

January 10, 2019

Honorable Andrew M. Cuomo
Governor of New York State
New York State Capitol Building
Albany, NY 12224

Re: L train updated plan

Dear Governor Cuomo:

Last week's announcement about the revised plan to modify the closure of the Canarsie Tunnel left us with more questions than answers. While we welcome your commitment and interest in exploring fresh and innovative ideas, we are very concerned that this new proposal is going to be advanced at the expense of three years of community engagement, multiple agency planning, communication, and the long-term benefits of a fully-repaired Canarsie Tunnel.

As the Metropolitan Transportation Authority (MTA) Board prepares to vote on this newly proposed plan in the coming weeks, we are demanding several key commitments as we move forward:

- Independent analysis evaluating the long-term viability of the Canarsie Tunnel under the previously proposed plan as well as the new one, and a detailed timeline of completion for the new proposal for evening and weekend work. Additionally, given that the work of either proposal involved the handling of dangerous materials including silica, these complications should be evaluated as well.
- Maintenance of the existing mitigation plan that our communities have collectively worked so hard to outline. Some alterations could be made, of course, considering the change in shutdown scope. However, it is important that we see the MTA and New York City Department of Transportation (DOT) move forward on long-awaited improvements

such as extra train cars, free out-of-station transfers, alternative bus service and other bus priority treatments, Citi Bike expansion, new bike infrastructure, new pedestrian infrastructure, and additional ferry service. Our communities needed additional mobility options long before the L train shutdown was proposed and they will still need them moving forward. In addition to more mobility options, we had also begun to explore other mitigations to assist small businesses, including advertisements and special edition MetroCards to draw customers. This is particularly crucial in north Brooklyn which has limited transit options aside from the L train, and which is home to many businesses whose operations rely on income generated during nights and weekends.

- Additional meaningful community input sessions, beyond the initial plan of four briefings. These cannot be just PowerPoint presentations. Community voices need to be heard and ideas need to be shared.
- Reinvestment of any and all cost savings due to the new shutdown approach into infrastructure along the L train corridor, including long-deferred Americans with Disabilities Act (ADA) accessibility station enhancements and other pedestrian circulation improvements. The MTA should provide a detailed public accounting of the exact savings, new contract terms, and any effects the new approach will have on already guaranteed federal dollars.
- A full review of the process that led to this last minute change of course, including the release of any other alternatives that were considered before arriving at the new proposal announced on January 3rd. New Yorkers deserve full transparency on a project so critical to the future of New York City. We will be submitting a request to the relevant committees in the New York State Senate and Assembly to conduct this review.

We truly hope this new plan will be a way forward, to alleviate what would otherwise be a far worse 15 months of transit pain for residents and businesses alike. However, we must ensure that this new plan will meet the same goals as the previous plan and properly address the infrastructure deficiencies present in the Canarsie Tunnel.

In the run-up to the proposed shutdown, and throughout this planning process, we recognized and publicly supported the MTA's conclusion that this controversial closure was necessary. We did so with the understanding that the short-term pain would be outweighed by the long-term benefits to New York City's economy, resiliency, and quality of life. In order to restore public trust in the decisions being made regarding this critical transit artery, we must work together to answer the aforementioned questions, as well as any others that arise in the days and weeks to come.

Sincerely,



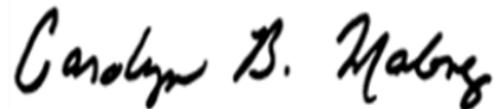
Eric L. Adams
Brooklyn Borough President



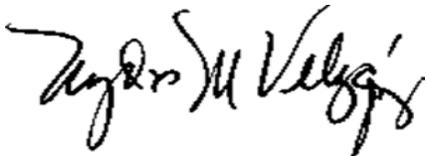
Gale A. Brewer
Manhattan Borough President



Corey Johnson
Speaker
New York City Council



Carolyn B. Maloney
Member of Congress



Nydia M. Velázquez
Member of Congress



Brad Hoylman
State Senator



Brian Kavanagh
State Senator

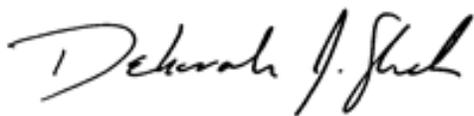


Liz Krueger
State Senator

Julia Salazar
State Senator



Harvey Epstein
Assembly Member



Deborah Glick
Assembly Member



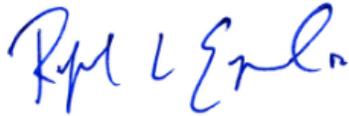
Richard N. Gottfried
Assembly Member



Joseph R. Lentol
Assembly Member



Stephen T. Levin
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Council Member



Keith Powers
Council Member



Antonio Reynoso
Council Member



Carlina Rivera
Council Member

cc. Bill de Blasio, Mayor, City of New York
Fernando Ferrer, Acting Chairman, Metropolitan Transportation Authority
Andy Byford, President, New York City Transit Authority
Polly Trottenberg, Commissioner, New York City Department of Transportation

ELA/rl