

## Via Email

Mr. Patrick J. Foye  
Chairman  
Metropolitan Transportation Authority  
2 Broadway  
New York, New York 10004

July 30, 2019

Re: Proposed 2015-2019 MTA Capital Program amendment to add 50 accessible subway stations

Dear Mr. Foye:

During last week's MTA Board meeting, Commissioner Schwartz suggested reallocating funding for the next 50 accessible subway stations from the 2020-2024 Capital Program to the 2015-2019 Capital Program, using a portion of New York State's undelivered \$7.3 billion commitment to the current program. Our organizations strongly endorse the proposal, as long as the following conditions are met, and we urge you to name the 50 stations immediately.

We support the proposed amendment to the 2015-2019 Capital Program because it will accelerate work on the next round of accessible stations. Immediately authorizing funds for these stations means riders who have been waiting decades for a more accessible subway will not have to wait years longer before the next round of stations is approved.

As you know, adoption of the MTA capital program is often delayed — the current one was approved more than a year behind schedule. An amendment to the current capital program will ensure progress toward a fully accessible subway can continue in the short-term even if approval of the next capital program is drawn out by negotiations.

We support shifting 50 station accessibility projects from the 2020-2024 Capital Program to the 2015-2019 Capital Program under the following conditions: any amendments to the 2015-19 Capital Program do not reduce the overall size of the program or come at the expense of other critical priorities; the state maintains its \$7.3 billion pledge of general fund support for the 2015-2019 capital program; and subsequent programs include funding for station accessibility upgrades that keep the MTA on track to deliver a fully accessible subway system by 2034. We further urge you to settle several lawsuits with disability advocates who have been demanding a legally-binding commitment with a timeline for a fully accessible subway.

Riders with disabilities, seniors, parents with strollers, and many others have waited far too long for an accessible subway. We endorse amending the 2015-2019 MTA Capital Program to accelerate work on the next 50 accessible stations. Taking this step will help to demonstrate the

MTA's commitment to improving access to the subway system for everyone by prioritizing accessibility as promised in the Fast Forward plan.

Sincerely,

David Bragdon  
Executive Director  
TransitCenter

Jean Ryan  
President  
Disabled In Action

James Weisman  
President and CEO  
United Spinal Association

Lisa Daglian  
Executive Director  
Permanent Citizens Advisory Committee to  
the MTA

Rise and Resist  
Elevator Action Group

CC:  
Governor Andrew Cuomo  
Members of the MTA Board  
Managing Director Ronnie Hakim  
NYC Transit President Andy Byford  
Mr. Janno Lieber  
Mr. Alex Elegudin