



September 24, 2019

Patrick J. Foye
Chairman and Chief Executive Officer
Metropolitan Transportation Authority
2 Broadway
New York, New York 10004

Dear Chairman Foye,

We are writing to express our concern regarding the lack of investment allocated to making the Bronx more accessible in the 2020-2024 Capital Plan that was recently released by the Metropolitan Transportation Authority (MTA). The plan includes a variety of capital investments, with one of the most notable being its commitment to achieving a more accessible transit system. According to the plan, the MTA will be investing \$5.108 billion to make 66 stations ADA accessible – all in a committed effort by the MTA to decrease the maximum distance in between accessible stations from every seven stops to no more than every two stops throughout its entire system.

Although promising, this plan continues to neglect the dire transportation needs of the Bronx, which has a significant disabled population that is unable to use public transit because of a lack of elevators. According to census data from the American Community Survey (ACS), the Bronx had a disability rate of 10.9 percent for those under the age of 65 within the years of 2013-2017, which is almost double the rate of other boroughs, including Queens at 5.6 percent, Manhattan at 6 percent, and Brooklyn at 6.1 percent. These statistics undoubtedly show the unique needs of the Bronx as it relates to accessibility. However, there are currently only 12 accessible stations in the Bronx. In comparison, Manhattan has 44 accessible stations, while Brooklyn follows with 23 and an expected additional 21 designated within the 2020-2024 MTA Capital Plan. The 2020-2024 MTA Capital Plan identifies only five new accessible stations to be developed within the Bronx, bringing the new total, if the plan is approved, to 17 accessible stations out of 70 stations that are located throughout the Bronx. While this is a measurable improvement, it falls significantly short of the MTA's stated goal of limiting the distance between accessibility stations to a maximum of two stops.



The proposed 2020-2024 MTA Capital Plan includes making a total of 66 stations ADA compliant, including 22 stations that have yet to be identified. We are writing to implore the MTA to identify and include additional stations in the Bronx to become ADA compliant in its 2020-2024 MTA Capital Plan, particularly in the Northwest region where no stations have been identified under this plan, before it goes to the Capital Program Review Board for a vote. We share the vision to create a more accessible transit system for the disabled – and believe that the Bronx should be a part of that vision.

Sincerely,

Handwritten signature of Gustavo Rivera in black ink.

State Senator Gustavo Rivera
33rd Senate District

Handwritten signature of Alessandra Biaggi in black ink.

State Senator Alessandra Biaggi
34th Senate District

Handwritten signature of Jose Serrano in black ink.

State Senator Jose Serrano
29th Senate District

Handwritten signature of Luis Sepulveda in black ink.

State Senator Luis Sepulveda
32nd Senate District

Handwritten signature of Jamaal Bailey in black ink.

State Senator Jamaal Bailey
36th Senate District