

Disingenuous

\$93 million. All that NYC and NYS legislators need to reverse the cuts to bus and subway service approved by the MTA (Kudos to the two board members who voted the cuts down; wish their colleagues shared their keen attention to the facts.). So let's presume for a second, the resources get identified. Alas, the MTA chairman made clear (see the Assembly hearing) an intention to take any new resources and apply it elsewhere. That admission makes a sham of the MTA budget hearings earlier this year. Why give the MTA money if they refuse to restore cuts to bus and subway service. Maybe the chair can run a system but refusing to work with our legislators to resource service restorations virtually guarantees not only the cuts and eliminations will go through but their permanence. So, just think, we could have had the bad policy represented by congestion tax and still faced these service eliminations. Get the point. Remember: You cannot trust the MTA.

<http://www.nytimes.com/2010/04/29/nyregion/29mta.html>

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M.T.A. Plans More Rounds of Layoffs by July 4

By [MICHAEL M. GRYNBAUM](#)

The [Metropolitan Transportation Authority](#) plans to lay off hundreds of bus drivers and subway workers by July 4, as the agency prepares to carry out severe service cuts to the city's mass transit system.

More than 550 bus workers will be laid off by [New York City Transit](#) on June 27, coinciding with the elimination of dozens of bus lines and two subway routes, according to documents filed with the state on Tuesday. An additional 122 subway workers, mostly car inspectors, will lose

their jobs on July 4, the agency said.

The transportation authority has resorted to layoffs for the first time in decades as it tries to close an \$800 million budget shortfall brought on by reduced financing from the state.

[Jay H. Walder](#), the new chairman, has described the layoffs as a painful but necessary step to rein in costs at the agency, which has long had a reputation as a bloated bureaucracy.

Under a previously announced plan, about 500 subway station agents will also lose their jobs in the next two weeks, and the number of administrative workers will be reduced by 600 through a mix of layoffs and buyouts. These cuts will save about \$65 million.

The layoffs have incensed labor representatives, who argue that [Mr. Walder](#) should find alternative ways to close the gap.

John Samuelsen, the president of [Transport Workers Union](#) Local 100, which represents the bulk of the city's transit employees, said the authority should use federal stimulus money to cover its operating expenses.

"I don't think the layoffs are necessary," Mr. Samuelsen said in a phone interview on Wednesday, adding that he did not think the service cuts that prompted the layoffs were necessary either.

"They are sitting on the money and causing New York's working families great amounts of pain," he said.

The union's most recent contract, which granted workers raises of 11 percent over three years, is still in litigation with the authority. Mr. Samuelsen said that Local 100 officials were "not going to be blackmailed into allowing Jay Walder and M.T.A. management to gut our contract."

A spokesman for the authority, Jeremy Soffin, declined to comment on the tensions with the union. "The reality is that we're dealing with a nearly \$800 million budget shortfall, and we have had to make extremely tough decisions," Mr. Soffin said. "It's extremely painful for the entire organization."

The service cuts, which will eliminate the V and W subway lines and reduce bus service in dozens of neighborhoods, are expected to save the authority about \$93 million, the bulk of it through the coming layoffs, officials said. About 5 percent of the city's 12,000 bus drivers will be affected.

Patrick McGeehan contributed reporting.