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Press Release

September 11, 2015

[MTA Headquarters](#)

IMMEDIATE

Statement From MTA Chairman and CEO Thomas Prendergast

"Last night, a subway train derailed in Brooklyn when it came in contact with a deteriorated section of bench wall next to the track. MTA New York City Transit's Office of System Safety is investigating the root cause of why the wall reached into the path of the train and any contributing factors, and will publicly release those findings once it reaches a conclusion.

"Make no mistake: The Metropolitan Transportation Authority is fully responsible for the safe and reliable operation of the New York region's mass transit system, and an incident of this magnitude is unacceptable. The MTA and its regional funding partners have invested more than \$100 billion into rebuilding the system over the last 30 years, and our customers expect us to continually renew, enhance and expand the network.

"Unfortunately, the regional consensus that has rebuilt the MTA is fraying. The MTA's proposed 2015-19 Capital Program would invest \$26.8 billion to renew, enhance and expand the transit network. We asked the State of New York to invest \$8.3 billion, and Governor Cuomo agreed. But when we asked the City of New York to invest \$3.2 billion, they offered only \$657 million. The City's contribution has fallen far short of the rate of inflation, much less real support for the \$800 billion worth of MTA assets within the five boroughs.

"Our 2015-19 Capital Program allocates \$927.5 million for repairing and rebuilding subway line structures, including bench walls such as the one involved in last night's derailment. That's more than double the \$434.5 million in the prior program. But the MTA is barred by law from spending a single dollar on new capital projects until the state Capital Program Review Board approves our program – which can only happen when the City agrees to pay its fair share.

"I am tired of writing letters to City officials that result only in vague calls for more conversations. The sooner we can end these games and get to work on rebuilding our transit network, the better we can serve the 8.5 million customers who rely on the MTA every day."