



Metropolitan Transportation Authority  
Public Hearing on Proposed Changes in Fares and Crossing Charges  
Testimony by Pat Moore,  
Board Member, Community Board One  
Wednesday, January 14, 2009  
Hilton NY, Trianon Ballroom, 1335 Ave of the Americas, Manhattan

Thank you, members of the Board of the Metropolitan Transportation Authority, for convening this important hearing on Proposed Changes in Fares and Crossing Charges and for this opportunity to testify. I am Pat Moore, board member and Chair of the Quality of Life Committee for Community Board One in Manhattan.

I am here tonight to address the impacts these proposed budget cuts would have on the city as a whole and on Community District One. We are concerned that these cuts would further stretch an already overburdened and overcrowded transit system far beyond its capacity, preventing people in many neighborhoods throughout the City from getting to and from work and other destinations in a reliable way and within a reasonable time.

On behalf of Community District One, we call on all concerned elected officials, most notably Governor David Paterson, New York State Assembly Speaker Sheldon Silver and New York State Senate Majority Leader Malcolm Smith to find the funding needed by the MTA to restore proposed service

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reductions and maintain the fare at current levels. We hope that President-Elect Obama and the U.S. Congress will work out a stimulus package that will address the great needs of mass transit systems in New York and other major urban areas and will provide helpful support. We appreciate efforts by Senator Charles Schumer to ensure that New York City transit needs are fully considered in this regard.

Many people would be affected by service cuts proposed for Lower Manhattan. Reducing service on the local buses that operate in our district such as the M15 and M21 and eliminating service on the M22 overnight, the M6 and M22 on weekends, and the X25 Express bus altogether will make it much more difficult to complete bus trips in a timely, reliable way.

Such service cuts would have an especially severe impact on many seniors and frail or mobility-impaired people in Community District One, many of whom are not comfortable using or cannot access the subway. This is a special problem for people in Battery Park City—which does not have a subway stop—including residents of an assisted living facility. These elderly residents, as well as other less able-bodied residents of Battery Park City must cross a busy highway—which is also currently a construction zone and will be one for some time—to get to the nearest subway stop.

The proposed doubling of the Access-A-Ride fare compounds the threat of being stranded by these service cuts by making it much more difficult for many seniors and people with disabilities or mobility impairments—many of whom are on fixed incomes—to avail themselves of the only alternative to bus service.

Turning to the proposed subway cutbacks, eliminating “N” service in Lower Manhattan late at night would be a significant inconvenience for the many people who rely on these lines to get to and from work in Lower Manhattan from 11 p.m. to 5 a.m. and residents of Lower Manhattan who work late shifts in other areas. We are also concerned about longer wait times for the “R” if the “W” is eliminated completely. This would likely push these lines beyond their capacity

at peak travel times when they are already very crowded with commuters, students and other travelers.

By making it more difficult to travel to and from Lower Manhattan on weekends and late nights, these cuts work against the effort to make Lower Manhattan a “24/7” community, which for many years has been a goal of the City and CB1 that is only recently beginning to be achieved.. This effort requires that Downtown residents and workers have reliable transportation options around the clock.

The MTA runs by far the largest mass transit system in the United States, but currently receives a significantly lower percentage of funding from government than comparable systems in other cities. CB1 calls upon the federal, state and local governments to work together to remedy this situation and provide relief for workers from the drastic fare increases and service reductions that have been proposed.

Thank you for the opportunity to testify this evening. I very much hope that with your support and assistance, New York City will continue to provide essential and affordable transportation service to maintain the quality of life in Lower Manhattan and citywide.