



Analysis: \$40 Million That Gov. Cuomo Seeks from MTA Could Add Bus & Rail Service, Reduce Crowding and Waits, and Lessen Pressure on Fares

March 24, 2014: According to an analysis conducted by the Straphangers Campaign and the Riders Alliance, the \$40 million that Governor Cuomo seeks to raid from dedicated transit funds could instead be used to improve transit service throughout the five boroughs, as well as for Long Island Railroad and Metro-North riders.

Here is one example of service improvements that together would total \$40 million for a year of service:

Subways

- Restore mid-day, nighttime and weekend service that was reduced on the 1, 7, A, F, J, L and M lines in 2010, creating shorter waits for 300,000 riders every weekday and 285,000 riders every weekend (\$3.1 million)
- Add 20% more morning rush hour service on the notoriously crowded and infrequent C train (\$1 million)
- Restore G train service to Forest Hills--71st Avenue in Queens (\$1.5 million)
- Restore W train one-seat service from Astoria to Lower Manhattan (\$3.4 million)

Buses

- Add four new local daytime and three new weekend routes in the Bronx (\$4.2 million)
- Add three new local bus routes and implement weekend hours for three weekday-only routes in Brooklyn (\$4.7 million)
- Add three bus routes and implement weekend hours for two weekday routes in Manhattan (\$4.7 million)
- Add three new bus routes with weekday and weekend hours in Queens (\$6.9 million)
- Add three new weekend routes, and three new peak hours routes in Staten Island (\$3 million)

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Commuter Rail

- Add 6 new LIRR rush hour trains every weekday (\$2.2 million)
- Add 10 new off-peak weekday LIRR trains (\$0.4 million)
- Add 10 new LIRR trains every weekend day (\$0.3 million)
- Add cars to Metro-North trains to reduce crowding on the Harlem, Hudson and New Haven lines (\$2.7 million)
- Add two daily Metro-North trains each to the Harlem, Hudson and New Haven lines (\$1.9 million)

Fares

The funds could instead be used to reduce MTA plans to increase the fare in 2015 and 2017. The MTA had initially warned it would rise by 8.4%, twice the rate of inflation. In response to widespread criticism, the agency then said it would raise fares by 4% every two years, about half the initial proposed rate. However, in recent weeks, the MTA has again warned that its financial problems may cause a higher fare increase.

The numbers referenced in this report are estimates for the annual cost of providing the services described, using the MTA's own publicly available documents from recent years.

About the Authors

Since 1979, the **NYPIRG Straphangers Campaign** has been a leading voice for New York City's millions of daily subway and bus riders. The Straphangers Campaign is a project of the New York Public Interest Research Group, Fund (NYPIRG).

The **Riders Alliance** is a grassroots membership organization of subway and bus riders, pushing for better service, affordable fares and a stronger public investment in mass transit.