

**AARP-New York | Bronx Independent Living Services  
Center for Independence of the Disabled, NY | Disabled In Action | INCLUDEnyc  
LiveOn NY | New York Lawyers for the Public Interest  
Regional Plan Association | Riders Alliance  
Rise & Resist Elevator Action Group | Straphangers Campaign  
The Viscardi Center | TransitCenter | Tri-State Transportation Campaign  
United Spinal, NY Chapter | UP-STAND | 504 Democratic Club**

May 4, 2020

**ORGANIZATIONS REPRESENTING PEOPLE WITH DISABILITIES, OLDER NEW YORKERS,  
AND TRANSIT RIDERS SUPPORT THE ZONING FOR TRANSIT ACCESSIBILITY PROPOSAL**

We are organizations representing New Yorkers with disabilities, New Yorkers with children, older New Yorkers, and subway and bus riders. We advocate for a transit system that is equally accessible to everyone.

Our organizations support the Zoning for Transit Accessibility proposal of the New York City Council, NYC Department of City Planning, and the Metropolitan Transportation Authority. The proposal will expand and strengthen existing zoning tools to accelerate progress toward a fully-accessible subway system:

- **Transit Easement Certification:** Developers who build next to subway stations citywide must work with the MTA to provide permanent access to a portion of the property to enable the MTA to build an accessible entrance. This will significantly reduce the cost of constructing accessible entrances and ensure that no future easement opportunity is overlooked.
- **Station Improvement Bonus:** Developers in the highest-density neighborhoods across the city will be eligible for a floor area ratio (FAR) bonus of up to 20% in exchange for building subway station access improvements, including elevators, in stations that are near but not necessarily adjacent to the new building.

Given the immense strain on MTA capital finances caused by the COVID-19 pandemic, City leaders and the MTA must utilize all options available to create accessible subway stations at less cost to New Yorkers. These zoning tools will augment public resources, allowing the MTA to prioritize its own capital investments in neighborhoods that do not offer the same amount of development opportunity these tools are meant to leverage.

However useful, these tools are not intended to replace the MTA's own investments to achieve a fully-accessible subway by 2034, including 70 accessible stations in the 2020-24 MTA Capital Program. Nor will this proposal release the MTA from its obligation to keep publicly- and privately-maintained elevators in service for all riders.

New York City leaders must use every tool available to provide equal access to our subway. We welcome this zoning proposal as a meaningful step toward realizing the fully accessible subway system that all New Yorkers need and deserve.