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Reports and Documents

A Long Day’s Journey into Work (October, PCAC)

Watching and Waiting (February, NYCTRC)

[All documents listed are available online in PDF format from the PCAC website at www.pcac.org.]

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MTA Fare Increase. PCAC members viewed the proposed MTA fare increase with a wary eye.
Expressing a preference for a series of modest, regular fare increases rather than periodic dou-
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addition, Executive Director William Henderson, Transportation Planner Elynn Shannon and sever-
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concept of congestion pricing for the improvement of transportation within the New York metropoli-
tan region. Executive Director Henderson submitted testimony reflecting this opinion to a joint
session of several New York State Assembly Committees considering Mayor Bloomberg’s pro-
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testimony before the Commission in November.

Regional Transportation Planning. PCAC participated in regional transportation dialogue by
presenting testimony in support of the tax-free Commuter Benefit Equalization legislation and pro-
posed increase in service to ball games and special events. PCAC staff was also present at major
regional events: the NYMTC Annual Meeting, the Regional Plan Association’s Annual Regional
Assembly, Vision Long Island’s Smart Growth Awards and Annual Meetings, and the Rudin Center’s
Forum on Transportation in the Northeast Megaregion. In addition, PCAC took part in meetings of the
Empire State Transportation Alliance, Friends of Moynihan Station, Tappan Zee Bridge Traffic and Transit Stakeholders Advisory Group, and the Technical Advisory
Committee on ARC (Access to the Region’s Core).

Rolling Stock, Infrastructure, and Information. PCAC observed a focus group discussing the
defective M-7 armrests, provided testimony on the platform gap problem before the NY State
Senate Transportation Committee, and successfully advocated for the MTA Inspector General’s
office to post their reports on their website.

LIRRCC

New Officer and By-law Change. Maureen Michaels was elected Vice-Chair. The Council also
approved a revision of the by-laws to add Queens and Kings Counties to the areas where
LIRRCC is charged to study methods of increasing the use of public transportation.

Customer Service Issues. The Council addressed a number of issues with LIRR management,
including station and on-board announcements, communication during unplanned service disrup-
tions, on-time performance, escalator maintenance, station and car condition, conductor perform-
ance, car cleanliness and bathroom servicing, and recycling and refuse disposal, ticket selling
software, excessive horn-blowing, and the failing diesel fleet. On a positive note, Council Chair
Gerard Bringmann and Executive Director Henderson spoke at a press conference held in Penn
Station where LIRR President Helena Williams announced the installation of six electronic mes-
 sage boards.

Passenger Safety Concerns. The Council continued to monitor the measures that the Rail Road
is taking to narrow platform gaps and increase public awareness of gap hazards. In February,
staff presented testimony to the NY State Senate Committee on Transportation. Subsequently, a
MTA Gap Task Force was formed and Board representative McGovern was appointed to serve on
this panel. In September, Executive Director Henderson, Council Chair Bringmann, and Council
members Michaels and Ira Greenberg met with NY State Deputy Secretary for Homeland Security
and Law Enforcement in the Spitzer administration. A number of security-related issues were discussed, including divisions of responsibility at Penn Station, the East River tunnels, and on-board patrols.

Riders Voice Concerns. The LIRRCC held its annual President’s Forum in March. LIRR cus-

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track), the need for additional service, concerns about closed cars and the platform position of
trains, and quality of life concerns such as scratchiti and passenger courtesy with regards to cell
phones and electronic games. Acting LIRR President Raymond Kenny and his senior staff were
on hand to hear and respond to customer comments.

System Capital Improvements. The Council maintains its strong support for the LIRR Main Line
Corridor Improvement Project. The Council believes that the addition of a third track and a pro-
cram of crossing improvements are necessary for the Rail Road to meet changing conditions and
satisfy travel demand. On a related note, Executive Director Henderson, Transportation Planner
Shannon and Council member McGovern attended the MTA press conference announcing the fed-
eral funding commitment for the East Side Access project which will bring LIRR riders directly into
Grand Central Terminal. The Council is also looking at possible improvements to LIRR facilities at
Penn Station that may accompany the Moynihan Station project and will continue to be involved
with planning for this facility.

MN RCC

Loss of Members and Recruitment Campaign. During the year Council members Dennis Baum
and Martin Polowy of Westchester County and Stephen Lofthouse from Rockland County resigned
their appointments. In the October Mileposts MN RCC put out a call for experienced riders,
inviting inquiries and 12 sent letters of interest to county or local officials. Nominations are now
in the process of being sent to the Governor.

ADA Compliance. Research Associate Karyl Berger toured Grand Central Terminal with MNR
staff and Ken Stewart, a member of the Council of Citizens with Low Vision International, to
cussion potential improvements to accessible terminal signage.

Field Trips. In July, Executive Director Henderson and Council member Blair attended the
groundbreaking for the new Yankee Stadium station. In October, LIRRCC Chair Richard Cattagio
made a preview trip on the Pascack Valley Line to launch new off-peak and weekend service.
Additional passing sidings now allow trains to almost double the level of service from Rockland
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Waiting and Watching Report Released. In this project the NYCTR addressed the problems of bus bunching and unacceptable waiting times between buses. During the fall of 2006, Council members collected arrival and departure times for each bus observed at a survey point, allowing them to make a comparison between actual and scheduled departure intervals. The project also sought to systematically examine the quality and accuracy of bus destination signage. The report recommended that NYC Transit and MTA Bus work cooperatively with the City of New York to improve the conditions for bus operations, such as bus lanes, improved loading facilities, and traffic signal technology. Signage issues observed during the survey appear to be due to equipment difficulties and inattention to detail on the part of the operator.

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