



2 BROADWAY, 16TH FLOOR, NEW YORK, NY 10004  
(212) 878-7087 • [mail@pcac.org](mailto:mail@pcac.org)

**ANDREW ALBERT** CHAIR AND MTA BOARD MEMBER  
**BURTON M. STRAUSS JR.** VICE CHAIR

**EXECUTIVE COMMITTEE** CHRISTOPHER GREIF  
STUART GOLDSTEIN • WILLIAM K. GUILD

**MEMBERS** MARISOL HALPERN  
SHARON KING HOGE • TRUDY L. MASON  
SCOTT R. NICHOLLS • EDITH M. PRENTISS

**LISA DAGLIAN** EXECUTIVE DIRECTOR  
**ELLYN SHANNON** ASSOCIATE DIRECTOR  
**BRADLEY BRASHEARS** PLANNING MANAGER  
**SHEILA BINESH** TRANSPORTATION PLANNER  
**KARYL BERGER CAFIERO** RESEARCH ASSOCIATE  
**DEBORAH MORRISON** ADMINISTRATIVE ASSISTANT

**PRESS RELEASE: #19-01**

For Immediate Release

Contact: Lisa Daglian  
(212) 878-7077  
(917) 612-2292

January 3, 2019

## **L Train Miracle Cure? Call us Cynical**

*Fix the Tunnels For Good, Not Just For Now!!*

In response to the announcement about the plan to use different technology to avert a total L train shutdown, Lisa Daglian, PCAC's Executive Director, said:

"The revamped L train project may seem like a miracle cure on the surface, but what about underground, and why just months out? Riders get it: the tunnels need to be fixed for the next hundred years, not the next hundred months. Closing a tunnel on nights and weekends is still a closure, but will just mean more time for less work."

"New Yorkers are a cynical bunch. We want to know that tried and true systems are being used, especially when we're in tunnels. What about the other significant aspects of the project that weren't discussed today or were glossed over? What will happen to the new track and track beds, new lighting and fire systems, and elevator and accessibility projects? They aren't cosmetic changes, they are real needs of the communities who use the L train. Is this a new precedent for how MTA construction projects will be handled – second guessing and last-minute vicissitudes? New Yorkers understand that the tunnels need to be fixed for the next hundred years, not the next hundred months."

**What a waste:** The decision to close the tunnel wasn't made lightly: it was based on the collective experience of experts and engineers who worked on all nine Sandy-related tunnel projects including the Montague Tunnel shut down; the Canarsie Tunnels are widely agreed to have been the worst hit and need the most work. Tens of millions of dollars and hundreds of hours have been spent on this project. Federal funds have been advanced, construction has begun, and alternate service plans are in place – the result of significant substantial community input.

**So many questions:** Will the project have to go through another NEPA/Supplemental Environmental Assessment and additional public outreach? That could potentially add up to a year before construction starts. Will Judlau walk away, requiring the project to be rebid, or will this be the mother of all change orders, and at what cost? Who will want to bid on any project that can be changed on a whim? What will this decision mean to the MTA's credibility and the Fast Forward Plan?

**Just Get It Done:** The business community, elected officials and the real NYC transit experts and riders who have been in the literal trenches have spoken and they've agreed: just get it done! It's going to cause disruption for hundreds of thousands of riders, but there's a well-thought out, federally-approved alternate service plan that's been years in the making. People have moved in anticipation of the closure, and spent countless hours making alternate plans. No one wants the pain that the closure will bring, but the pain of not doing it, or doing a slapdash job, will be far worse.