



**MANHATTAN BOROUGH PRESIDENT SCOTT M. STRINGER**  
**NEW YORK STATE ASSEMBLY MEMBER MICAH Z. KELLNER**



October 26, 2009

William E. Goodrich, P.E.  
Senior Vice President and Program Executive  
MTA Capital Construction  
20 Exchange Place, 14th Floor  
New York, NY 10005

Dear Mr. Goodrich:

We are writing regarding the October 13th meeting that was held to discuss the alternative design proposals for the planned East 86th Street Second Avenue Subway entrances submitted by CIVITAS and Mr. Franklin Sharp.

This meeting was scheduled over three weeks ago, after an initial request in June, with the expectation that the Metropolitan Transportation Authority would give a presentation responding to the alternative proposals and field questions from CIVITAS, Mr. Sharp, community representatives, and ourselves.

We understand that there was never any guarantee that the CIVITAS or Sharp proposals would be adopted, but we did expect thorough explanations as to their feasibility. We came prepared for this conversation and were surprised that the MTA seemed less so. In particular, we were frustrated that the MTA did not provide substantive printed design materials given the complex nature of the issue. Whereas such preparation would have facilitated a reasonable discussion of the alternate proposals in detail we instead spent much of meeting in disagreement over various improvised drawings on a white board. Furthermore, we were disappointed by what seemed to be an overall lack of specificity in the agency's responses. For example, when Council Member Dan Garodnick asked critical questions about the cost and time involved in implementing any alternative proposal, the MTA's response was vague.

We were disappointed that the tone and substance of the meeting did not allow for a clear and thorough explanation as to whether the MTA had seriously considered proposals other than its preferred alternative, and more importantly, the findings of those analyses and the reasons why alternatives are not feasible. As this project goes forward, we expect that the concerns of the communities we represent will be addressed with all due consideration and respect.

To that point, we respectfully request that you provide us with the information requested below. Where financial information is being requested we understand that

precise figures may not be available, however we would like closer estimates than were available at the meeting.

- Are either the CIVITAS or the Sharp proposals, or any proposal other than the preferred alternative, feasible from a technical point of view, setting aside other considerations? If no, why not?
- For any of the alternative proposals that you consider technically feasible, please be more specific about the cost and time considerations that the MTA believes make those proposals less desirable than the preferred alternative.
- We also requested that the plans for the proposed East 86th Street ancillary facility be provided to CIVITAS for their review. We again request that the MTA share the requested technical drawings with CIVITAS and Mr. Sharp. If this is not feasible, please provide us with a clear explanation as to why not.


We all support the Second Avenue Subway project, while acknowledging its deep implications for the short and long-term futures of our communities. Creative thinking produced positive outcomes for addressing the problems at East 72nd Street. As the process continues for the East 86th Street Station, we consider it of the utmost importance that the MTA engages in meaningful consultation with all interested parties and stakeholders, including consideration of all proposed alternatives.

We look forward to hearing from you and to continuing this dialogue.



Scott M. Stringer  
Manhattan Borough President

Very truly yours,



Micah Z. Kellner  
Assembly Member

cc: Hunter Armstrong, CIVITAS  
Franklin Sharp  
Second Avenue Subway Taskforce, Community Board 8  
East 86th Street Merchants and Residents Association  
Lois Tandler, Metropolitan Transportation Authority  
Alissa Kosowsky, Metropolitan Transportation Authority