESE ARE THE VERSIONS OF THE HIGH STRENGTH
SAFETY GLASS INSTALLED ON ALL R46 TRAIN CAR
MODELS.**

Emergency Action

Security on mass transit systems throughout the region has been stepped up in response to yesterday's terrorist attacks in London. Local authorities and transit experts are advising commuters to watch for signs of potential terrorist activity. In case of an emergency on Metrorail, here's what Metro advises riders to do:

INSIDE A TUNNEL

Riders should stay inside the rail car unless the situation is life-threatening or they are told to evacuate by a Metro employee or emergency response person. If a passenger-led evacuation is required, riders should take the following steps:



SAFETY TIPS

Advice from Metro and other transit agencies:

Prepare: Carry phone numbers of family and neighbors and make sure they have your contact information. Plan alternate routes now in case there is a problem on your transit route. Designate a meeting place for you and your family.

In Metro stations: Some of the pylons on the station platforms have emergency call boxes to contact the station manager. Electronic signs above the platforms will display emergency information. The station manager will also provide instructions over the loudspeakers. Look around to see where all the exits are in the stations you use frequently. Metro Transit Police can be contacted at 202-962-2121.

Security: Riders are likely to see increased patrolling of stations, trains and buses. Police will be patrolling with bomb-sniffing dogs. Some officers will be carrying heavy weapons. Transit personnel and officers also are checking trains and buses before they leave the yards and depots.

Riders: Be observant. Watch what people bring onto trains. See if they leave packages or bags behind. Look for any behavior out of the ordinary on train cars or buses or in the stations. Use the intercoms, call transit police or call 911.

UNLIKE OTHER MAJOR METROPOLITAN TRANSIT SYSTEMS IN OTHER MUNICIPALITIES, THE NYC TRANSIT SYSTEM DOES NOT HAVE, NOR POST FOR THE PUBLIC, IN TRAIN STATIONS OR ON TRAINS THEMSELVES, A DIAGRAM DETAILING EVACUATION PROCEDURES AND PROTOCOLS. THE MTA SHOULD CREATE AND DISSEMINATE EMERGENCY ACTION POSTERS LIKE THIS ONE THROUGHOUT THE ENTIRE NYC TRANSIT SYSTEM.

SAFETY INVESTIGATION ANALYSIS

If you are using a train on the NYC MTA Transit system, which moves millions of riders per day, you have never been exposed to any brochures, diagrams or advertisements anywhere on the entire train system that would explain clearly what you are to do in the event of an emergency or if you ever are in a situation where you must evacuate a train in a tunnel. It is a travesty that in the biggest city in the world, which is the # 1 target for terrorists, has not rectified this situation.

Sadly, how to escape from a subway tunnel is information that few citizens in NYC know or understand. No one outside of MTA personnel and possibly some first responders know the basics of safety within the tunnels of the subway system. With millions of riders a day, and the average real response time to any emergency being between 10-15 minutes, it is absolutely imperative that anyone commuting via the NYC subway system understands how to survive and escape the tunnels.

The Washington DC subway system doesn't have the same problem as the NYC MTA concerning providing its riders all the information they need to escape from a subway tunnel in cases of extreme emergency. This attached diagram to the left is most helpful – showing how to exit the train and make your way out of the nearest exit. Additionally, it is extremely important for riders to know and understand these basic safety procedures, in the event of an emergency or evacuation. Everything in this diagram below, as provided by the Washington, D.C. Metro system should also be applied to the NYC subway system.

I emphatically urge and implore the NYC MTA Transit system to develop, disseminate and advertise this potentially life-saving information to all riders, utilizing pamphlets, station signs, on-board advertisements and billboard, commercial and media campaigns. Taking these steps and measures now may undoubtedly save many lives in the future, in the event of a terrorist attack, power failure, fire or flood emergency in the train system. These measures must be undertaken to ensure that a situation where riders are uninformed about how to escape an emergency situation from the inside of a train car, never happens again. The MTA must ensure the riding public that traveling on the subway system is a safe endeavor for all who ride the rails.

I would also hope that this event would spark a new effort to begin a complete re-imagining of the MTA, from the way its authority is structured, to the way it communicates, to the way it does track work, to tackling the necessary repairs of our aging signal systems, to the way dollars are raised and spent on MTA capital plans. The model of the F train that broke down on that fateful Monday night, R46, were unveiled into our subway system in the mid-1970s.

The door also states that they will unlock in case of an emergency. In this case, they did not. There is also no mechanism for riders inside a car to open an emergency exit themselves. Clearly, this scenario was not envisioned when safety protocols were devised many years ago. It's time to force this issue to ensure that going forward, the right protocols and safety mechanisms are now put into effect. As far as communication, simply telling the truth would be an improvement. As I have said, another 20 minutes, and we would have been pulling bodies off that train.

I understand the reasoning behind the locked doors. I am aware that the reason the doors are locked on old F trains is because they are R46 type train cars, which are 75 feet long. (Newer cars are 60 feet). So when an old car makes a turn on a curve it moves more and you can actually fall off much more easily if you were moving in between cars. That's why those doors are locked. It's not MTA protocol to unlock the doors because they don't want hundreds of people emptying into the extremely dangerous subway tunnel.

However, there was no way to get a door open to breathe, given what we had to work with. The doors in between cars were locked and despite the emergency situation, they remained locked and were never released throughout the ordeal. It is clear that the MTA put our lives in danger that day with their negligence, lack of communication and propensity to lie both in real time, as well as after the incident was over. We need to ensure this never happens to anyone ever again.

Our conductor and train operator should have been walking through the train cars cars instructing people of the nature of the delay and, as I understand, MTA protocol. Something like this would have taken a significant coordination between the operator and rail control to discuss a possible evacuation situation. In our situation the conductor or motormen could have made that call and evacuated based on your condition. However, there was no way to communicate this to them, since there are no intercoms available on R46 model trains. Additionally, I understand that the culture of the MTA supervision is so that a conductor evacuating your train to safety could face suspension or even termination if the MTA thinks they went outside the rules and regulations. This handcuffs operators and conductors from making decisions to bring people to safety in emergency situations. It appears the effort to do so was a complete failure, and warrants investigation in the event of a fire, power outage or terrorist attack in the future.

There was no way to get a door open to breathe, given what we had to work with. The doors in between cars were locked and despite the emergency situation, they remained locked and were never released throughout the ordeal. It is clear that the MTA put our lives in danger that day with their negligence, lack of communication and propensity to lie both in real time, as well as after the incident was over. We need to ensure this never happens to anyone ever again.

On older R32 model trains, under one of the seats by the door there is a lever to pull to the side and the door will open. On our R46 model, the release handles are locked behind the ads. You need a key to open the panels. So there is no way to open them in an emergency by a passenger inside a train car. A crew member or police are the only ones who have those keys to open them.

To be able to open the door behind the ads where the emergency door release is located, we would need to rip them open manually. They are virtually impossible to open in that way. Conceivably, you could snap the lock with something to use as a fulcrum. But typical items that a passenger might have with them, like an umbrella, is not going to get that door open. This means there is no way for a passenger to open an exit without a key holding employee, of which there are only 2 per train.

There is supposed to be a rider accessible exit in the roof and/or removable window. To deprive passengers of the ability to rescue themselves in an emergency situation is inhumane and frankly,

if not already illegal, then it should be. There are supposed to be emergency exits. The doors were locked until the crew unlocks them in an emergency, which they did not.

Some have said that we should have tried to kick the glass out so we could breathe, suggesting one could hold onto the bar over head and swing your full weight into the window with both feet. However, they are made to withstand a simple kick, especially given that there was no way to maneuver with all the people on the crowded subway car. Also, even if there was enough room to swing from the over head bar to get enough weight behind your kick, there is no over head bar to swing from on the R46 train car model. There was also no ax or fire extinguisher on board. It seems that breaking the window to get air is easier said than done, particularly in a packed train where no one can even move. With no axe or fire extinguisher on board, it makes any emergency, especially when there is untruthful or lack of communication, along with locked doors and no way, even more deadly. Track fires, terrorist attacks and power failures would put subway riders in the same deadly position again, quite possibly, and therefore safeguards should be put into place prior to any other such tragedy may occur in the future.

To our utter shock and surprise, once we had pulled into the station on the June 5th F train, after ten more minutes, the doors stayed shut because the platform was packed with riders waiting for our train to arrive. They needed to clear the platform first to get us off of the train. There simply was no room for so many people to fit all on one platform. People inside the train began to panic, some were screaming for help, some were banging on the doors or trying desperately to pry them open with their fingers. I was also appalled at the fact that once we had gotten off the train, there was not an MTA employee to be found anywhere. There were no police, EMT's or fire fighters. It was at that moment that it is clear to me now that the MTA is woefully unprepared to handle a massive emergency situation.

I hope that fellow subway riders consider this near tragic experience to be the last straw and ultimately, a turning point in what New Yorkers demand from the MTA. We must demand some modicum of accountability for what has now become an outrageous and utterly dangerous situation in our subway tunnels. Let's hope that we won't need a more catastrophic event to take place on MTA trains before someone of authority feels the need to actually do something would really save lives in the event of a future emergency situation.

Our subway system is over 100 years old with signals technology from last generation. However, it is not rocket science to have emergency protocols in place, unlocking doors during emergencies like the signs say and not lie to passengers about what is going on. These items do not require any 21st century solutions. There will always be a risk. But to trap riders suffocating to death is not a risk that needs to be endured by the public and is completely avoidable.

I am raising this issue to the highest levels of our city, state and federal transportation agencies to demand investigations into this matter and find what remedies that need to be implemented so that this never happens to anyone ever again.

My Account of What Happened

I will begin to explain the events that took place as best I can, starting with the first person account of what had happened to us that I posted on my Facebook page, which I immediately began typing once we were finally let off the train, at approximately 7:11pm. Shortly after I did so, the post began to go viral on both Facebook and Twitter, and before long, the local, national and world news media began trying to contact me for interviews relating to the experience endured by the passengers on that dangerous train ride.

Below is the first person account that I shared on Facebook:

Michael Sandy Claus Sciaraffo

June 5 at 7:27pm ·

Just had a very memorable, yet not so fun experience on the train ride home. I was taking a packed F train home, that had no working AC, when we abruptly stopped in a tunnel. The engines shut down, the lights go off and with no exaggeration, and we were stuck there for 45 minutes in what felt like 120 degree heat.

First, we were told it was train traffic ahead of us (we all know that lie all too well). As we waited with no further communication, people started getting very worried. Almost everyone began fanning themselves with paper, as it felt as if it was just getting warmer and warmer. Beads of sweat began rolling down people's faces. We started to tell everyone to open the side windows and open the doors the three inches we could pry it open to, with books, to get the cross ventilation from the passing trains. Coats started getting removed, and then people were sweating so much from standing in this crowded oven, that people started taking off shirts and some pants. One lady disrobed while others covered her with a jacket so no one could see. Some people started getting faint, and we started to try and see if we could identify any elderly people or pregnant women on the car who were standing or needed water to see if they needed to sit and drink. Claustrophobia, panic and heat exhaustion began to set in for many folks. At this point, the windows started getting steamed up.

Then after about 30 minutes of heightened anxiety, they told us the truth. We had experienced a severe maintenance malfunction and the train was unable to move. At this point, we began to discuss making decisions about how we were going to evacuate, who would go first and who would need help. Suddenly, we felt the train jerk oddly forward and backward, which didn't feel right. It turned out there was another train behind us, and started to push our train ahead into the next station, at about 1 mph.

Once we pulled into the station, a mob of people had filled the platform waiting for our train, which left no room to get us off. We had to wait another 10 minutes, sweating, in the dark, before we could get off, while

the people on the platform took pictures of us dripping sweat through the windows while we were trying to pry the doors open, as it was getting dangerously hot in the train car. People started to yell things like "Please get me out" and "I feel sick".

Finally, they had cleared people off the platform and opened the doors for us to get off. The feeling of remotely cooler air felt amazing compared to how it felt on the train. I never enjoyed the dank, smelly aroma of a train station more in my life.

It was a terrible experience to endure, no doubt. But I am very grateful that despite how terrible this experience was, it wasn't something more serious, like a terror attack, and that ultimately, we will all be making it home to our families safely. God bless.

At about 6:20 p.m. Monday, an F train lost power due to mechanical problems and came to an abrupt stop between the West 4th Street and Broadway-Lafayette Street stations. The entire train's air conditioning was completely off. Lights began to flicker in and out before turning off completely. Although we all knew that something was very wrong, we were continuously lied to about the true nature of events, when the crew chose to insist that there was just "train traffic ahead of us."

I personally been riding the subway since junior high school and I have never, ever experienced for myself, nor have I seen or heard of such conditions on a NYC MTA Transit subway car from anyone else I know in my lifetime. The temperatures inside the train cars were so high that people began to take off clothes, while beads of sweat were rolling down the faces of terrified passengers who felt helpless as what to do. I even saw some passengers holding a coat around a woman so no one would see her taking off her clothes, a scene like you might see at the beach.

Passengers began to try different ways of getting air, including cracking open the side windows and using books, umbrellas and even Altoids to wedge the doors open even a few inches, just to be able to get the sweet relief of the wind created by passing trains. This also made us all realize that there couldn't be a problem with "train traffic ahead", as told to us by the crew aboard the train.

The 4 pull down windows were open. The side doors were wedged open a crack. The 2 end doors were locked shut. And we still couldn't breathe. Given the lack of an ax, a fire extinguisher or a rail above the windows to swing from to kick in the window, there was no way of doing any of these things. Not to mention that it was so crowded, no one could move even to try.

Suddenly, however, I, along with many of the passengers on that train remember feeling a few distinct "lurches" right before the train started moving at 1 mph. The feeling we felt can best be described by the same feeling you get when someone needs to push your car on an empty tank to the nearest gas station. Before the car doing the pushing gets a firm grip on the bumper of the car in front of it, the bumpers bounce off of each other slightly, about 2-3 times, before getting a steady grip on the bumper to push it. That is exactly what it felt like on our train that day. Also, the train was completely powerless, as there were no sounds of an engine running. Our journey into the station was completely silent. The MTA statement that claimed the "supervisor was able to recharge the train and the train was able to move at slow speed" run contrary to the true version of events described by the passengers. Clearly, the facts do not comport with the MTA's statement of what they claim happened.

To our utter shock and surprise, once we had pulled into the station, for ten more minutes, the doors stayed shut because the platform was packed with riders waiting for our train to arrive. They needed to clear the platform first to get us off of the train. There simply was no room for so many people to fit all on one platform. People inside the train began to panic, some were screaming for help, some were banging on the doors or trying desperately to pry them open with their fingers. I was also appalled at the fact that once we had gotten off the train, there was not an MTA employee to be found anywhere. There were no police, EMT's or fire fighters. It was at that moment that it is clear to me now that the MTA is woefully unprepared to handle a massive emergency situation.

According to the MTA, they instructed our train operator to pull the lead train car to go past the station, allowing the train's first car behind our train to allow its passengers to exit their first train car into the back of the station, behind our train cars. So that is their reasoning for why the train doors couldn't yet be opened to discharge the sweaty, suffocating passengers. However, I believe that the reason the MTA had the train over shoot the station behind us was precisely because the train that pushed us had to discharge its passengers as well. Clearly, the train was right behind us because it pushed our train into the station, as there was no power at all on our train. The version of events that the MTA has come up with are impossible. A train with no power cannot move on its own.

Immediately after getting off that doomed train, I was able to type up a Facebook post explaining in detail what we had just experienced on that near deadly F-train ride. Before I had even gotten home that evening, my Facebook post was being shared around the world and ultimately went viral on both Twitter and Facebook.

As soon as we got off of that life-threatening train at the Broadway-Lafayette Street station, I gave an immediate firsthand account of what had happened to us by posting on my Facebook page. I did so mostly because it was as terrifying an experience as I could ever imagine and wanted to write all the details I could remember while it was still fresh in my mind. I pressed the post button just as I stepped onto an arriving B train across the platform.

By the time I had gotten off at the Kings Highway stop in Brooklyn, it appeared as if my post had begun to go viral on Facebook and Twitter. Another woman on Twitter posted that now famous, zombie-like visual of people fearing for their lives, desperately trying to breath, clawing to get the steamy train doors open.

As a result, the traffic increased exponentially on social media, in papers, online and on TV. I then began to get messages from dozens of news organizations including the Associated Press, NY Times and Wall Street Journal. I had received so many calls and messages from dozens of news outlets that regarding the matter that I had to coordinate an impromptu TV news conference and a series of interviews in front of the Columbus Circle Starbucks on my lunch break on the next day, Tuesday. Suffice it to say, the near tragedy we endured on that train was well publicized. I hope it is the proverbial "last straw" that will finally bring the results subway riders expect and deserve.

In the past few weeks since the incident, I have combed through thousands of comments related to the incident on social media, read every article and account by other passengers and seen multiple pictures and videos that tell a more complete accounting of what really happened to us that day. I have also interviewed dozens of MTA employees since the incident to conduct my own citizen investigation. I have taken pictures of the various safety failures that prevented us from being able to open and emergency door or window to get air. I have put together my findings from my investigation as an attachment to this correspondence.

Here is another account of what happened on a different train car by another passenger:

People were taking shallow breaths and beads of sweat were dripping down everyone's faces. At that point we'd been stuck underground on a sweltering F train for close to 30 minutes with no idea what was happening. The air was thickening and the windows began to fog up, due to the dangerous heat and humidity on that train.

At the time, I was working on my own deep breathing, sucking in fragments of the thin air, trying to tamp down a swarming panic that we were all going to suffocate without anyone knowing we were sitting without A/C or circulating air.

The same announcement kept repeating over the loudspeaker "we are stopped due to train traffic ahead. We apologize for the inconvenience" until it began to feel like a scene in a horror movie. The lights flickered on and off. After about half an hour, we were let in on the truth. "We are experiencing severe mechanical problems," a man's voice said over the intercom.

In other cars, sweaty passengers left in the dark (both figuratively and literally) began planning their escape route and fearing the worst, discomfort morphing into waves of panic. People began stripping down to their undergarments and others began sitting slumped on the ground.

Approaching 7pm, the train began lurching and jerking forward in fits, coming to a stop and then pulling forward a few more inches. When we finally pulled into the station, the message overheard from the crew over the intercom said, "Please *please* do not exit the train until the doors are open."

We sat trapped for about 10 more minutes at Broadway-Lafayette, with a throng of commuters on the platform gaping at the chaos inside the cars and whipping out their cameras. One person on the platform filmed a video showing fingers from inside the steamy windows, prying open the doors, which also became viral on social media.

The worst part was the feeling of utter powerlessness. We didn't know what was going on, and there was nothing anyone could do. Finally, an MTA spokesperson stated that the southbound F train was unable to take power north of the Broadway-Lafayette station, and began moving slowly toward the station around 6:45pm on Monday, June 5.

MICHAEL SCIARAFFO

BROOKLYN, NY 11223

June 23, 2017

Honorable Joseph E. Robach, Chairman
NYS Senate Transportation Committee
LOB, 188 State Street, Room 711
Albany, N.Y. 12247

Dear Chairman Robach:

On Monday, June 5th, 2017, at approximately 6:20pm, I was a passenger on an NYC MTA train traveling southbound on the F line between the West 4th Street station and the Broadway/Lafayette station, when the train abruptly stopped in a tunnel and lost its power. As a result, approximately 1,600 passengers were trapped with no light or air conditioning, in what felt like 120 degrees, and limited, untruthful communication from the crew about what had actually occurred. The crew insisted that there was only "train traffic ahead." We had no way to escape the near deadly conditions and began to suffocate in the dangerous temperatures, with no way to open doors for ventilation and no way to communicate to the conductor as to what was happening inside the cars. It is a miracle that all made it off of that train alive.

Based upon the events that took place, before, during and after the near tragedy, I emphatically urge the NYS Senate Transportation Committee to conduct an investigation into the facts surrounding what exactly happened on that near deadly train that day, as well as to conduct an overall safety review of the MTA's internal emergency procedures, evacuation protocols and communication standards to bring transparency on their internal operations. This event was an unacceptable failure on many levels. The MTA must do a better job of communicating with passengers during an emergency. No rider should ever feel they need to take safety into their own hands. The MTA must act to prevent these incidents in the future by prioritizing basic maintenance and laying out a clear-cut plan to aid and assist stranded passengers in the event of power failure or in any emergency situation.

I will seek to delineate in this letter, along with attached documentation, the true nature of the details that transpired that day. It will include a correction of the facts, contrary to what the MTA said in its statement regarding the near tragedy that same evening.

As a citizen of NYC, home to over 8 million residents, I want accountability from all levels of government to ensure that going forward, the right protocols and safety mechanisms are put into place to assure the riding public and give them the full confidence that commuting on MTA trains is a safe endeavor. I want to see remedies be implemented so that this never happens to anyone ever again.

If you need to contact me for any reason, I can be reached at 646-623-7542 or msciarafo@gmail.com. Thank you for your time and consideration.

Sincerely,



Michael Sciaraffo
NYC Resident

MICHAEL SCIARAFFO

BROOKLYN, NY 11223

June 23, 2017

Honorable David F. Gantt, Chairman
NYS Assembly Transportation Committee
LOB 830
Albany, N.Y. 12248

Dear Chairman Gantt:

On Monday, June 5th, 2017, at approximately 6:20pm, I was a passenger on an NYC MTA train traveling southbound on the F line between the West 4th Street station and the Broadway/Lafayette station, when the train abruptly stopped in a tunnel and lost its power. As a result, approximately 1,600 passengers were trapped with no light or air conditioning, in what felt like 120 degrees, and limited, untruthful communication from the crew about what had actually occurred. The crew insisted that there was only "train traffic ahead." We had no way to escape the near deadly conditions and began to suffocate in the dangerous temperatures, with no way to open doors for ventilation and no way to communicate to the conductor as to what was happening inside the cars. It is a miracle that all made it off of that train alive.

Based upon the events that took place, before, during and after the near tragedy, I emphatically urge the NYS Assembly Transportation Committee) to conduct an investigation into the facts surrounding what exactly happened on that near deadly train that day, as well as to conduct an overall safety review of the MTA's internal emergency procedures, evacuation protocols and communication standards to bring transparency on their internal operations. This event was an unacceptable failure on many levels. The MTA must do a better job of communicating with passengers during an emergency. No rider should ever feel they need to take safety into their own hands. The MTA must act to prevent these incidents in the future by prioritizing basic maintenance and laying out a clear-cut plan to aid and assist stranded passengers in the event of power failure or in any emergency situation.

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If you need to contact me for any reason, I can be reached at 646-623-7542 or msciaraffo@gmail.com. Thank you for your time and consideration.

Sincerely,



Michael Sciaraffo
NYC Resident

MICHAEL SCIARAFFO

BROOKLYN, NY 11223

June 23, 2017

Honorable Ydanis Rodriguez, Chairman
NYC Council Transportation Committee
250 Broadway, Suite 1763
New York, NY 10007

Dear Chairman Rodriguez:

On Monday, June 5th, 2017, at approximately 6:20pm, I was a passenger on an NYC MTA train traveling southbound on the F line between the West 4th Street station and the Broadway/Lafayette station, when the train abruptly stopped in a tunnel and lost its power. As a result, approximately 1,600 passengers were trapped with no light or air conditioning, in what felt like 120 degrees, and limited, untruthful communication from the crew about what had actually occurred. The crew insisted that there was only "train traffic ahead." We had no way to escape the near deadly conditions and began to suffocate in the dangerous temperatures, with no way to open doors for ventilation and no way to communicate to the conductor as to what was happening inside the cars. It is a miracle that all made it off of that train alive.

Based upon the events that took place, before, during and after the near tragedy, I emphatically urge the NYC Council Transportation Committee to conduct an investigation into the facts surrounding what exactly happened on that near deadly train that day, as well as to conduct an overall safety review of the MTA's internal emergency procedures, evacuation protocols and communication standards to bring transparency on their internal operations. This event was an unacceptable failure on many levels. The MTA must do a better job of communicating with passengers during an emergency. No rider should ever feel they need to take safety into their own hands. The MTA must act to prevent these incidents in the future by prioritizing basic maintenance and laying out a clear-cut plan to aid and assist stranded passengers in the event of power failure or in any emergency situation.

I will seek to delineate in this letter, along with attached documentation, the true nature of the details that transpired that day. It will include a correction of the facts, contrary to what the MTA said in its statement regarding the near tragedy that same evening.

As a citizen of NYC, home to over 8 million residents, I want accountability from all levels of government to ensure that going forward, the right protocols and safety mechanisms are put into place to assure the riding public and give them the full confidence that commuting on MTA trains is a safe endeavor. I want to see remedies be implemented so that this never happens to anyone ever again.

If you need to contact me for any reason, I can be reached at 646-623-7542 or msciarafo@gmail.com. Thank you for your time and consideration.

Sincerely,



Michael Sciaraffo
NYC Resident

MICHAEL SCIARAFFO

BROOKLYN, NY 11223

June 23, 2017

Acting Chairman Robert L. Sumwalt
National Transportation Safety Board
490 L'Enfant Plaza East, SW
Washington, D.C. 20594

Dear Chairman Sumwalt:

On Monday, June 5th, 2017, at approximately 6:20pm, I was a passenger on an NYC MTA train traveling southbound on the F line between the West 4th Street station and the Broadway/Lafayette station, when the train abruptly stopped in a tunnel and lost its power. As a result, approximately 1,600 passengers were trapped with no light or air conditioning, in what felt like 120 degrees, and limited, untruthful communication from the crew about what had actually occurred. The crew insisted that there was only "train traffic ahead." We had no way to escape the near deadly conditions and began to suffocate in the dangerous temperatures, with no way to open doors for ventilation and no way to communicate to the conductor as to what was happening inside the cars. It is a miracle that all made it off of that train alive.

Based upon the events that took place, before, during and after the near tragedy, I emphatically urge the National Transportation Safety Board (NTSB) to conduct an investigation into the facts surrounding what exactly happened on that near deadly train that day, as well as to conduct an overall safety review of the MTA's internal emergency procedures, evacuation protocols and communication standards to bring transparency on their internal operations. This event was an unacceptable failure on many levels. The MTA must do a better job of communicating with passengers during an emergency. No rider should ever feel they need to take safety into their own hands. The MTA must act to prevent these incidents in the future by prioritizing basic maintenance and laying out a clear-cut plan to aid and assist stranded passengers in the event of power failure or in any emergency situation.

I will seek to delineate in this letter, along with attached documentation, the true nature of the details that transpired that day. It will include a correction of the facts, contrary to what the MTA said in its statement regarding the near tragedy that same evening.

As a citizen of NYC, home to over 8 million residents, I want accountability from all levels of government to ensure that going forward, the right protocols and safety mechanisms are put into place to assure the riding public and give them the full confidence that commuting on MTA trains is a safe endeavor. I want to see remedies be implemented so that this never happens to anyone ever again.

If you need to contact me for any reason, I can be reached at 646-623-7542 or msciaraffo@gmail.com. Thank you for your time and consideration.

Sincerely,



Michael Sciaraffo
NYC Resident

MICHAEL SCIARAFFO

BROOKLYN, NY 11223

June 23, 2017

Executive Director Veronique Hakim
MTA New York City Transit
2 Broadway
New York, NY 10004

Dear Director Hakim:

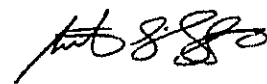
On Monday, June 5th, 2017, at approximately 6:20pm, I was a passenger on an NYC MTA train traveling southbound on the F line between the West 4th Street station and the Broadway/Lafayette station, when the train abruptly stopped in a tunnel and lost its power. As a result, approximately 1,600 passengers were trapped with no light or air conditioning, in what felt like 120 degrees, and limited, untruthful communication from the crew about what had actually occurred. The crew insisted that there was only "train traffic ahead." We had no way to escape the near deadly conditions and began to suffocate in the dangerous temperatures, with no way to open doors for ventilation and no way to communicate to the conductor as to what was happening inside the cars. It is a miracle that all made it off of that train alive.

Based upon the events that took place, before, during and after the near tragedy, I have emphatically urged the National Transportation Safety Board (NTSB) as well as the NYC Council, NYS Senate and NYS Assembly Transportation Committees to conduct an investigation into the facts surrounding what exactly happened on that near deadly train that day, as well as to conduct an overall safety review of the MTA's internal emergency procedures, evacuation protocols and communication standards to bring transparency on their internal operations. This event was an unacceptable failure on many levels. The MTA must do a better job of communicating with passengers during an emergency. No rider should ever feel they need to take safety into their own hands. The MTA must act to prevent these incidents in the future by prioritizing basic maintenance and laying out a clear-cut plan to aid and assist stranded passengers in the event of power failure or in any emergency or evacuation situation.

As a citizen of NYC, home to over 8 million residents, I want accountability from all levels of government to ensure that going forward, the right protocols and safety mechanisms are put into place to assure the riding public and give them the full confidence that commuting on MTA trains is a safe endeavor. I want to see remedies be implemented so that this never happens to anyone ever again.

Please see my attached FOIL request letter. If you need to contact me for any reason, I can be reached at 646-623-7542 or msciaraffo@gmail.com. Thank you for your time and consideration.

Sincerely,



Michael Sciaraffo
NYC Resident

MICHAEL SCIARAFFO

BROOKLYN, NY 11223

June 23, 2017

Denise Fraser
Deputy Exec. Asst. General Counsel/
Freedom of Information Officer
MTA NYC Transit
130 Livingston Plaza, 12th Floor
Brooklyn, New York 11201

Re: Freedom of Information Law Request

Dear FOIL Officer Fraser:

Under the provisions of the New York Freedom of Information Law, Article 6 of the Public Officers Law, I hereby request any and all departmental records or portions thereof pertaining to events that took place before, during and after the train power failure that took place on the F train on Monday, June 5th, 2017 between the West 4th Street station and the Broadway-Lafayette Street station., between the approximate times of 6:20PM and 7:11PM, including:

- Any internal written policies, guidelines, procedures, manuals and instructions related to standardized emergency protocols, emergency evacuation procedures, crew communication standards, training requirements and response to safety-related incidents.
- Maintenance and repair records for each of the train cars that were involved in the power failure on the date and time specified, going back one (1) year from the date of the incident
- Any transcripts, emails or any other records of the communication and decisions made during the event between the operator, conductor, rail control and their superiors, both by the crew on the train cited above, as well as the train that was directly behind, that also had to discharge passengers sharing the same platform
- Safety or employee incident reports, passenger or employee witness statements, customer complaints filed with correspondence, service tickets and any other possible record created during and afterwards regarding the incident stated above
- Any transcripts, emails or any other records of the communication and decisions made between any and all executive board members, including the Executive Director and the Acting Chairman for the first forty-eight (48) hours after the incident referenced above, starting at 6:20PM on the date mentioned above
- The names and titles of those who responsible for deciding the content of the entire initial statement put out publicly by the MTA the day after the incident
- The findings of the internal MTA investigation referred to by the MTA in the initial statement put out publicly the day after the incident

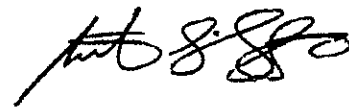
I request a waiver of all fees for this request. Disclosure of the requested information to me is in

the public interest because it is likely to contribute significantly to public understanding of the operations or activities of the MTA and is not primarily in my commercial interest.

As you know, the Freedom of Information Law requires that an agency respond to a request within five business days of receipt of a request. Therefore, I would appreciate a response as soon as possible and look forward to hearing from you shortly.

If for any reason any portion of my request is denied, please inform me of the reasons for the denial in writing and provide the name and address of the person or body to whom an appeal should be directed.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Sciaraffo", with a stylized flourish at the end.

Michael Sciaraffo
1639 West 6th Street,
Brooklyn, NY 11223

MICHAEL SCIARAFFO

BROOKLYN, NY 11223

June 23, 2017

Governor Andrew M. Cuomo,
New York State
NYS State Capitol Building
Albany, NY 12224

Dear Governor Cuomo:

On Monday, June 5th, 2017, at approximately 6:20pm, I was a passenger on an NYC MTA train traveling southbound on the F line between the West 4th Street station and the Broadway/Lafayette station, when the train abruptly stopped in a tunnel and lost its power. As a result, approximately 1,600 passengers were trapped with no light or air conditioning, in what felt like 120 degrees, and limited, untruthful communication from the crew about what had actually occurred. The crew insisted that there was only "train traffic ahead." We had no way to escape the near deadly conditions and began to suffocate in the dangerous temperatures, with no way to open doors for ventilation and no way to communicate to the conductor as to what was happening inside the cars. It is a miracle that all made it off of that train alive.

Based upon the events that took place, before, during and after the near tragedy, I have emphatically urged the National Transportation Safety Board (NTSB) as well as the NYC Council, NYS Senate and NYS Assembly Transportation Committees to conduct an investigation into the facts surrounding what exactly happened on that near deadly train that day, as well as to conduct an overall safety review of the MTA's internal emergency procedures, evacuation protocols and communication standards to bring transparency on their internal operations. This event was an unacceptable failure on many levels. The MTA must do a better job of communicating with passengers during an emergency. No rider should ever feel they need to take safety into their own hands. The MTA must act to prevent these incidents in the future by prioritizing basic maintenance and laying out a clear-cut plan to aid and assist stranded passengers in the event of power failure or in any emergency or evacuation situation.

In the past few weeks since the incident, I have combed through thousands of comments related to the incident on social media, read every article and account by other passengers and seen multiple pictures and videos that tell a more complete accounting of what really happened to us that day. I have also interviewed dozens of MTA employees since the incident to conduct my own citizen investigation. I have taken pictures of the various safety failures that prevented us from being able to open an emergency door or window to get air. I have put together my findings from my investigation as an attachment to this correspondence.

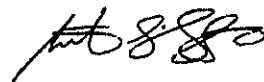
As a citizen of NYC, home to over 8 million residents, I want accountability from all levels of government to ensure that going forward, the right protocols and safety mechanisms are put into place to assure the riding public and give them the full confidence that commuting on MTA trains is a safe endeavor. I want to see remedies be implemented so that this never happens to anyone ever again.

Additionally, I would like to make these 5 recommendations that can be implemented immediately by the MTA and the state towards solving the issues I have raised and would not require decades to achieve:

- Expand the FastTrack upgrade program throughout the entire subway system to expedite improvements
- Appoint a high-level Emergency Manager at the MTA to oversee, manage and overhaul the MTA's approach to all emergency and evacuation protocols, procedures and training.
- Develop, disseminate and advertise emergency and evacuation information to all riders, utilizing pamphlets, station signs, on-board advertisements and billboard, commercial and media campaigns.
- Establish an income tax surcharge on New Yorkers who earn over \$1 million per year to add additional revenue streams to fund improve and maintain service and necessary upgrades.
- Reduce fares for ALL New Yorkers by 25% until service is improved and becomes reliable, not just for LIRR customers. No customers who use the MTA in the state are getting the service that they pay for.

If you need to contact me for any reason, I can be reached at 646-623-7542 or mciaraffo@gmail.com. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael Sciaraffo' with a stylized flourish at the end.

Michael Sciaraffo
NYC Resident

MICHAEL SCIARAFFO

BROOKLYN, NY 11223

June 23, 2017

Honorable Bill Shuster, Chairman
U.S. House Transportation Committee
2079 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Shuster:

On Monday, June 5th, 2017, at approximately 6:20pm, I was a passenger on an NYC MTA train traveling southbound on the F line between the West 4th Street station and the Broadway/Lafayette station, when the train abruptly stopped in a tunnel and lost its power. As a result, approximately 1,600 passengers were trapped with no light or air conditioning, in what felt like 120 degrees, and limited, untruthful communication from the crew about what had actually occurred. The crew insisted that there was only "train traffic ahead." We had no way to escape the near deadly conditions and began to suffocate in the dangerous temperatures, with no way to open doors for ventilation and no way to communicate to the conductor as to what was happening inside the cars. It is a miracle that all made it off of that train alive.

Based upon the events that took place, before, during and after the near tragedy, I emphatically urge the U.S. House Transportation Committee to conduct an investigation into the facts surrounding what exactly happened on that near deadly train that day, as well as to conduct an overall safety review of the MTA's internal emergency procedures, evacuation protocols and communication standards to bring transparency on their internal operations. This event was an unacceptable failure on many levels. The MTA must do a better job of communicating with passengers during an emergency. No rider should ever feel they need to take safety into their own hands. The MTA must act to prevent these incidents in the future by prioritizing basic maintenance and laying out a clear-cut plan to aid and assist stranded passengers in the event of power failure or in any emergency situation.

I will seek to delineate in this letter, along with attached documentation, the true nature of the details that transpired that day. It will include a correction of the facts, contrary to what the MTA said in its statement regarding the near tragedy that same evening.

As a citizen of NYC, home to over 8 million residents, I want accountability from all levels of government to ensure that going forward, the right protocols and safety mechanisms are put into place to assure the riding public and give them the full confidence that commuting on MTA trains is a safe endeavor. I want to see remedies be implemented so that this never happens to anyone ever again.

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Sincerely,



Michael Sciaraffo
NYC Resident

MICHAEL SCIARAFFO

BROOKLYN, NY 11223

June 23, 2017

Honorable John Thune, Chairman
U.S. Senate Transportation Committee
United States Senate SD-511
Washington, DC 20510

Dear Chairman Thune:

On Monday, June 5th, 2017, at approximately 6:20pm, I was a passenger on an NYC MTA train traveling southbound on the F line between the West 4th Street station and the Broadway/Lafayette station, when the train abruptly stopped in a tunnel and lost its power. As a result, approximately 1,600 passengers were trapped with no light or air conditioning, in what felt like 120 degrees, and limited, untruthful communication from the crew about what had actually occurred. The crew insisted that there was only "train traffic ahead." We had no way to escape the near deadly conditions and began to suffocate in the dangerous temperatures, with no way to open doors for ventilation and no way to communicate to the conductor as to what was happening inside the cars. It is a miracle that all made it off of that train alive.

Based upon the events that took place, before, during and after the near tragedy, I emphatically urge the U.S. Senate Commerce, Science and Transportation Committee to conduct an investigation into the facts surrounding what exactly happened on that near deadly train that day, as well as to conduct an overall safety review of the MTA's internal emergency procedures, evacuation protocols and communication standards to bring transparency on their internal operations. This event was an unacceptable failure on many levels. The MTA must do a better job of communicating with passengers during an emergency. No rider should ever feel they need to take safety into their own hands. The MTA must act to prevent these incidents in the future by prioritizing basic maintenance and laying out a clear-cut plan to aid and assist stranded passengers in the event of power failure or in any emergency situation.

I will seek to delineate in this letter, along with attached documentation, the true nature of the details that transpired that day. It will include a correction of the facts, contrary to what the MTA said in its statement regarding the near tragedy that same evening.

As a citizen of NYC, home to over 8 million residents, I want accountability from all levels of government to ensure that going forward, the right protocols and safety mechanisms are put into place to assure the riding public and give them the full confidence that commuting on MTA trains is a safe endeavor. I want to see remedies be implemented so that this never happens to anyone ever again.

If you need to contact me for any reason, I can be reached at 646-623-7542 or msciaraffo@gmail.com. Thank you for your time and consideration.

Sincerely,



Michael Sciaraffo
NYC Resident

MEDIA LINKS REGARDING THE NEAR DEATH TRAGEDY ON THE JUNE 5TH F TRAIN



This nightmare commute on New York's F Train sounds an awful lot like Metro

Washington Post - Jun 6, 2017

"As we waited with no further communication, people started getting very worried," wrote the passenger, Michael **Sciaraffo**. "Almost everyone began fanning themselves with paper, as it felt as if it was just getting warmer and warmer. Beads of sweat ...

Video Shows Desperate Subway Riders Trapped In Dark, Steamy F Train: 'There Was No Air'

Gothamist - Jun 6, 2017

Michael **Sciaraffo**, a 36-year-old city employee from Bensonhurst, said he got onto the doomed F train at West 4th Street shortly after 6:00 p.m. He immediately noticed that the car was unusually hot, but decided to risk it, figuring the rush hour crowd ...



All Aboard Governor Cuomo's F Train Inferno

Village Voice - Jun 6, 2017

During last evening's rush hour, the deterioration of New York City's subway system trapped hundreds of F train commuters in a stalled train just north of Broadway-Lafayette for almost an hour. According to Michael **Sciaraffo**, who wrote a thoroughly ...

A Hot Mess for F-Train Subway Riders Trapped in Cars

New York Times - 21 hours ago

It felt like we were going to suffocate," said Michael **Sciaraffo**, 36, an analyst for the New York City Department of Parks and Recreation. He was on his way home to Bensonhurst, Brooklyn, when the train slowed to a halt and suddenly went silent and black.



Stuck NYC Subway Riders Desperately Try to Break Out of Train

NBC Bay Area - 17 hours ago

Beads of sweat began rolling down people's faces," wrote Michael **Sciaraffo**. People opened side windows and pried open the doors as much as they could, jamming them open with books, just so they could get cross ventilation from passing trains, he said.



Manhattan subway nightmare: Passengers are locked in a car in darkness with no air con for almost an hour and ...

Daily Mail - Jun 6, 2017

Sciaraffo said passengers opened all the windows and tried to pry the doors open to try and get air in the train. People began taking off their layers, first coats and jackets, but some even removed their shirts and pants, he said. 'Some people started ...



After the F train debacle it's time for Andrew Cuomo and the MTA to step up and deliver for subway riders

amNY - 6 hours ago

The funny thing was — when he finally got off the nightmare train after 45 minutes stuck between stations without electricity — the subway cell service worked just fine. That's how Michael **Sciaraffo**, 36, was able to blast out a Facebook post ...



NYC subway riders stuck for an hour without lights or air conditioning

AOL - Jun 6, 2017

According to **Sciaraffo's** account, the train abruptly stopped at a tunnel and the lights went out -- the train

already didn't have air conditioning. Passengers were told it was "train traffic," but they ended up being stuck much longer than usual. "Then ...



Subway breakdown forces passengers to strip amid dangerous heat conditions

The Daily Dot - Jun 6, 2017

According to one passenger, Michael **Sciaraffo**, the entire train's engine shut down, and the lights and air conditioning turned off throughout all the subway cars. Passengers were stuck for approximately 45 minutes in the tunnel, in temperatures that ...



Facebook and Twitter Scenes From a Hellish Ride on a Stalled F Train Without Lights or Air-Conditioning

New York Magazine - Jun 6, 2017

One passenger, Michael **Sciaraffo**, documented the ride extensively in a Facebook post. Passengers opened the train's windows and pried the doors open as much as they could — about “three inches” — to let in some air. People began removing shirts and ...



'Life And Death Matter:' Subway Riders Stranded On Hot, Dark F Train For 45 Minutes

CBS New York - 18 hours ago

But for many, the ordeal felt a lot longer, CBS2's Scott Rapoport reported. “This was a life and death matter. This needs to be taken extremely seriously,” passenger Michael **Sciaraffo** said. He said the F train got so hot, “people started sweating ...



What the 'F' train is up with subway service after passengers stranded in

hot car

WABC-TV - 19 hours ago

Kemberly Richardson has more on the subway car that left passengers stranded underground. (Photo/Michael Sandy Claus **Sciaraffo**). WABC. By Eyewitness News. Tuesday, June 06, 2017 06:13PM. NEW YORK (WABC) --. New York City subway riders are ...



Straphangers faced 'hell on the F train' during Monday night's commute

Metro US - Jun 6, 2017

In a Facebook post recounting the incident, Michael **Sciaraffo** said riders were told when the train first stopped that there was train traffic ahead — “We all know that lie all too well” — and that his fellow passengers immediately began fanning ...



This Video of a Trapped, Steamy NYC Subway Train Is Hell on Earth

Inverse - Jun 6, 2017

Michael **Sciaraffo**, another passenger, posted a long account of the helltrain on Facebook, saying that it was a severe maintenance malfunction, and that many passengers suffered from heat exhaustion, forcing them to remove clothes and almost pass out.



This is the biggest lie told in New York City each day to the largest number of people

New York Daily News - Jun 6, 2017

Riders were disrobing to deal with the heat, many shedding coats and some even shucking their pants, according to **Sciaraffo's** account. Passengers were feeling faint, with some checking on elderly riders to see if they needed help. He wrote that it took ...



Nightmare on the F train in NYC subway

Fox5NY - Jun 6, 2017

Michael **Sciaraffo** was on the train. He recounted the situation on Twitter saying that after a period of no communication, "people started getting very worried. We started to tell everyone to open the side windows and open the doors the three inches we ...

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<http://www.ny1.com/nyc/all-boroughs/transit/2017/06/5/f-train-stuck-broadway-lafayette-street.html>

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Eric L. Adams
Brooklyn Borough President

New York City Subway System Testimony
August 8, 2017
New York City Council Committee on Transportation

Good morning.

I am Eric L. Adams, Brooklyn's borough president, representing 2.6 million people who rely on the Metropolitan Transportation Authority's (MTA) rail and subway network to get them to school, work, and conduct their daily lives throughout New York City.

Straphangers have endured months of increasingly deteriorating conditions including persistent delays, signals failures, and track fires, while having to foot the bill of an ever-increasing MetroCard. Persistent problems have led to decreased economic output and lost tax revenue.

With this significant impact on the City's economy, I have requested the New York City Independent Budget Office (IBO) to conduct an economic impact analysis on the delays in the subway system so we can better understand what these challenges mean in dollars and cents to businesses and tax coffers. We expect to have their findings in the near future.

At worst, these problems have put commuters' lives at risk. In order to keep our City competitive, it is critical that the subways are brought to

a level of operation that is reliable for all New Yorkers, and that can compete with global cities such as London, Paris, and Tokyo. The frustration and hardship that commuters are experiencing is unacceptable.

Ideas about ways to fix the system have been proposed from both our region and from cities from around the world. Governor Cuomo has stated that this summer was going to be the “Summer of Hell” with regard to the Penn Station rail crisis, but if you ask the average commuter, it is hell everyday across the entire transit system.

These drastic times call for bold, Big Apple-style reform measures. Yet, we cannot move forward due to disagreement about whether it is the City or the State that bears primary responsibility for footing the bill. I can say, unequivocally, that having served in both State and City government, when it comes to the MTA, the buck stops with the governor.

Today, our transit system has reached its breaking point. We must provide the necessary investments for our subways, which operate on a 24-hour basis and serve nearly six million passengers a day, in order to keep our system not only in a state of good repair but also to bring it into the 21st century. The subway must be dependable for all of its customers. With a growing population and boom in tourism, it is imperative that the New York City subway receive its fair share of funding.

There needs to be dedicated and protected funds that cannot be redirected elsewhere. Just last month, it was revealed that the cash-strapped MTA helped bail out three upstate ski resorts at the price tag

of \$4.9 million from its own coffers. We need full accounting of the money allocated to the MTA and how it is being spent by Albany.

I am supportive of Mayor de Blasio's "Fair Fix" call for a dedicated income tax surcharge for the most financially prosperous among us; a charge that is estimated to raise \$700-\$800 million a year to not only support our creaking infrastructure but will support the implementation of the "Fair Fares" concept for those struggling the most in our communities.

I reiterate, however, that this new funding stream must be dedicated and protected. New York City should not devote a single additional dollar to funding the MTA until a fully accountable and transparent plan is set forth by the governor, including a payback of dues incurred by the MTA for years of disinvestment as well as a fair consideration of rebalancing the board to reflect the voices of each county that contributes to the system's full ridership, especially the five boroughs of New York City.

As Brooklyn's borough president, I am a frequent rider of our subway system and I also talk to fellow commuters who ride and rely upon the system. For children who are getting to school, adults who are getting to work, and everyone else, our subway system serves as the workhorse of the City's economy. Without it, the city we know today will cease to exist.

Thank you for your time.

**Amalgamated Transit Union (ATU) Advocates Bus Service Improvements
Testimony to City Council Committee on Transportation**

by

**Mark Henry, President and Business Agent, ATU Local 1056 and
Chair, ATU Legislative Conference Board**

&

Bennie Caughman, President and Business Agent, ATU Local 1179

August 8, 2017

Thank you for the opportunity to comment on the need to improve public transit in the City of New York. I am **Mark Henry**, President and Business Agent for Amalgamated Transit Union (ATU) Local No. 1056; and Chair, ATU Legislative Conference Board. Local 1056 represents drivers and mechanics who work for MTA New York City Transit's Queens Bus Divisions. And I am **Bennie Caughman**, President/ Business Agent, Amalgamated Transit Union Local No. 1179.

As mass transit professionals, ATU offers unique and valuable insights. ATU 1056 and ATU 1179 members – bus operators and mechanics – work respectively for MTA New York City Transit's Queens Bus and the MTA Bus division; we serve the riding public.

At almost every opportunity discussing public transit, the ATU emphasizes that smartly investing in public transit keys growth in the economy and job creation.

For many New Yorkers public transit serves as their lifeline to 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.

More often than not, including in Queens, that means buses. Thus we welcome this hearing to remind everyone concerned about public transit in New York City and its surrounding counties to think beyond just the state of our subways – the focus of this hearings.

When discussing how best to improve public transit, policymakers and advocates talk up ferries, more rail and subways, light rail and, inexplicably, a trolley. They often give short thrift to resources to expand bus service – which offers the quickest, most cost effective and flexible means to get more people out of cars and help protect our environment. Any discussion of subways requires a focus on buses as well.

Buses offer a quick means to address a dearth of service or improving what exists throughout the city and especially in Queens, where ATU members serve its residents, visitors, workers and students. Bus routing can also provide alternatives that relieve stress on subways.

Frankly, building in smarter public transit options using buses also assists many residents who currently rely on personal vehicles.

Buses connect neighborhoods. City Hall's plans to develop more affordable housing units and housing with less or no parking requirements needs adequate public transit options in place, and not just to funnel commuters to subway and rail; the city needs buses in place to take residents to school, work, recreation and family within boroughs such as Queens.

Indeed, many communities that require transit or more of it clamor for better options.

We need leadership from transit and transportation planners.

City Hall and the City Council should support advocacy by ATU and others for more buses that the MTA needs to maintain and expand service; this includes a focus on better use of MTA bus lines to serve intra-borough and inter-borough needs rather than just using most bus routes to funnel riders to subways and rail. A holistic approach to bus service will help remedy "transportation deserts" that elected officials such as Council Member I. Daneek Miller clearly identify.

Let's look at some existing bus service and identify a few examples for improvement.

New York City Department of Transportation (NYCDOT) and MTA transit planners need to re-think their focus on Select Bus Service (SBS) – their version, more commonly known as Bus Rapid Transit (BRT) - involves no significant service upgrades.

Studying the SBS metrics makes clear the need to look at the larger picture. ATU favors BRT and SBS approaches as part of any plan to improve bus service system wide. Unfortunately the deployment of substantial human and money resources to date diverts attention from the needed holistic approach to public transit in places – including Queens – that need more, better and the introduction of bus service. In ATU's experience, especially in Queens, SBS hurts communities; since its inception SBS reduced overall service to communities; the implementation of SBS basically replaces Limited (bus stop) service.

Extending SBS features to other local and express routes offer real opportunities to enhance service. Off-board fare payment reduces time to get on and overall travel times. This would work particularly well at subway and other terminals.

Issues involving delays and longer than expected waits often relate to management decisions that take buses and bus operators out of service.

Often, MTA's bus divisions opt not to replace a driver out sick and or a disabled bus.

When MTA managers allow longer than appropriate bus inspection schedules, unsafe equipment often leaves a route short on buses; this only puts drivers and riders at risk in buses that may break down, often unsafely.

The above scenarios means buses out of service either lacking a driver or unable to operate, runs on routes going uncovered and longer wait times for riders, often at the worst times. When fewer buses run blowing published schedules, it impacts passengers facing the summer heat, blustery rain and as the weather becomes colder and more frequently inclement.

Change these MTA policies that allows management decisions that take buses and bus operators out of service.

Buses, new and existing, require fully-functioning depots, and in many cases terminals to facilitate commuter transfer between transit modes. The City needs to make sure progress continues on the MTA's Jamaica bus depot. The City really need to look at identifying a site for a full-scale bus terminal serving downtown Flushing before development makes it impractical. Flushing continues to have an ever increasing ridership as development increases there. Member of Congress Grace Meng proposed it in 2012.

The focus by advocacy groups, including the Riders Alliance, on buses helps change a conversation that gave greater priority to ferries, more rail and subways, light rail and, recently, a trolley; buses still offer the quickest, most cost effective and flexible means to get more people out of cars and help protect our environment.

The so-called NYC Bus Coalition [report](#) on improving bus service basically adopted [recommendations](#) advanced by MTA bus unions including in [testimony](#) and [commentary](#).

The MTA, the city, the state and advocates need to look at funding for more new buses to support bus service changes, expansions, and enhancement. This goes beyond current schedules to replace existing buses.

ATU recommends a strategic look at public bus transit. City, Transit and elected officials need to come together with business and community leaders to explore greater use of buses.

This planning approach, whether it include borough task forces and/or DOT/MTA driven planning group(s), can bring the aforementioned players, the bus operator unions, the riding public, community groups and our elected leaders together and press for the fixes, and more importantly, improvements.

ATU's strategic approach includes some basic needs and options which make sense:

- *restore remaining bus service cuts from 2010.

- *expand (all) bus service to operate 24 hours.

- *introduce express bus service in Southeast Queens at the level that exists in Northeast Queens.

- *acquire more buses to deploy on existing, revised and new routes – a key component of any improvement plan.

- *identify any need for new bus terminals – downtown Flushing plagued by congestion and related issues – remains a prime candidate.

- *identify bus depots which need repair or replacement and schedule such.

Amalgamated Transit Union (ATU) Advocate Bus Service Improvements; Testimony to City Council Committee on Transportation, Tuesday, August 8, 2017, page four

*address congestion on local bus lines particularly during rush hours.

*deploy more buses to meet service needs during rush hours; this includes starting some buses further along a route to allow more riders get a timely ride.

*institute off-bus fare collection not just for SBS.

*looking at dedicated bus lanes for local and limited bus routes such as enjoyed in one borough, with proper enforcement.

*implement free transfers between commuter rail and bus public transit, as currently exist between buses and subways and local and express buses..]

*charge the entity looking at BQX – “the rail to nowhere” – to also review linking the waterfront neighborhoods via buses, which can occur almost instantaneously.

A city which puts a premium not only on planning but engaging the community ought to embrace this holistic approach to ensuring improved bus service.

Bottom line, improving bus service offers a quick, simple and strategic path to effectively upgrading public transit infrastructure, including in Queens.

If this hearing can help direct attention to better use of buses, providing more buses and service, greater progress on depots and identifying needed bus terminal sites, it helps the cause and benefits so many New Yorkers including those who live in those transportation deserts.

Thank you.



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*Amalgamated Transit Union Local 1179, 214-53 Jamaica Avenue, Queens Village NY 11428 * (718) 736-1179*

For more information: Corey Bearak, ATU 1056 & 1179 Policy & Political Director, (718) 343-6779/ (516) 343-6207

**Submitted Testimony of Carlo A. Scissura, Esq.
President and CEO, New York Building Congress,
at a Hearing of the New York City Council
Committee on Transportation
August 8th, 2017**



The New York Building Congress is a leadership organization of the design, construction, and real estate industry that represents over 500 constituent groups comprising more than 250,000 skilled tradespeople and professionals. We provide a forum to advance an industry-wide agenda promoting public policy that focuses on economic and infrastructure investment, job creation and public/private partnerships.

Our organization and membership appreciates the careful attention this Committee has given to infrastructure and transportation improvements, and we thank Chair Ydanis Rodriguez and all the Committee Members for their work and dedication.

As New York's daily commuters can attest, the mass transit system is straining to accommodate historic levels of ridership. Virtually every line has become more crowded in the past year, while delays are becoming longer and far more frequent. Even more concerning is the recent uptick in major incidents, such as this summer's derailment of both an A Train in Harlem and the Q in Brighton Beach.

New York's transit system is its lifeblood. It links our city to other parts of the state, weaves together our boroughs and neighborhoods, and connects our workforce to jobs and our students to schools. Quite simply, our transit system is critical to the success of New York City and the quality of life of our residents, and we must do better.

The recent announcement by Metropolitan Transportation Authority Chairman Joe Lhota of an emergency subway rescue plan couldn't have come at a better time. The short-term MTA plan, which is projected to cost more than \$800 million, will address the most immediate drivers of delays by hiring more workers, repairing the most antiquated signals, adding more cars where possible, and instituting quick fixes for the track and power failures that are plaguing the system.

This is a terrific start, which will hopefully show positive results in the coming months. But as Chairman Lhota was quick to point out, we will have to wait until 2020 and the next MTA five-year capital plan before we are able to address the MTA's most fundamental and complex challenges.

The New York Building Congress stands ready to work with the MTA, Governor Andrew Cuomo, Mayor Bill de Blasio and the City Council on a long-term plan that will make the entire agency more responsive and adaptable, as well as more flexible in its procurement and project delivery methods. We also believe that any and all discussions about the MTA's long-term needs must be accompanied by a frank assessment of the projected costs and a realistic funding plan.

The Building Congress advocates the adoption of dedicated revenue sources devoted exclusively to the MTA's capital program. All options must be on the table, including a uniform toll on vehicles entering Manhattan's central business district; an increase in the Petroleum Business Tax; removal of the artificial cap on the gasoline sales tax; and a hike in the MTA region sales tax surcharge.

We must also strongly consider a new tax on app-based ride-hailing services, as well as one-time revenue sources that could serve as a down payment on the purchase of new subway cars and the modernization of the subway's signaling system. One potential source is the New York State Department of Financial Services, which is said to have a few billion dollars in settlement funds yet to be dispersed or earmarked. A statewide bond act to fund the MTA is another possible revenue source.

Once we have an inventory of needs, as well as a reliable estimate of funding, we can map out a solid plan to create a more reliable, modern and convenient subway system.

Every level of government has a role to play, along with the region's businesses, drivers and commuters. If everyone contributes, we can do far more than return to a state-of-good repair – we can create a more seamless and efficient transit network that can grow in lockstep with our economy and population.



STACEY PHEFFER AMATO
Assemblywoman 23rd District
Queens County

THE ASSEMBLY STATE OF NEW YORK ALBANY

COMMITTEES
Consumer Affairs & Protection
Corporations, Authorities & Commissions
Governmental Employees
Racing & Wagering Veterans' Affairs

CHAIR
Subcommittee on Child Product Safety

MEMBER
Legislative Women's Caucus

August 8th, 2017

Committeemembers and members of the New York City Council,

My name is Stacey Pheffer Amato, and I serve as Assemblywoman for South Queens, including Howard Beach, Ozone Park, Ozone Park and the Rockaway Peninsula - possibly the most under-served part of New York City for mass transit. I was so thrilled to hear of the tour undertaken by the members of the Council and the Assembly around NYC to talk to people about their transit experiences. I understand you got an earful, and New Yorkers are grateful for your proactive efforts to put our key transit challenges on the table.

I'm writing because I know exactly why your tour didn't include South Queens - there's no reasonable way to get here. So, in the spirit of teamwork, I'd like to fill in some of the gaps.

Much of our community is beach, which is famous for two reasons - people love to go here, and superstorms hit us the hardest. Many folks heard of Rockaway for the first time when Sandy hit. But since then, lots of folks have seen the jewel that this community is, and we've experienced a huge surge in activity not seen since the 1960s.

Why the 1960s? Well, for 80 years, from 1880 to 1960, there was a reasonable way to get here - the Rockaway Beach Rail Line. Then they just sort of deactivated it, and people go where there's transit. So that's a problem. It's been sitting dormant for almost 60 years, and it's no wonder that people are seriously talking about reactivating it for the first time in a while. We strongly urge your support on that; 15 years after the Civil War, you could get to Manhattan from where we are in 40 minutes. Now it takes an hour twenty. I don't need to break down the economic impact of that - it's currently being studied by the MTA, NYCT and LIRR together. Please stay on them.

There are several other things that are crucial for equitable transit access in South Queens:

1) We just got a new Ferry, which is great, because it provides the only direct access to the City in under an hour. This is obviously a huge benefit to not only commuters, but seniors, students and the disabled... or it would be, except those with reduced fares are being charged twice. I just called on the EDC to stop forcing senior citizens and the disabled to buy TWO separate monthly reduced-fare passes, which amounts to double-charging, and just start taking MetroCards on the Ferry. This is not just a critical link in our transit infrastructure - as explained above, it's our ONLY reasonable link at the moment. Please help us call on the EDC to make sure there's no surcharge on those who can least afford to pay for using it.

2) The Cross Bay Bridge connects Rockaway to Broad Channel to "mainland" Queens, which is great, except that it's tolled. There's actually a toll on a bridge *inside* a borough. We're a beach community, which means most of our important economic activity comes in from the outside. But that commercial activity is charged more than \$2 each way with an EZPass, and more than \$4 each way without one. We get a reimbursement if we live on the Peninsula or in Broad Channel, but again - those who are simply driving within their borough to take advantage of our hospitality aren't so lucky. Since our communities are closely tied together, this means students who go to our schools, folks who shop in our stores or go to our concerts, and everyone visiting family on the other side of the Bay, pays a surcharge - and that's just plain bad for our economy. The Cross Bay Bridge Toll was supposed to be eliminated after the bond was paid off, but that never happened - they just kept charging the toll. We're calling on you to ask the MTA to remove this albatross from our economy's neck.

3) Last but certainly not least, there are common-sense changes the MTA has made from time to time to make the A train route more efficient, running trains directly and reducing long stopovers in Broad Channel. We are asking the MTA to make those changes 24/7/365. The reason is simple: we are not a resort community, and while we understand some of these changes are made dynamically in response to conditions on the ground, fixes to "accommodate" seasonal traffic are not all we need. Almost 130,000 people live on the Rockaway Peninsula year-round. With our lack of transit options, having utmost efficiency applied at all times of year is absolutely paramount. Please work with the MTA to ensure they run our system at peak efficiency for our riders at all times, as real New Yorkers need and deserve.



STACEY PHEFFER AMATO
Assemblywoman 23rd District
Queens County

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

COMMITTEES
Consumer Affairs & Protection
Corporations, Authorities & Commissions
Governmental Employees
Racing & Wagering Veterans' Affairs

CHAIR
Subcommittee on Child Product Safety

MEMBER
Legislative Women's Caucus

All New Yorkers deserve access to the transit grid and freedom of movement. Being able to get from Point A to Point B in a reasonable amount of time, for the same cost, is fundamental to the assumptions of how New York City works and the guarantees of access that it makes to its citizens. Right now, South Queens is being badly left out of those guarantees, which limits options for employment, education and growth for my community. Please make it a priority to work with us and with the MTA to fix this inequity as part of your broader campaign to bring our transit system up to par.

Thank you again for accepting our testimony and for what you're doing for present and future generations of New Yorkers. I look forward to working with you to build a more just, accessible and resilient system that, at long last, serves all New Yorkers.

Sincerely,

Stacey Pheffer Amato
Member of Assembly, 23rd District



New York City Council Committee on Transportation Hearing

August 8, 2017

Testimony of Eric McClure, Executive Director, StreetsPAC

Thank you for the opportunity to offer our thoughts on how to improve the New York City subway system.

It's impossible to overstate how important the subways are to New Yorkers. As we underscored in the Transportation and Equity Agenda we released in partnership with seven other leading advocacy organizations last month, mobility is opportunity in New York City, and nothing moves more New Yorkers more quickly and efficiently than the subway. It's the mechanized circulatory system that keeps the city alive.

But as everyone here today knows all too well, the system is suffering badly. Breakdowns, outages, signal malfunctions and track problems occur daily, inconveniencing hundreds of thousands of people at a time. Commutes have turned into craphoots. Weekend subway trips have become odysseys. Nothing short of our global competitiveness is at stake.

The great shame in this is that it's all fixable, if only for want of political will and the willingness to invest properly in our most critical infrastructure. It's time to implement the Move New York Fair Plan, which will not only provide a large, bondable revenue stream for the MTA, but tackle crippling congestion, to boot. And it's time to get our capital construction costs, among the highest in the world, under control.

It's time to get serious – really serious – about upgrading the critical signal systems that run the subways. The Subway Action Plan outlined last month by MTA Chairman Lhota is a badly needed step in the right direction, but it's just a step. It must be followed by a giant leap forward on implementing communications-based train control, a process that has floundered for too many years. It will take money, and it will take will.

It's time to implement a new, 21st century payment system, one that will allow a New Yorker to transfer seamlessly from a ferry to a subway to a Citi Bike, all for a single fare. Using a phone, or a contactless fob.

It's time to make the subway system fully accessible to all New Yorkers. The fact that only a fraction of the system's stations have elevators, and that far too many of them are not working at any given time, is patently unacceptable. We put a man on the moon nearly half a century ago, but we can't keep an escalator running for more than a few weeks at a time. Platform doors, which should be rolling out across the system by now, aren't even in the conversation. Again, it's money, and will.

Let's use the shutdown of the L line in 2019 as a testing ground for new methods and technologies. Experiment. Learn. Refine. Improve.

And then, of course, there's our struggling bus system, whose falling ridership and interminably slow routes make our subway look flawless by comparison. But that's a discussion for another day and hearing.

Our future as a city will only be as good as our transit system. We need to put politics aside and fix our subway problems, now. We commend the City Council for shining a spotlight on the problems, and for its willingness to lead in identifying solutions that will get New York City back on track.

**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: 6/8/17

(PLEASE PRINT)

Name: Jose Porrett
Address: 477 West 140th, New York, NY 10030

I represent: _____

**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: Leo Loyola
Address: 84-19 51st ave apt 2P
I represent: MBPO
Address: 1 Centre St. New York, NY 10007

**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: Adair Martinez
Address: 596 E 14th Avenue
I represent: Deborah Rose
Address: 49th District

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: David K. Towel

Address: 633 3rd Ave NY NY 10017

I represent: CSS / MTA Board

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: Earl Phillips, Sec-Treasurer

Address: _____

I represent: TWU Local 100

Address: 195 Montague St BROOKLYN NY

**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: 8/8/17

(PLEASE PRINT)

Name: David KATZMAN TWU

Address: 195 Montague St.

I represent: TWU Local 100

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: 8/8/17

(PLEASE PRINT)

Name: John Chiarello TWU Local 100

Address: 195 Montague St. Brooklyn NY

I represent: TWU Local 100

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: 8/8/17

(PLEASE PRINT)

Name: Earl Phillips, Secretary Treasurer TWU

Address: 195 Montague St Brooklyn NY

I represent: Transport Workers Union Local 100

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: Assemblyman Jeffrey Dinowitz

Address: 3107

I represent: _____

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: Edith Prentiss

Address: 739 W 186 St 4E NYC 10023

I represent: Disabled in Action

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: Aug 8, 2017

(PLEASE PRINT)

Name: Debra Felhaber

Address: _____

I represent: CHS

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: 8/8/17

(PLEASE PRINT)

Name: MATTHEW SWICKEN

Address: 3 Stormytown Rd Ossining NY

I represent: CON EDISON

Address: 4 IRVING PL NY NY

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: 08/08/17

(PLEASE PRINT)

Name: Kyle Kimball

Address: 4 Irving Pl

I represent: Con Edison

Address: 4 Irving Pl

**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: 8/8/17

(PLEASE PRINT)

Name: Alex Mathieson

Address: 413 Sackett St. #3

I represent: MOVE NY

Address: - same -

**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: Polly T. ...

Address: Dean of Fulehun

I represent: _____

Address: OMB

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: Gale Brewer

Address: 1 Centre Street

I represent: Manhattan Borough President

Address: 1 Centre Street

**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: 8/8/17

(PLEASE PRINT)

Name: Kate Slenn

Address: _____

I represent: Regional Plan Association

Address: One Whitehall St

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 8/8/17

(PLEASE PRINT)

Name: MARY KAESSINGER

Address: BROOKLYN

I represent: DISABLED RIDERS

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: George Sweeting

Address: _____

I represent: Independent Budget Office

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: 8/8/17

(PLEASE PRINT)

Name: Veronica Vanterpool

Address: 350 W. 31st Street

I represent: Tri-State Transportation 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: Senator Michael Gianaris

Address: 31-19 Newtown Ave, Astoria, NY 11106

I represent: Queens

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: ADIRA SIMAN

Address: _____

I represent: PARTNERSHIP FOR NEW YORK CITY

Address: 1 BATTERY PARK PLAZA NY, NY 10004

**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: 8/8/2017

(PLEASE PRINT)

Name: THOMAS DEVANEY

Address: 40-14 62ND ST WOODSIDE

I represent: THE MUNICIPAL ART SOCIETY OF

Address: 488 MADISON AVE NY

**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: The Rev. Joe Parrish

Address: 300 E 56th St, NYC 10022

I represent: CBS, Disaster Chaplaincy Services

Address: Midtown East Side

**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: 8/8/17

(PLEASE PRINT)

Name: MARY KAESSINGER

Address: 1801 DORCHESTER APT 3M

I represent: DISABLED RIDER

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: 8/8/17

(PLEASE PRINT)

Name: Jason Anthony Pineiro

Address: Brooklyn

I represent: Transit riders

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: 8/8/17

(PLEASE PRINT)

Name: Nickolas Sifuentes

Address: 121 6th Ave. 6th Flr. NY NY 10013

I represent: Riders Alliance

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: Aug 8th 2017

(PLEASE PRINT)

Name: Whitney Moore

Address: 195 Chester Street Bklyn NY 11212

I represent: Public

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: DEBORAH HOLTZ

Address: 90 RIVERSIDE DRIVE

I represent: _____

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: Leo Loyola

Address: 84-19 51st ave apt 1P

I represent: Manhattan Borough President's Office

Address: 1 Centre Street, New York NY 10007

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: 8/8

(PLEASE PRINT)

Name: David Bragdon

Address: 1 Whitehall Street

I represent: Transit Center

Address: 1 Whitehall, 17th floor

**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: William Henderson

Address: 2 Broadway

I represent: NYC Transit Riders Council

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: New York City Comptroller Scott Stringer

Address: 1 Centre St.

I represent: _____

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: 8/8/17

Name: STEPHEN BAUMAN (PLEASE PRINT)

Address: 13810 FRANKLIN AV FLUSHING NY

I represent: SELF

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: 8-8-17

Name: Michael Sciaraffo - Emergency Evacuation (PLEASE PRINT)

Address: Plans

I represent: 6 million subway riders

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: _____

Name: JACI COHEN (PLEASE PRINT)

Address: _____

I represent: STRAPHANGERS CAMPAIGN

Address: 9 MURRAY ST, NEW YORK NY

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: Scott Stinger, NYC Comptroller

Address: 1 Centre St NY, NY 10007

I represent: _____

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: Tim Mulligan

Address: ~~Exec~~ Exec Vice President

I represent: NYC TRANSIT

Address: MTA

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: 8/8/17

(PLEASE PRINT)

Name: Veronique Hakim - Managing Director - MTA

Address: Doug Johnson - Director of Management and Budget
- MTA

I represent: _____

Address: Tim Mulligan - Executive Vice President
- NYC

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: _____

Name: Polly Trottenberg (PLEASE PRINT)

Address: Dem DOT OMB

I represent: _____

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: 8/8/17

Name: Polly Trottenberg (PLEASE PRINT)

Address: 55 W 4th St.

I represent: NYC DOT

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: Vehougie HAKIM

Address: Managing Director

I represent: MTA

Address: John - 21

◆ 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: Doug Jackson Johnson

Address: Dir of Budgets

I represent: MTA

Address: _____

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