



Assemblymember  
**Jo Anne Simon**  
52nd District



**Announcements & Upcoming Events November 2019**

**A Message from Jo Anne...**

**Clark Street Station Survey Results:** Earlier this year, MTA New York City Transit's (NYCT) identified a critical need to replace the three elevators that serve the 2/3 Clark Street subway station in Brooklyn Heights. NYCT has proposed two approaches to this work: (i) replacing all elevators simultaneously, which would require shutting the station entirely for 8 months, or (ii) replacing the elevators one at a time. Under this latter approach, two options were proposed: a 24-month project, permitting the station to be open 24 hours a day throughout the construction period (except during emergencies when one of the two remaining elevators fails) or a 22-month project, permitting the station to be open during peak hours (again, except during emergencies).

I worked with Senator Brian Kavanagh, Congresswoman Nydia Velázquez, Brooklyn Borough President Eric Adams, and City Council Member Stephen Levin to host a community forum where NYCT President Andy Byford discussed the possible options for renovation. In order to gauge public opinion regarding the approaches, our offices also conducted a survey at the forum, at the station, and online. The survey results include the following highlights:

- Overall, 62% of respondents preferred one-elevator-at-a-time replacement, with either a 22- or 24-month duration, while 38% preferred full closure with an 8-month duration.
- While the great majority (86%) of survey respondents completed the survey at the station or online, it is worth noting that of the 14% who responded at the forum, most tended to differ from the opinions of the majority who completed the survey at the station or online. Of those completing the survey in connection with the forum, 79% favored full closure, compared with only 24% of those who completed the survey at the station, and 33% who completed it online.
- Comments included a desire for shuttle buses during periods when subway service is unavailable at the station, special considerations and/or financial assistance for local businesses and institutions impacted by the project, accommodations for older transit customers and people with disabilities, and inclusion of improvements to the stairs and/or addition of escalators to the station.

You may view the full results online: <https://nyassembly.gov/mem/Jo-Anne-Simon>. We have also shared the results with NYCT to guide them in their determination of project approach and will keep you updated on this matter. Please feel free to reach out to my office if you have any questions or would like to discuss the survey findings.

Sincerely,

Jo Anne Simon

**National Grid Gas Moratorium Update & 11/19/19 Hearing:** National Grid announced a moratorium on new gas hookups as of May 2019, and several private residences and small businesses in this area have been denied gas as a result. National Grid had asserted that they will not process any new applications until the NYS Department of Environmental Conservation (DEC) approves their proposed Williams Pipeline, which they maintain they need in order to ensure they have enough supplies down the road to cover existing and new customers. The Williams Pipeline, a.k.a. the Northeast Supply Enhancement (NESE) pipeline, would run from Pennsylvania to New York City.

I do not support this proposed pipeline and had encouraged DEC to disapprove it, as it is urgent to reduce our reliance on fracked gas given the climate emergency before us. I have concerns about National Grid's actions, including their lack

of notice on the moratorium, bullying behavior, and their focus on lobbying for a pipeline rather than planning and implementing efficiency measures. We need transparency and details on their current capacity. I joined my colleagues [to request that the NYS Public Service Commission \(PSC\) investigate the legitimacy of this moratorium](#), which they have agreed to do. I also [testified at PSC's public hearing on this issue](#).

Fortunately, in October, Governor Andrew Cuomo ordered National Grid to restore service to about one third of the residential and small business customers who were denied service, including those who had been not receiving service while rebuilding after Sandy, doing renovations or other scenarios. He also gave the company 14 days (until Nov. 26) to propose "meaningful and immediate remedial action" or a proceeding will be initiated to revoke their license.

There will also be a state legislative hearing on this issue on Nov. 19, 2019, 11am, 250 Broadway, Room 1923, 19th Fl., NY, NY. You may send written comments to [alexandert@nyassembly.gov](mailto:alexandert@nyassembly.gov) and [boyajian@nysenate.gov](mailto:boyajian@nysenate.gov).

If you have gas hook up problems, file a complaint online to the PSC, contact the Public Utility Law Project, and the NYS Attorney General (who has also opened an inquiry into the moratorium at my urging). Contact my office for assistance.

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**MTA 2020-2024 Capital Program Hearing.** I recently attended a joint Senate and Assembly hearing to discuss the MTA Capital Program for 2020-2024. This historic proposed \$51.5 billion capital investment plan is 70% larger than the previous Capital Program, and I am pleased that the Assembly held its first oversight hearing on the MTA in 5 years. I had the opportunity to ask questions of MTA Leadership, including a request for an opportunity for constituents surrounding the congestion pricing tolling area to provide input into the process, the possibility of another exit at the York Street Station, accessibility at a few stations around the district, re-signaling at the Bergen Street Station, and looking into reopening the Bergen Street Express platform below the current platform. Signals at Bergen Street have been causing problems upstream and downstream on the F line which reverberate across the system, and I am glad to see that the MTA is taking the opportunity to fix the signals that have been causing problems for over a decade.

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**Brooklyn Bus Redesign - Public Input Needed & Bringing Back the B71.** The MTA is taking a "holistic, clean-slate look at Brooklyn bus service" and is hosting open houses to have members of the community assess our local bus service. They will discuss ways to expand bus priority, provide high frequency and high capacity services to customers. Share your thoughts on which of your transit needs are being unfulfilled, what improvements can be made, and what services should remain the same. You can also take an online survey. Information on all of the Brooklyn meetings (including an 11/20 Ft. Greene meeting, 6pm) & the survey link can be found on <https://new.mta.info/brooklynbusredesign>.

I attended the Park Slope meeting and joined Council Member Brad Lander and the B71 bus coalition to urge the MTA to bring back this bus line. Linking the transit-starved neighborhood of Red Hook to Crown Heights (and even lower Manhattan) through a new East-West bus route would provide a solid and accessible option for riders to go to work, school, medical visits, local businesses, or cultural institutions. To support the B71, you can comment on the MTA bus redesign website or sign the petition: <https://council.nyc.gov/brad-lander/bring-back-the-b71/>

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**Climate Wednesdays: Solutions for a Cooler Brooklyn, 11/20/19 & monthly.** Join 350Brooklyn and the Brooklyn Public Library for a monthly educational series to engage citizens in accessible solutions to the climate crisis. The series takes place in the Info Commons Lab at Brooklyn's Central Library (10 Grand Army Plaza) from 7-8:30pm. The next event will be on Nov. 20: **Parenting in the Age of Climate Change**. For details, <https://350brooklyn.org/climate-wednesdays/>

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**Thank you, Veterans!** We honor the brave people who proudly served our country and fought to protect our ideals!

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