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IMMEDIATE

Further New York Leaders React to MTA Capital Plan

A further round of New York leaders today reacted to the Metropolitan Transportation Authority's proposed 2020-2024 Capital Plan, which was unanimously approved yesterday by the MTA's Board. Their comments are below. Details of capital plan are available at <https://new.mta.info/2020CapitalProgram>.

Ned Sullivan, President of Scenic Hudson, said: "A well-capitalized MTA system is the single most important investment New Yorkers can make to promote environmental sustainability, clean air, and to stem the devastating impacts of climate change. Scenic Hudson thanks Governor Andrew Cuomo and MTA Chairman Pat Foye for this historic investment in our crucial mass transit infrastructure, building on their track record of national-caliber leadership."

James Whelan, President of the Real Estate Board of New York, said: "New York's economy needs a reliable and efficient transit system in order to grow and thrive. Modernizing our subways, buses and commuter rail networks are critical to the future success of our city, state, and region. We want to thank the MTA for putting forward a comprehensive plan to address many of the city's pressing mass transit needs."

Marsha Gordon, President of the Business Council of Westchester, said: Having an effective transportation infrastructure, which provides safe, reliable and accessible transportation throughout the region is essential to economic development and smart growth. In Westchester, we are fortunate to have three Metro-North lines serving our County; this investment in our rail system – and expansion of rail options – is most welcome news for businesses, consumers and residents."

Lisa Daglian, Executive Director of the Permanent Citizens Advisory Committee to the MTA, said: "The \$51.5 Billion capital plan passed by the MTA Board on Wednesday is more than an investment in the region's transit network, it's an investment in the region's riders and that's the way it should be. We're pleased that there is a focus on increasing service, reliability and accessibility with funding for stations, signals and rolling stock. Implementing the visions laid out in Fast Forward, LIRR Forward and Metro-North Way Ahead are critical to meeting the needs of the traveling public now and into the future. Riders need and deserve the system this capital plan promises, and we look forward to the benefits these improvements will bring."

Rick Surpin, President of Independence Care System, said: "This historic investment in accessibility represents an unprecedented opportunity, and also responsibility, for the MTA. It is long overdue. Using public transit is a basic right and need, not a privilege, so the MTA must plow ahead to get this done, regardless of political impacts on funding."

Jonathan F.P. Rose, President of Jonathan Rose Companies, said: "The success of smart growth and transit-oriented development depends on a well-functioning transit system. This impressive slate of investments will help build a well-functioning system and give the region's builders even more confidence to double down on environmentally friendly smart growth strategies."

The new comments follow those made yesterday:

James Weisman, President & CEO, United Spinal Association, said: "This capital plan makes historic investments in accessibility that will be life-changing for millions of people across the region served by the subways, buses, and railroads. The billions of dollars invested in accessibility in this capital plan reflect a leap forward in the MTA's commitment to prioritizing accessibility and ensuring that our entire mass transit system is accessible to people of all abilities, and I am encouraged by the vision this plan reflects and look forward to its implementation."

Tom Wright, CEO and President, Regional Plan Association, said: "A modern, reliable and efficient transit network is the backbone of the region's economy and critical for everyone who lives and works here. The MTA Capital Plan will fund vital improvements for our subways, buses and commuter rail, including signal, station, and accessibility upgrades and better service. Tracking progress and setting goals for these projects and programs, including congestion pricing, is vital to keep the public informed of the enormous benefits. We enthusiastically support the MTA Board's approval of the plan and look forward to working with the MTA leadership to implement these ambitious projects."

Rachael Fauss, Senior Research Analyst, Reinvent Albany, said: "Reinvent Albany thanks MTA CEO/Chair Foye and MTA staff for publishing a spreadsheet of capital plan projects. . . . We welcome this transparency and appreciate this opportunity to praise the MTA."

Putnam County Executive MaryEllen Odell, said: "In addition to the track and tunnel improvements that will benefit all commuters, I'm pleased to see that the proposed Capital Program will invest \$184 million to expand the capacity of the Harlem Line. Adding more parking at the Southeast station, allowing for future Brewster yard expansion and adding new, more reliable electric cars will greatly benefit Putnam County residents. I want to thank Neal Zuckerman, who has worked diligently on behalf of our commuters since I appointed him to be Putnam County's MTA representative in 2016."

Robert Wessels, Acting Executive Director of the General Contractors Association of New York, said: "The Capital Plan approved by the MTA Board is a robust and aggressive roadmap that will rehabilitate, expand, and make the system accessible for all New Yorkers. We applaud Chairman

Foye, Executive Director Hakim and Director of Development Lieber for this bold and forward-thinking approach to building a better, more resilient system, and we look forward to working with them to implement its elements efficiently and cost-effectively.”

David Kapell, Executive Director of the Right Track for Long Island Coalition, said: “This plan continues the historic level of commitment from the State and the MTA to invest in the Long Island economy. By investing historic levels in the LIRR core plan, and completing East Side Access and Main Line Expansion, this plan will improve the reliability of train service, create jobs, and provide the underpinning for the Island’s continuing shift toward smart growth and transit-oriented development.”

Those comments followed those made Wednesday:

Gary LaBarbera, President, Building & Construction Trades of Greater New York, said: “We are beyond pleased that the MTA five-year Capital Program was unanimously approved. The plan will go down in history as one of the most important investments ever made by the State of New York in our transit network. From subway station modernization and accessibility to bridge upgrades and repair, the MTA Capital Program will create a faster, more accessible and more reliable transportation system. The investment will create thousands of high-quality, good-paying, middle-class union jobs with benefits.”

Steven Rubenstein, Chairman of the Association for a Better New York, said: “Funding our mass transit is not only essential for our city’s economic future, it will create a more efficient, accessible, and modern system. We applaud the MTA for approving this essential budget and making tremendous strides for all New Yorkers.”

Mitchell L. Moss, Director of New York University’s Rudin Center for Transportation Policy & Management, said: “The MTA Capital Plan is essential to the future economic health and vitality of New York City and the surrounding region. The leadership of the MTA has launched a bold and intelligent plan that will transform the way in which New Yorkers live - by improving our subways, buses and commuter rail systems.”

John Raskin, Executive Director of the Riders Alliance, said: “The MTA capital plan approved today is a big step toward the reliable transit system we need. It’s ambitious in scope and tackles the big problems like modernizing signal technology and making more subway stations accessible. If this work happens as planned, the transit system will truly be on the road to repair. Fixing the transit system will require years of work and ongoing dedication from the governor and members of the legislature. Today’s vote is just one step on that path, but it’s an important step and we’re heading in the right direction.”

Kathryn Wylde, President and CEO of the Partnership for New York City, said: “The MTA Board’s unanimous approval of a \$51.5 billion, five year capital plan signals consensus on a program that, when successfully implemented, will dramatically improve our regional transit system. We congratulate the MTA leadership and Governor Cuomo for laying out clear priorities and the funding commitments required to achieve them. Through the Transit Innovation Partnership, the business community is working closely with the Governor and the MTA to ensure that New York becomes the global leader in public transportation. Nothing is more important to New York’s economic well-being,”

Carlo A. Scissura, Esq., President & CEO, New York Building Congress, said: “The MTA’s capital plan is one of the most ambitious investments in New York City’s transit infrastructure in modern history. The New York Buildings Congress is encouraged to see a plan that will unlock billions of dollars to improve our transportation system and provide New Yorkers with the service they deserve. It’s critical that all members of the building industry are included as partners throughout this revitalization plan.”