

Staff Summary

Subject Board Authorization to File for and Accept Federal Grants
Department Capital Funding Management
Department Head Name Kevin Willens, Chief Financial Officer
Department Head Signature
Project Manager Name Olga Chernat, Deputy Chief, Financial Services

Date April 29, 2024
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action-					
Order	To	Date	App	Info	Other
1	Finance	04/29/2024	x		
2	Board	04/30/2024	x		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	Chief of Staff		

Purpose
To secure MTA Board approval to file for and accept Federal grants for Federal Fiscal Year (FFY) 2024.

Discussion
Enclosed is a resolution for Board action prepared in conformance with past practices to:

- Authorize the Chairman or any of his designees to make required certifications and assurances.
- Authorize the filing and acceptance of grant applications for FFY 2024 Federal appropriations.

Projects authorized to be submitted for Federal funding are those referenced in the published Notice of Public Hearing and described in the MTA Description of Projects for FFY 2024. A copy of the resolution requesting MTA Board approval and the list of the projects are attached to this staff summary.

In accordance with FTA regulations, a public hearing inviting public comment on the projects proposed to be submitted for federal funding was advertised beginning on January 8, 2024. Written comments (via mail or the MTA.info website) were solicited, and a hearing to solicit comments was held on Tuesday, February 6, 2024 (both in person and via Zoom) (the "Hearing"). At the Hearing, the Acting Director of Capital Funding Management read into the record the amounts of Federal funds and dollar amounts of work covered by the Notice.

A transcript of the Hearing and written comments submitted in conjunction with the Hearing are available on the Director's Desk. Fifteen members of the public gave testimony at the Public Hearing, and nine on-line comments were received. Collectively, these statements/comments discussed requests for increased federal funding for local transit infrastructure; support for congestion pricing; Broadway Junction improvement, and Interborough Express project; increased ADA accessibility/elevators, escalators, ramps at subway stations and along commuter railroad stations; W Train service extension into Brooklyn; improved aging transit infrastructure; funding for Penn Station design work and reconsideration for new construction funding from FRA instead of FTA; improved safety of customers with mobility devices; reduced fares for seniors and people with mobility impairments; improved track, signals and communications, and bus service; extension of service on the Staten Island Railway from Tottenville to Perth Amboy and the Q train to 125th Street; as well as comments in support of increased federal funding for capital projects. In accordance with applicable federal requirements, MTA and agency staff have reviewed and considered all substantive public comments concerning the proposed program of projects for federal funding.

Recommendation
It is recommended that the MTA Board approve the attached resolution in order to permit the filing and acceptance of Federal assistance for FFY 2024.

**RESOLUTION ADOPTED AT A MEETING OF
METROPOLITAN TRANSPORTATION AUTHORITY
Wednesday, April 30, 2024**

WHEREAS, on and after January 8, 2024, a Notice of Public Hearing on the projects to be considered for inclusion in applications to the United States Department of Transportation (USDOT) for Federal financial assistance under Section 5307, Section 5309, Section 5324, Section 5337, Section 5339 and Section 5340 of Title 49, Chapter 53, United States Code, or under 49 U.S.C 5300 et seq. as well as funds available for transit use under Title VII of the Bipartisan Infrastructure Law (surface transportation act and other federal appropriations) was published in newspapers of general circulation (including newspapers oriented to minority communities) in the geographic area to be served thereby, which Notice contained a summary of the capital improvement program for federal fiscal year 2024 for the New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Long Island Rail Road, Metro-North Commuter Railroad, MTA Construction & Development, MTA Bus Company, Staten Island Rapid Transit Operating Authority; and

WHEREAS, the full program of projects including descriptions of individual projects, for federal fiscal year 2024, was available to the public, as indicated in the notices published in newspapers, either by request or at public offices in the area served by the Metropolitan Transportation Authority (the "Authority"); and

WHEREAS, all of the principal elected officials of each general purpose unit of government within the service areas of the public transportation operators for whom assistance is being sought under the said project application were notified by mail of such application; and

WHEREAS, on Tuesday, February 6, 2024, the Public Hearing was conducted by the Authority affording to all concerned the opportunity to present their views, and to submit written statements concerning the projects, including consideration of the economic and social effects of the projects, their impact on the environment and their consistency with the goals and objectives of such urban planning as has been promulgated by the affected communities; and

WHEREAS, the members of the Authority have had an opportunity to review the testimony given at the said Public Hearing, and the statements submitted in connection therewith.

NOW, THEREFORE, BE IT RESOLVED BY METROPOLITAN TRANSPORTATION AUTHORITY:

1. The Chairman, or any of his designees, be and each of them hereby is, with respect to applications for grants for projects under Section 5307, Section 5309, Section 5324, Section 5337, Section 5339 and Section 5340 of Title 49, Chapter 53, United States Code, or under 49 U.S.C 5300 et seq. as well as funds available for transit under Title VII of the Bipartisan Infrastructure Law, authorized to certify to the United States Department of Transportation that the Authority has (a) afforded an adequate

opportunity for a Public Hearing on the projects pursuant to adequate prior notice, and has held such Hearing; (b) considered the economic and social effects of the projects and their impact on the environment, including requirements under the Clean Air Act, the Federal Water Pollution Control Act and other applicable federal environmental statutes, and their consistency with goals and objectives of such urban planning as has been promulgated by the affected communities; (c) found that the projects are consistent with the official plans for the comprehensive development of the urban area to be affected; and (d) found that the projects are in the best overall public interest taking into consideration the need for fast, safe and efficient public transportation services, and conservation of the environment, historic sites and natural resources and the cost of eliminating or minimizing any adverse effects.

2. The Chairman, or any of his designees be, and each of them hereby is, authorized to deliver to the said department a copy of the published notices of and transcript of the said Hearing, including those written statements submitted in connection therewith, and to advise the said department (a) that it may consider the applications as the Authority's final applications, subject to such revisions as the Chairman, or his designees may deem acceptable; (b) that the views, if any, concerning the projects of those principal elected officials of each general purpose unit of government within the service areas of the mass transportation operators for whom assistance is being sought under the said applications, are as set forth in the transcript of the said Public Hearing and those written statements submitted in connection therewith.
3. The Chairman, or any of his designees be, and each of them hereby is, authorized to execute and file applications and accept from the United States of America, on behalf of the Authority, grants of financial assistance under successor legislation to Section 5307, Section 5309, Section 5324, Section 5337, Section 5339 and Section 5340 of Title 49, Chapter 53, United States Code, or under 49 U.S.C 5300 et seq. as well as funds available for transit use under the Bipartisan Infrastructure Law (in such amounts as may become available) in connection with the projects upon such terms and conditions as the Chairman, or any of their designees shall deem acceptable.

CERTIFICATION

The undersigned hereby certifies that she is the Assistant Secretary of Metropolitan Transportation Authority, a public benefit corporation of the State of New York, and that the foregoing is a true and correct copy of a resolution adopted at a meeting of the said Authority duly held on the 30th day of April 2024, which meeting a quorum of the said Authority was present and acting throughout.

Victoria Clement
Assistant Secretary

Dated: _____

Federal Fiscal Year 2024

ACEP ID/Agency PIN	Project/Project Description	Estimated Federal Request (\$M)	Page
NEW YORK CITY TRANSIT			
<i>Subway Cars</i>			
T8010103	Purchase Subway Cars	\$1,400.00	1
	Subtotal	\$1,400.00	
<i>Bus Replacement</i>			
T8030201	Purchase Normal Replacement of Buses	\$400.00	2
	Subtotal	\$400.00	
<i>Stations</i>			
T8040714	Replace Various Escalators at Broadway Junction Complex	\$60.00	3
T8041234	Platform Components Investment: Broadway Junction Complex	\$15.00	4
T80412XX	Station Work: System-wide	\$400.00	5
T8041310	ADA Myrtle Av / Jamaica Line	\$80.00	6
T8041316	ADA Norwood Avenue / Jamaica Line	\$80.00	7
T8041320	ADA Avenue I / Culver	\$85.00	8
T8041346	ADA: Broadway Junction Complex (JAM, CNR, FUL)	\$375.00	9
T8041376	ADA Burnside Av / Jerome Avenue	\$85.00	10
T80413XX	Station Accessibility: System-wide	\$350.00	11
T80413XX	ADA Package 5: System-Wide	\$200.00	12
T80413XX	ADA Package 7: System-Wide	\$250.00	13
T80413XX	ADA Package 8: System-Wide	\$450.00	14
T80413XX	ADA Package 9: System-Wide	\$125.00	15
T80413XX	ADA Package 10: System-Wide	\$425.00	16
	Subtotal	\$2,980.00	
<i>Line Equipment</i>			
T80605XX	Line Equipment Rehabilitation: System-wide	\$200.00	17
	Subtotal	\$200.00	
<i>Line Structures</i>			
T80703XX	Line Structure Rehabilitation: System-wide	\$350.00	18
	Subtotal	\$350.00	
<i>Signals and Communications</i>			
T80803XX	System-wide Signal Improvements: Various Locations	\$250.00	19
T80806XX	Communication Modernization: Various Locations	\$325.00	20
	Subtotal	\$575.00	
<i>Power</i>			
T80902XX	Substations: System-wide	\$100.00	21
T80904XX	Power Distribution: System-wide	\$225.00	22
	Subtotal	\$325.00	
<i>Shops</i>			
T81004XX	Shops and Yards	\$300.00	23
	Subtotal	\$300.00	
<i>Depots</i>			
T81203XX	Depot Rehabilitation & Reconstruction	\$50.00	24
	Subtotal	\$50.00	
<i>Misc./Emergency</i>			
T816XX	MIS / Employee Facilities	\$100.00	25
TBD	Bus Fleet & Subway Car Equipment State of Good Repair Investment	\$100.00	26
	Subtotal	\$200.00	
New York City Transit Total		\$6,780.00	

LONG ISLAND RAILROAD**Stations**

L8020409	ADA Hollis Station	\$60.93	27
L8020412	ADA Forest Hills	\$90.68	28
L8020413	ADA Copiague Station	\$4.37	29
L8020420	ADA Amityville Station	\$4.38	30
L8020422	ADA Massapequa Park Station	\$4.37	31
L8020423	ADA Lindenhurst Station	\$4.38	32
L8020424	Valley Stream Escalator / Elevator Replacement	\$23.70	33
L8020425	Auburndale Elevator Replacement	\$7.90	34
L8020426	Babylon Station Platform Replacement	\$155.00	35

Subtotal	\$355.71	
-----------------	-----------------	--

Track

L8030109	2024 Annual Track Program	\$50.50	36
L8030403	JCI - Hall Interlocking Expansion	\$18.60	37

Subtotal	\$69.10	
-----------------	----------------	--

Power

L8070103	Power Component Repairs and Replacements	\$31.80	38
----------	--	---------	----

Subtotal	\$31.80	
-----------------	----------------	--

Miscellaneous

TranTech	Transit Technical Assistance	\$0.50	39
----------	------------------------------	--------	----

Subtotal	\$0.50	
-----------------	---------------	--

Long Island Rail Road Total	\$457.11	
------------------------------------	-----------------	--

METRO-NORTH RAILROAD**Rolling Stock**

M801-01-01	M-9A Procurement	\$484.64	40
------------	------------------	----------	----

Subtotal	\$484.64	
-----------------	-----------------	--

Stations

M802-01-01	GCT Trainshed	\$92.10	41
M802-01-05	GCT Fire & Sprinkler Standpipe Replacement Phase II	\$13.40	42
M802-01-07	PAT Exit Repairs, E.59th Street	\$3.21	43
M802-02-02	Harlem Line Station Renewal - Design	\$10.00	44
M802-02-05	Ludlow Station Accessibility Improvements	\$1.88	45
M802-02-07	Small Business Mentoring Program - Stations	\$11.49	46
M802-03-02	Small Business Mentoring Program - Parking	\$3.35	47

Subtotal	\$135.43	
-----------------	-----------------	--

Track and Structures

M803-01-03	Turnouts: Mainline/High Speed/GCT Turnouts/Yards & Sidings/Insulated Joints	\$36.63	48
M803-01-04	Rock Slope Remediation - East of Hudson	\$1.04	49
M803-01-06	ROW Drainage Improvements	\$4.00	50
M803-01-07	Maintenance of Way Equipment	\$28.09	51
M803-01-12	2024 Cyclical Track Program	\$32.90	52
M803-02-01	Park Avenue Viaduct Replacement	\$250.00	53
M803-02-04	Railtop Culverts	\$1.54	54
M803-02-06	Replace Timber Undergrade Bridge	\$2.12	55
M803-03-01	West of Hudson Rock Slope Remediation – Pt Jervis Line	\$11.37	56
M803-03-02	West of Hudson Track Program	\$9.27	57
M803-03-03	West of Hudson Undergrade Bridge – Port Jervis Line	\$9.86	58
M803-03-04	Moodna/Woodbury Viaduct Repairs	\$36.19	59
M803-03-06	Small Business Mentoring Program - West of Hudson	\$5.68	60
M803-03-07	West of Hudson Capacity Improvements – Port Jervis Line	\$100.00	61
M803-03-08	West of Hudson Infrastructure Improvement	\$40.00	62

Subtotal	\$568.69	
-----------------	-----------------	--

Communications and Signals

M804-01-04	Network Infrastructure	\$2.32	63
M804-01-05	Station PA System	\$2.01	64
M804-01-08	CCTV	\$2.50	65
M804-01-09	Grade Crossing Improvements	\$3.00	66

Subtotal	\$9.83	
-----------------	---------------	--

Power			
M805-01-06	Hudson Line Track 1 Electrification	\$40.44	67
M805-01-09	NHL Pelham Substation Replacement	\$18.85	68
	Subtotal	\$59.29	
Shops and Yards			
M806-01-03	Small Business Mentoring Program - Shops & Yards	\$2.72	69
	Subtotal	\$2.72	
Miscellaneous			
M808-01-05	Program Administration	\$10.85	70
M808-01-08	Systemwide Security Initiatives	\$21.84	71
	Subtotal	\$32.69	
	Metro-North Railroad Total	\$1,293.29	

MTA BUS

Facilities			
U8030210	Non-Revenue Vehicles - 2020-2024	\$1.60	72
U8030214	Project Administration - 2020-2024	\$3.27	73
U8030226	Design/Engineering Management Services - 2020-2024	\$1.76	74
U8030235	Construction Management Services - 2020	\$0.57	75
	Subtotal	\$7.19	
	MTA Bus Total	\$7.19	

CAPITAL CONSTRUCTION COMPANY

Penn Station Access			
G7110101	Penn Station Access - Pre Design	\$9.20	76
G7110102	Penn Station Access - Project Management	\$40.50	77
G7110104	Penn Station Access - Track and Structures (Interlocking)	\$1.10	78
G7110107	Penn Station Access - Stations	\$24.20	79
G7110110	Penn Station Access - Engineering Consulting Services	\$38.30	80
G7110111	Penn Station Access - Force Account	\$6.60	81
G7110112	Penn Station Access - Design Build Construction - Demolition	\$19.30	82
G7110113	Penn Station Access - Arts at Stations	\$3.00	83
G7110199	Penn Station Access - Project Reserve	\$2.20	84
G8110102	Penn Station Access - Program Management	\$14.40	85
G8110103	Penn Station Access - Construction Management	\$112.30	86
G8110108	Penn Station Access - Shops and Yards Construction - New Rochelle Yard	\$117.50	87
G8110111	Penn Station Access - Force Account	\$174.90	88
G8110112	Penn Station Access - Real Estate Management	\$131.10	89
G8110113	Penn Station Access - Controlled Insurance	\$105.20	90
G8110114	Penn Station Access - Design Build Construction Services	\$1,199.80	91
G8110199	Penn Station Access - Construction Reserve	\$94.10	92
	Subtotal	\$2,093.70	
Penn Reconstruction			
G81501XX	Penn Station Reconstruction – Design Services	\$96.00	93
	Subtotal	\$96.00	
Miscellaneous			
G8XXXXXX	Interborough Express	\$32.00	94
	Subtotal	\$32.00	
	MTA Capital Construction & Development Total	\$2,221.70	

MTA GRAND TOTAL \$10,759.29

Metropolitan Transportation Authority

State of New York

OFFICIAL TRANSCRIPT

Capital Projects Public Hearing

Virtually Via Zoom

In-Person, 2 Broadway, New York, NY

February 6, 2024

6:00 p.m.

Metropolitan Transportation Authority

State of New York

OFFICIAL TRANSCRIPT

Capital Projects Public Hearing

Virtually Via Zoom - In-Person 2 Broadway, New York, NY

February 6, 2024

6:00 p.m.

HEARING OFFICER:

SOPHIA-LAFRANCE BROOKS, In Person
Metropolitan Transportation Authority

PANELISTS: In-Person

TIANA GRIMES
Acting Director
MTA Capital Funding Management

MTA C&D / Network Expansion

GILLIAN PERSAUD
Director – Project Development

RALPH BARONE

Senior Director Rail Road Project
Development – LIRR Management &
Budget

ALEX COHEN

Senior Director, Project Development
Oversight Performance

MICHAEL MCKENNA

Senior Director Railroad Project
Development – MNR Management &
Budget

JAMES WARDLE

AVP, Partner Funding

Accessibility & Language Assistance Services

American Sign Language – Virtual

CART Captioning – Virtual

Affidavit of Publication

NY Daily News January 3, 2023

El Diario January 3, 2023

Amsterdam News January 5, 2023

Haiti Liberte January 4, 2023

Korean Daily NY January 5, 2023

World Journal – January 5, 2023

Weekly Bangalee – January 7, 2023

Russkaya Reklama – January 6, 2023

Translations

English – Spanish – Bangalee – Russian –

Chinese – Haitian Creole – Korean.

Metropolitan Transportation Authority

State of New York

OFFICIAL TRANSCRIPT

Capital Projects Public Hearing

Virtually Via Zoom

In-Person 2 Broadway, New York, NY

February 6, 2024

<i>Name</i>	<i>Affiliation</i>
1. Dale Errico	Railroad Construction
2. Kara Gurl	Permanent Citizens Advisory Committee to MTA PCAC
3. Debra Greif	Public
4. Christopher Schuyler	Disability Justice Program
5. Christopher Greif	Public
6. Matty Buchys Hyland	Public
7. Brit Byrd	Senior Planner for Brooklyn Borough President Antonio Reynoso
8. Joseph Morales	Public
9. David Paul Gerber	Public
10. Samuel Turvey	ReThink New York City
11. Martin Gangursky	Public
12. Layla Law-Gisiko	Land Use, Housing and Zoning Committee, Manhattan Community Board 5
13. Jason Anthony	Long Island Railroad ADA Task Force
14. David Feliciano	Public
15. Juan Castillo	Public

[Hearing Convened, February 6, 2024, at 6:00 P.M.]

HEARING OFFICER SOPHIA-LAFRANCE BROOKS: Good evening. We will now begin the Public Hearing. Today is Tuesday, February 6, 2024, and the time is 6:00 p.m. My name is Sophia-LaFrance Brooks, Assistant Director of MTA Government and Community Relations, and I will be tonight's Hearing Officer.

Tonight's Public Hearing provides the public with an opportunity to comment on the MTA's federal grant proposals for federal fiscal year 2024. The hearing is being held in a hybrid format with options to participate in person, as well as virtual via Zoom's online platform. This hearing is being livestreamed and recorded, and will be available publicly on the MTA YouTube channel and Capital Project's webpage at New.MTA.info/2024-2024-capital-projects-hearing. CART captioning and in-person American Sign Language interpreters are available at today's hearing. For our virtual attendees to turn on CART captioning, please use the CC button on the bottom of the screen. Sign language interpreters will appear on the screen for all attendees. To hear the translated audio, use the interpretation button on the bottom of the screen.

Please note that each speaker is limited to two minutes. We ask that speakers keep their remarks to the two-minute timeframe out of the respect of all the speakers. As a reminder, we ask that all public speakers adhere to the MTA's rule of conduct and decorum.

We will now start with opening remarks from Capital Funding Management.

MS. TIANA GRIMES: Good evening, ladies and gentlemen. My name is Tiana Grimes and I am the Acting Director of Capital Funding

Management for Metropolitan Transportation Authority. I would like to welcome you to the Capital Projects Public Hearing for Federal Fiscal Year 2024. I will begin with this -- this Public Hearing by reading a prepared statement which will become part of the hearing's public record. I would like to note that a transcript of this hearing will be made and a copy will be supplied to each MTA Board Member.

This hearing is an opportunity for the members of the public to comment on the proposals. Representatives of MTA are here to listen, so representatives will be listening, not commenting. The panelists for tonight are Gillian Persaud for MTA Bus Company, Ralph Barone for Long Island Railroad, Michael McKenna from Metro North Railroad, Alex Cohen for New York City Transit, and James Wardle for MTA Construction and Development Company. Also on the panel tonight is Sophia-LaFrance Brooks, who is our Hearing Officer. I should emphasize, public comments, including spoken comments today are all recorded, and all correspondence and e-mails will be transcribed and incorporated into the official record and distributed to every Board Member.

The MTA has conducted a community involvement and public information effort to encourage customer comment at this hearing. To make the public aware of this hearing, advertisements were published in eight pre-print media outlets, multi-lingual posters, digital and social media assets. Notice of this hearing was also posted on the MTA website, along with multi-lingual translations.

This is a Public Hearing being held by the Metropolitan Transportation Authority, or MTA, in connection with requests to the United States Department of Transportation for federal financial assistance under the Fixing America Surface Transportation Act, known

as the FAST Act, and the Bipartisan Infrastructure Law (BIL), as appropriate. This federal assistance is for capital improvement projects for the systems operated by MTA, New York City Transit, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Railway, MTA Long Island Railroad, MTA Metro North Railroad, MTA Bus Company, and for MTA Construction and Development Company. Copies of the project descriptions from which specific requests for federal financial assistance will be selected have been made available for public inspection at numerous public locations throughout the service area. In addition, copies of these documents were also available on MTA website since January 8, 2024.

At this hearing, an opportunity will be afforded to all persons and agencies interested in being heard with respect to the social, economic, environmental and historic preservation impacts of the projects, and to submit evidence and recommendations, orally or in writing, with respect to any aspect of the list of projects. Today's hearing is being held in accordance with federal requirements in order to qualify the projects for federal financial assistance. We are here today to seek comments on the proposed list for proj-, of projects only. The projects in this hearing may be more than we ultimately seek funding for and the MTA may or may not do any of these projects listed here with federal funds.

The published list of projects containing -- contains capital improvement work in the following amounts for each agency: New York City Transit, including Staten Island Railway, \$6.78 billion; Long Island Railroad, \$457.11 million; Metro North Railroad, \$1.293 billion; MTA Bus Company, \$7.19 million; MTA Capital Construction and

Development, \$2.221 billion. The total for the MTA is \$10.759 billion. Anyone interested in the categories of work which are the subject of today's Public Hearing or the details of the individual projects can inspect copies of the description of projects, which are available on MTA's website.

Section 5307 is a formula-based program which was -- which a specified amount of federal funds is allocated to the urbanized area for each federal fiscal year. The MTA will make the final program or project available on its website, New.MTA.info/transparency/grant-management, for Section 5307 funded projects when the FDA awards those grants.

In federal fiscal year 2023, MTA received \$868 million of Section 5307 funds for New York City Transit, Manhattan and Bronx Surface Transit Operating Authority, Long Island Railroad, Metro North Railroad, and MTA Bus projects.

MTA will be submitting applications to obtain federal financial assistance from various sections of the FAST Act legislation and the Bipartisan Infra- Infrastructure Law. Final amounts that will be received for federal fiscal year 2024 are not presently known. The request to be made for federal financial assistance will incorporate individual projects into programs of work and will be submitted, as appropriate, following this Public Hearing in anticipation of federal funding that may be available under the transportation legislation under the following programs: Section 5307, 5309, 5324, 5337, 5339, and 5340 of Title 49, Chapter 53, of the United States Code. Funds for transit use under Title I of the FAST Act, also known as the highway portion of the legislation, in Title 1 on the Infrastructure

Investment and Jobs Act.

The final program or projects will be selected from the list of pub-, projects published in the legal notice of this hearing. Applications will be prepared and submitted to the USDOT. MTA proposes to (a) submit capital projects to request some or all of the Section 5307 funds for federal fiscal year 2024 that will become available, and (b) submit some capital projects to request 5307 funds remaining from prior year allocations and adjustments to the Section 5307 program.

In addition, MTA also proposes to (a) submit projects for federal funds from Section 5337, State of Good Repair funding category, for federal fiscal year 2024, and (b) submit additional projects in amounts sufficient to request federal fund balances from prior fiscal year allocations and grants within each of these fund categories, including fund categories under the FAST Act and the Bipartisan Infrastructure Law, as appropriate, and for adjustments to these programs.

The capital improvements to be progressed with these funds generally take in -- take place in the confines of the transportation system of the MTA or the city, county or state-owned property. Any property acquisition or relocation that may be required for these projects will be carried out in accordance with the appropriate provisions of law and regulatory requirements. The projects are not expected to have any significant adverse environmental impact. Should the USDOT prepare a formal statement on the environmental impact of any of these projects, the availability of such a statement or statements from USDOT will be made known by appropriate publication.

The projects outlined in this public hearing conform to the long range transportation plan for the New York metropolitan region and have been, or will be, endorsed by the metropolitan planning organizations of the New York metropolitan region, for Orange County and for Dutchess County, as the product of continuing co- cooperative and comprehensive planning for all modes of transportation. Reduced fare privileges for the elderly, disabled and Medicare users will be made available, as required by federal law. All legal requirements relating to the elderly, disabled and Medicare users will be met.

In closing, I would like to emphasize that the financial aid that will be requested is essential to the implementation of the MTA's Capital Program. And, again, for today's public hearing, the MTA representatives attending this hearing are here to listen to your comments regarding the proposed list of projects. We will not be responding to any comments today. As noted earlier, a transcript of this hearing will be distributed to each MTA Board member.

Thank you. I will now turn it back over to Public Hearing Officer Sophia-LaFrance Brooks to commence the public speaking session.

HEARING OFFICER BROOKS: Thank you. We now have nine of the speakers registered. Speakers will be called in the order which they signed up. If you had joined the Zoom under a name that is different from the one that you used when you signed up to speak, please identify yourself in the Q&A function with the name that you used when you signed up. When you are called on to speak, there will be a brief transition on your screen. Please make sure that once your screen updates, your camera and microphone are enabled before beginning your

remarks. You will not be able to unmute or enable your camera until it's your turn to speak. Please remain patient until then.

In the event you miss your name being called, you will -- we will call the list one more time after all speakers in attendance have been called first. By attending this virtual webinar, you are consenting to be recorded. Please be aware that there will be an auditory and visual cue to remind you that you have 30 seconds to conclude your remark. Thank you for your patience and understanding. And our first public speaker is Dale Errico, followed by Kara Gurl.

MR. DALE ERRICO: I just want to thank you for the opportunity to meet and greet everyone here. A little louder? Okay. My name is Dale Errico of Railroad Construction. You know, I appreciate the opportunity to speak with everyone here.

I had a chance to go through your robust capital plan. I really appreciate it, looking forward to it. Just with one question is, with the ADA-compliant projects and everything, I noticed it's a, it's a good, robust system and everything. I didn't know if you were going to expound on that anymore with possibilities of additional areas that would be out, forthcoming. I know that's a little premature right this second, but if there's any additional pro- projects there that would be considered would be a consideration.

My other part, question, was, as far as the, the track work, I, I noticed that, as well as a robust system, the materials are, are, are a long lead time right now, which is a concern throughout the industry. Being at the recent NRC awards event down in Scottsdale, Arizona, there was a lot of consent with the suppliers out there, and I just wanted to pass that information on to you, as well.

But looking forward to the opportunity and just would like to appreciate, you know, any questions or comments that you guys may have. I just wanted to cut it short at that.

HEARING OFFICER BROOKS: Thank you.

MR. ERRICO: Thank you.

HEARING OFFICER BROOKS: Our next speaker is Kara Gurl, followed by Debra Greif.

MS. KARA GURL: Good evening. I'm Kara Gurl, Planning and Advocacy Manager at the Permanent Citizens Advisory Committee to the MTA PCAC. Thank you for holding this hearing on so many critical projects around the MTA region.

From accessibility improvements to new train cars to resiliency to upgrades to signal updates, the MTA has dozens of projects in the works and on the must-do list. But these upgrades don't pay for themselves, and we're glad to see so many eligible for federal funding in 2024. It's critical that the federal government invests in our local transit infrastructure, the backbone of our city, state, and even federal economies. We urge the federal government to grant the MTA adequate funding to support this year's eligible projects around the entire region.

But, while federal funding can cover 80 percent of some of the projects on this year's list, more investment is needed. That means congestion pricing and the \$15 billion it will bring riders must get over the finish line as soon as possible. Congestion pricing will fund many of the projects on the MTA's current capital program, including local matching for some of the projects discussed at tonight's hearing.

Riders are already experiencing the impacts of delays to sub-, to subway signal upgrades and more, caused by lawsuits, including from New Jersey politicians. With further delay, the projects that can't get done and repair- repairs that can't be fixed will only pile up, leaving riders to bear the cost. Ironically, that will also affect New Jersey commuters. We need congestion pricing, and we need it now.

The petty lawsuits that have cost far more than a \$15.00 toll, they cost riders years in holdups to critical transit improvements, many hours stuck in traffic, lives lost when emergency vehicles can't get where they need to go, and worsening air quality. We urge the federal government to fund these capital projects and hope to see swift implementation of congestion pricing. Many of these, and other improvements to transit, including more reliable subways, more train cars, more accessible stations, and more resilient tran- transit depend on it. Riders can't afford further delays. Thank you.

HEARING OFFICER BROOKS: Thank you. The next speaker is Debra Greif, followed by Christopher Schuyler, virtually.

MS. DEBRA GREIF: Good evening. My name is Debra Greif. I am an -- I have been a lifelong user of the MTA. As you see, I do use a mobility device now -- it's a walker -- and I was raised by a parent who was disabled, and I had to learn how to be -- follow the ADA way before it was acceptable, as my mother could not climb and go up and down stairs. I'm very glad to see that, on all systems, you're going to try to improve to make sure that persons like myself and others who need mobility devices can be able to get in and out of our trains, buses, because I'd love to see not just elevators, I want to see more ramps. Because ramps do not break down as fast as a elevator, or even

escalators.

Also, there is one thing I have -- I would love to see. For Long Island Cares, when they get me on and off the trains, they have radios. But when I have to get off at Stamford, Connecticut, to visit friends, the gentlemen there, and women, who do the Nor-, the Metro North Cares do not have radios. This makes it very hard, because then they have to hold a train to try to make sure that the, they can get me on or off, and also when they put me on to make sure that I have a seat, as it is not easy to stand when you have a disability and you're in pain. So please, it may not seem like a big thing, but it is. It'll make it safer for me, and then the conductors can be ready to know and tell them which car to put me in. So please think about that. It may be tiny, but think about the safety and the time saved, but also that I and my fellow dis- disabled persons, we'll be able to get on and off without having issues and we will not delay the trains. Thank you.

HEARING OFFICER BROOKS: Thank you. The next speaker is Christopher Schuyler, virtually, followed by, in person, Christopher Greif.

MR. CHRISTOPHER SCHUYLER: They have [unintelligible][00:23:50]. Hi. Can you hear me okay?

HEARING OFFICER BROOKS: Yes.

MR. SCHUYLER: Great, thank you. My name is Christopher Schuyler. I'm a Senior Staff Attorney with the Disability Justice Program at New York Lawyers for Public Interest. I am a person who stutters. Thank you for the opportunity to speak tonight on this important topic. And I wanted to raise, really, a few questions from

my review of the capital projects listing.

My first is that I've noticed that there is no reference to Access-A-Ride, and I know that for Section 5307, it does include what says complementary paratransit service costs are considered capital costs. And, so, I would like to, I'd like the MTA to explore to what extent these projects could fund Access-A-Ride improvements, of which there are so many, including expanding the on-demand program, as well as increasing the number of accessible electric vehicles.

Another point that I wanted to raise was with respect to, on the proposed projects listed, the mention of ADA projects is very vague. And I would request that there be more specificity given in terms of what types of improvements will be done.

And, lastly, as others have spoken about tonight, we support congestion pricing and know its importance in passing, with the point of saying that exemptions for people with disabilities should be broad. Thank you.

HEARING OFFICER BROOKS: Thank you. The next speaker is Christopher Greif, followed by our virtual speaker, Matty Buchys Hyland.

MR. CHRISTOPHER GREIF: Good evening. I'm Christopher D. Grief. As an advocate for over 30 years, first, I'm glad to see in the capital, and we mention a lot about accessibility. One thing I do want to work on, on something that we need to work on.

The safety buttons, the system buttons that's on the Long Island Railroad right now, and soon on Metro North, we need to see them more at stations that Long Island Cares or Metro North Cares are not there. It will assist a lot of accessibility customers, even at the, the

diesel turf areas further up north on the Poughkeepsie-Hudson Line and the Harlem Line and, as my, as my mother said earlier, the New Haven Line. Continue updating our technology for accessibility. It's extremely important to do this, not just on the railroad, subways, but also everywhere. We need to continue the technology to make sure that everyone knows where they can go and how they can get assistance. We need the funding for that of all places to continue doing that.

And especially as we are dealing with congestion prices, the one thing that MTA has mentioned, but the community needs to hear this clearly. The congestion price, it also has reduced fare information. That's Medicaid and seniors and people with disabilities. So we need to continue, we need the congestion price to make sure that our full services for seniors and people with disabilities needs it for reasons, to make sure to travel from anywhere we have to go, especially to doctors' appointments, day hab programs, or just go to a baseball game. I am encouraging this, that we need the funding strongly that we ever need, because to get these elevators, especially with the new train that's running, the R211T, and the R211A is running, we need to make sure those trains are running even stronger than ever before. If everyone can go through car 5, 4, 3, 2, 1 and back and forth, it will be easier for seniors and people with disabilities. Let's continue doing it. Thank you.

HEARING OFFICER BROOKS: Thank you. The next speaker is Matty Buchys Hyland, followed by Brit Byrd.

MR. MATTHEW BUCHYS HYLAND: Alright, anyway. Good evening folks. My name is Matty Buchys Hyland. I want to speak today about the capital projects.

As you mentioned, we need critical funding for these projects. The Greif family, who just spoke, are big advocates for people with disabilities, like me. We need more accessible stations and we need reduced fares for, not only for the senior and disabled, but for the poorest of the poor who have your SSI or SSD incomes.

One thing for certain I would like to make a point of is that, in the future, we need to expand the Staten Island Railway from Tottenville to Perth Amboy, New Jersey, as people would pay a lower price, because I know some people who live in Staten Island, they take New Jersey Transit from Penn Station to Perth Amboy and, you know, and would have to pay the \$17.00 toll at the Outerbridge crossing.

We need to have these funding, as it's critical for the backbone of this economy, not only through, through federal and state funds that come from Washington and Albany, but also from the .35% sales and use tax that we use when we purchase goods and stuff.

Anyway, thank you very much for letting me speak today. May God bless each and every one of you, and have a great night.

HEARING OFFICER BROOKS: Thank you. The next speaker is Brit Byrd, virtually.

MR. BRIT BYRD: Good evening. My name is Brit Byrd. I'm Senior Planner for Brooklyn Borough President Antonio Reynoso. I'm delivering these comments on his behalf.

Thank you for holding this hearing on this important package of capital projects. Securing federal funds will be essential to building a more sustainable and accessible Brooklyn. I want to briefly highlight several project in this package that are aligned with the vision for a healthier transit-oriented borough outlined in

my comprehensive plan for Brooklyn and how I believe they should inform future MTA planning in the '25-'29 capital program and beyond.

New subway cars will both improve [unintelligible] [00:31:13] experience and enable potential service expansions. In anticipation of an updated and expanded fleet, the MTA should evaluate potential service expansions, such as extending the W train into Brooklyn and running additional G trains once CBTC signal upgrades are installed on the Crosstown Line.

ADA improvements, such as elevators, ramps and renovated platforms are vital to creating a modern and truly accessible system. Installing these improvements at hubs such as Broadway Junction should be done as soon as possible in conjunction with other upgrades planned for the area, such as public [unintelligible][00:31:46] improvements and constructing the Interborough Express.

MTA shops and yards are not only essential for our trains and buses to run smoothly and on time, they're also an important source of quality union jobs for Brooklynites.

Completing this package of upgrades will allow the MTA to turn its attention to East New York's Livonia Yard in the future. Renovating Livonia is an opportunity to improve our transit infrastructure and solidify jobs near the Flatlands Fairfield IBZ at the same time. And, if possible, a rebuilt Livonia could include a provision for 3 Train revenue service that would extend transit access across Linden Boulevard at a fraction of the cost proposed in the 20-year needs assessment.

The Interborough Express is a transformative project that will close gaps in the borough's transit network. With such a massive

project, it is important that the MTA not take any half measures.

With -- the MTA should take advantage of this preliminary engineering funding to exhaustively study alternatives that avoid street running and preserve the dedicated right-of-way for the entire line.

Finally, I'd just like to briefly emphasize that this relies on the successful and thorough implementation of congestion pricing to deliver local matching funds and boosting our public transit. It is imperative that the MTA follow through on implementing the program. Chipping away, providing carveouts, or otherwise subverting congestion pricing erodes our ability to carry out essential capital projects that make our stations accessible and ensure our transit stays in a state of good repair.

Thank you for this hearing. I look forward to continuing to partner with the MTA to deliver world class public transportation in Brooklyn.

HEARING OFFICER BROOKS: Thank you. The next virtual speaker is Joseph Morales, followed by David Paul Gerber, in person.

MR. JOSEPH MORALES: Shoot. Okay, can everybody hear me?

HEARING OFFICER BROOKS: Yes.

MR. MORALES: Thank you. Good, good mor-, good a-, good evening, everyone. My name is Joseph Morales. I attend Bronx Engineering and Technology Academy in Marble Hill. I intended to be with you guys in person today, but, unfortunately, a foot injury has prevented me from doing so. However, I am grateful to be speaking with you all today.

I feel like the MTA should take more action to educate people on the importance of their capital projects, especially with congestion

pricing starting soon. One person I social -- on social media that I saw claimed that the MTA should invest in better service and more security on the subways rather than new subway cars, even though, as we all know, features, features of the R211, such as new security cameras or wider doors, are helping to address these issues.

Also, I feel like, for transit technical assistance, the MTA should prioritize LIJ, Jewish Hospital and the Green Acres Mall due to the prevalence of MTA bus service there versus other parts of Nassau County. Here, the MTA could use the opportunity to educate people on improvements near -- on transit improvements near these locations such as the elevator and escalator replacement at the Valley Stream LIRR station and the Queens Bus Network redesign. I've been to Green Acres Mall quite a bit, and it can get very congested on Sunrise Highway sometimes, so this is a really good place to encourage transit use.

Lastly, for station renewal on the Harlem Line, communities surrounding rail stations should have opportunities to provide inputs on the improvements they believe is most important to them. Stations along the Harlem Line are often in the downtowns of suburban communities that are truly focal points of these towns. Therefore, commuters should have a say in what those stations look and feel like and how they contribute to the character of their neighborhoods.

Thank you for your time.

HEARING OFFICER BROOKS: Thank you. The next speaker is David Paul Gerber.

MR. DAVID PAUL GERBER: Good evening, everyone. Please forgive me. It's a little hard to see. I left my glasses.

Just two, two things here. There's a lot of stations that are proposed in the, in the capital projects that are requesting federal funds. Clarification on page number, page number 5. Page number 5, Fort Hamilton Parkway in Brooklyn on the West End line, serving the N. I think it's the D.

Similarly, ADA package number 8 shows Fort Hamilton Parkway in Brooklyn serving, West End Line serving N and 18th Avenue in Brooklyn on the West End Line serving N. I believe those are, I believe those are served by the D, just for purposes of clarification in the document.

A lot needs to be done about these projects itself. What the MTA should really consider is that, many times, disabled people will take the bus to the train. And some bus lines, such as the BX-16 in the Bronx and the B-3 in Brooklyn still do not have access -- still do not have access to a subway station itself. So consider alongside maybe 205th Street on the D or maybe a station along Avenue U in Brooklyn that would be, that would be beneficial for disabled customers so that every bus line that travels to a subway station would benefit for them.

As for congestion pricing by itself, the MTA has their own garage here. And inside the MTA's own garage itself, which is below the congestion pricing zone, is a vehicle with illegal place cover inside. It's parked every day here, a Dodge Durango right here, which I'm going to stop right here so you can see. Right here. So if the MTA wants congestion pricing, they should look at their own properties and see who is in there that would beat the congestion pricing. Thank you.

HEARING OFFICER BROOKS: Thank you. We have reached the final two speakers on the list. The next speaker is Samuel Turvey, followed by Martin Gangursky.

MR. SAMUEL TURVEY: Good evening. My name is Sam Turvey from ReThink New York City. I am here to discuss the request for funding for the design work for rebuilding Penn Station. We want to reiterate our longstanding public belief that before we start rebuilding Penn Station, we should land on what the track layout should look at underneath Penn Station, and specifically consider through running options for Penn Station which we believe would be \$10 billion cheaper than what the MTA, Amtrak and the Long Island Railroad propose.

We were told in August by the MTA that there was a new and improved report coming out on through running, because their earlier report was merely a concept release. But we'd like to see the real details. And, most specifically, if the railroads, including the MTA, are going to be running around the region and Washington, suggesting that their plan can provide capacity that through running cannot, we would expect them to provide RTC calculations, software that they all have and that their consultants all have, we would like to see what the RTC calculations say about their proposals for a southern expansion of Penn Station and our proposals, which would mean that we could provide similar capacity within the envelope of the Moynihan and Penn Station framework. We believe those should also be subject to RTC calculations, and we believe that it is inexplicable that this has not yet been done for something that will ultimately cost the public \$50 billion.

And I thank you for getting me on early and off. Thank you.

HEARING OFFICER BROOKS: Thank you. The next speaker is Martin Gangursky.

MR. MARTIN GANGURSKY: Good evening, ladies and gentlemen, members of the Board. And thank you for, for the first time in a while, actually allowing us to have a hearing in public. Because, you know, the past three years, everything was virtual because of the coronavirus.

Now, I will admit we did lose money when, when we lost ridership during that period and, for a while, the buses had to let people ride for free because they couldn't, they didn't have the funds, for the obvious reason.

Now, we do need money to make up for those losses. And let me bring to your attention, fair bidding has been an issue, but it's not the prime issue that the MTA is losing money. Now, you, you do need all the funding for capital projects, but you have to make sure that that money is used properly. You've got a lot of subway lines shut down constantly for track work, no completion yet. You've got stations where they, they got half the stations closed where they're doing rehabilitations of stairways, elevators and escalators that are constantly going out of, out of service, even after they're fixed. You have to start looking at that. We need a timetable explaining all those constructions.

And the Q line, which is my train, it has the oldest equipment running. And the trains they have, we've just been on the F, were regarded as unusable when they were first put on in 1972. These break down more than the older trains. We need those new trains you put on the A line, I think the 112 [unintelligible] [00:41:44] mentioned.

They should put those on the Q, which is a very busy line, as well as improving our bus service in the area, too, for people who use the bus, especially our school kids.

Thank you very much. And the, and I hope everything works out. I'm looking forward to a very good future here. Good luck to all of you at the MTA.

HEARING OFFICER BROOKS: Thank you. We have a virtual speaker, Layla Law-Gisiko, followed by Jason Anthony. There will be a brief transition after you're, you are called. Please make sure that once your screen updates and your camera, if desired, and microphones are enabled before you begin your remarks.

MS. LAYLA LAW-GISIKO: Good evening, everyone. Are you able to hear me?

HEARING OFFICER BROOKS: Yes.

MS. LAW-GISIKO: Thank you so much. My name is Layla Law-Gisiko. I am the Chair of the Land Use, Housing and Zoning Committee of Manhattan Community Board 5. Manhattan Community Board 5 is the home to Penn Station, which is the largest train hub in the western hemisphere. I am here to testify, to actually call on the MTA to reissue the request for funding so that the funding for new construction of Penn Station would come from FRA and not from FTA. We believe that resources from FTA [unintelligible][00:43:31] commuter role, commuter transit, should not be allocated to the reconstruction of Penn, which falls squarely within FRA, given that the train station belongs to Amtrak, a federal corporation. So we urge the MTA to reconsider this request for funding. And further, moving forward, conceive of a plan that would be fully funded at the federal level

from funds coming from FRA, rather than FTA.

Thank you for the opportunity to come in tonight.

HEARING OFFICER BROOKS: Thank you. The next virtual speaker is Jason Anthony.

MR. JASON ANTHONY: Good evening, Sophia, and good evening to everybody at 2 Broadway. Jason Anthony here, a member of the Long Island Railroad ADA Task Force. My remarks are basically in support every single capital project that the MTA is proposing for the year 2024.

Obviously, we need more federal funds to come in, because we know that Congress right now is a total chaos. Second, we need congestion pricing to, to be finally implemented. Obviously, we need more elevators, ramps and escalators in all of the 492 subway stations, and every station along Long Island Railroad and Metro North. So I hope that we will get the federal funding necessary to do the, all the necessary upgrades.

So that's all for my remarks. Thank you very much for having me.

HEARING OFFICER BROOKS: Thank you. We have exhausted the list of in-person speakers. We have one speaker that's going to speak.

MR. DAVID FELICIANO: Good evening, everybody. This is on? Alright.

HEARING OFFICER BROOKS: One second. David Feliciano?

MR. FELICIANO: Yeah.

HEARING OFFICER BROOKS: Okay.

MR. FELICIANO: Alright. So the discussion is that, you know, the capital projects, you know, like it's been, we've been in radical, you know, the budgeting. Now, I want to say, you know, to my, to my

transit side subway and buses side, we, you know, and manufacturers between, and other several, several companies in manufacturing.

Now, I want to explain how that new train had to go so far with this new, this new gangway thing that opens a couple, like almost about last week. Anyway, congrats to Kawasaki. But, anyway, just want to let you know that, you know, that this, that the transportation of the future and the decade millennium of the past now, we need to refurbish that things going on, that every system that I heard. I've been seeing -- but, you know, sometimes public transportation may be dangerous, but, hey, it's our birth place. It's New York. But, anyway, let's just refurbish it this decade. We getting really too much worse. There's crumbling ceilings, construction work, and people don't, not a big fan.

Also, public safety and, and diverse racial equality. But another thing is, we need to stop this.

Second of all, the kids, where is the parents? Need to supervise. Need more supervision than public transportation and against, between of youth and families of loved ones. We cannot continue to be going on and on, and living like this and, say, burying the kids forever. We need to refurbish in this decade and we need to stop this.

So, the safety, you need to fix, and let's move on to the next level in the maturing. So, thank you, guys.

HEARING OFFICER BROOKS: Thank you. The next and last speaker is Juan Castillo.

MR. JUAN CASTILLO: Is this thing on? I'd like to thank the people for giving me a chance to speak out. I've reviewed, I've

reviewed all the, everything I see here from this capital project. So what, what I'm asking, I'm sure everyone is looking forward to break ground for a phase 2 of Second Avenue subway. Well, to have the Q extend north up 96th to 125th, they make a left and stop at Lexington.

What I'm interested in seeing is like the expansion of phase 2 to have the phase -- the Q train extend west along 125th to Broadway, as well as having a, an extra stop on Second Avenue from 125th. So each stop will be like, will have like a two-track one-level platform stop, except for the proposed St. Nicholas Avenue, 125th, which I want to see be, be as a, a two-level stop with each level with one track and one side platform. The Uptown would be our lower level, downtown lower level. For that, we, we can have the, the Second Avenue subway connect to the IND Eighth Avenue, and which we want -- we can have like some temporary yard, yard moves for the Q and T train, have it go to 207th Street or Concourse yard.

As for the, the 125th and Second Avenue stop, have it built for the U Line, which will run down Second from 125th and to 72nd, and then along the 63rd Street Tunnel, the Queens, as part of Queens Line project.

Thank you.

HEARING OFFICER BROOKS: Thank you. We have exhausted the list of in-person speakers, as well as our virtual attendees. The current time is 6:46, and this concludes the Public Hearing. Thank you all for your participation. Goodnight.

[Hearing Adjourned, February 6, 2024, 6:46 P.M.]

CERTIFICATE OF ACCURACY

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

Certified By:

Handwritten signature of Claudia Marques in cursive script.

Date: February 13, 2024

GENEVAWORLDWIDE, INC.

228 Park Ave S - PMB 27669,

New York, NY 10003

Federal Capital Projects Public Hearing
February 6, 2024
9 Online Comments

David Feliciano

MTA: fix a crisis non-probative regulation problem systems please stop with vendor is fucking annoying and vanilisdam

Adam Julius, Forest Hills NY

LIRR: As a Forest Hills Resident, I wanted to support L8020412 for Forest Hills ADA. The station needs permanent platforms which allow for improved accessibility for riders as current platforms are inadequate. Thank you.

Rasheed Murdaugh

MTA: Hello. My name is Rasheed Andrew Murdaugh. I was just generally interested in your services. Thank You!

Mr. X

MTA and NYCT: 2/5/24

FROM:Mr.X
RE:2/6 MTA PUBLIC HEARING
ATTN:LIEBER

TO PROVIDE BETTER SERVICE FOR THE RIDERS YOU SHOULD CONSIDER BUILDING TRACKS ON THE BRONX ISLAND (BRONX),BROOKLYN, MANHATTAN, QUEENS AND STATEN ISLAND BRIDGES AND HIGHWAYS.THEY CAN ACCOMMODATE THE B

Jesse Figueroa

MTA: You are all doing an outstanding job. Keep up the good work. Our entire infrastructure is long overdue for a major general overhaul.

Daniel Munier

MTA: While I'm glad to see many important targets in this budget -- especially efforts to make the MTA system more ADA-compliant -- the MTA must do everything it can to secure funding for signal, communications, and other track repairs and upgrades. In my 13 y

Antonio Reynoso

MTA:

From Brooklyn Borough President Antonio Reynoso

Metropolitan Transportation Authority February 6, 2024, Capital Projects Public Hearing:

Good evening and thank you for holding this hearing on this important package of capital projects.

Securing federal fu

Christian Diaz

MTA: the mta is a MONOPOLY. The train should be FREE of fare if not for everyone at least for NEW YORKERS and INDIGENOUS PEOPLES. NEVERMIND EVERYONE! the mta and it's workers have stolen enough money from our federal funds for private interest and to enrich th

Christian Diaz

MTA: the mta is a MONOPOLY. The train should be FREE of fare if not for everyone at least for NEW YORKERS and INDIGENOUS PEOPLES. NEVERMIND EVERYONE! the mta and it's workers have stolen enough money from our federal funds for private interest and to enrich th