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**BOROUGH PRESIDENT FERRER, ASSEMBLYMEMBER NOLAN,
TRANSPORT WORKERS UNION, COMMUNITY GROUPS PRESS
MTA TO MAINTAIN G AND F SERVICE & REWORK V SUBWAY
SERVICE**

Borough President Fernando Ferrer, Assembly Member Catherine Nolan and the Transport Workers and its President Roger Toussaint, in coalition with community groups, including the Queens Civic Congress, today called for responsible subway service planning by the Metropolitan Transportation Authority and urged the Governor to intervene to block this MTA routing scheme. At a news conference at outside the 179th Street/ Hillside Avenue Subway Station in Jamaica, Ferrer and Nolan said the MTA ought to devote its resources to devise a plan that implements the community-initiated plan to maintain key subway service and transfer points, by not cutting G service into Queens, or re-routing the F from the 53rdStreet/Lexington Avenue transfer point for riders from the Bronx, Queens and Manhattan.

Ferrer, Nolan and the TWU support the community proposal to maintain G service into Forest Hills, restore the F train as an express its full length in Queens and make the new V line a Queens local from 179th Street/Jamaica to the 63rd Street tunnel in Manhattan where it would run express.

"We urge the Governor to intervene to block this MTA routing scheme that hits Brooklyn and Queens riders very hard," said Ferrer. The harsh cutbacks in G service, the re-routing of F service and the routing of the new V line that most riders will shun adopted by the MTA unfairly affect many commuters and particularly discriminates against many Queens and Brooklyn residents. It means severe overcrowding at this heavily used, many might call crowded, subway transfer point as commuters move from the F to the V or, more likely the E, to continue to Lexington Avenue for their transfer to the IRT line."

Nolan said, "The MTA must recognize the greater flaws inherent in its service scheme and determine how to make the community's thoughtful plan a reality."

TWU President Roger Toussaint said, "As communities, advocates and our representatives joined in coalition to block the MTA's plan to close our subway token booths, threatening the safety of commuters and subway workers alike, we support this community-based effort to inject rational planning subway service and provide the service straphangers want and need."

Queens Civic Congress President Sean M. Walsh said, "The MTA's lack of vision will foist overcrowding on the E which will continue to run through the 53rd Street tunnel and create major crowding situations at key transfer points such as 74th Street/ Roosevelt Avenue/Broadway, the last Manhattan bound transfer point where F train riders will be able to switch to the E to continue to 53rd Street. We thank the Borough President, the Assemblywoman and the TWU for standing with the community to effect the change we need."

Queens Civic Congress Transportation Committee Chair Tina Chan said, "The Queens Civic Congress worked closely with the Noble Street Block Association (Brooklyn), the Straphangers Campaign and the Regional Plan Association to develop a plan to wisely use the 63rd Street tunnel and expand express subway service in Queens and Manhattan. We urge all of our elected officials and those who seek to represent us to back this initiative."

Other community leaders included Queens Civic Congress Treasurer James Trent (Creedmoor Civic Association), and Vice Presidents Margo Hill (Southeast Queens Concerned Neighbors) and Richard Hellenbrecht (Bellerose-Commonwealth Civic Association and Chair, Community Board 13).

As a staunch advocate of the full-length Second Avenue Subway from Co-op City in the Bronx through Manhattan into Brooklyn and Queens, Ferrer said, "the MTA must use the investment in the 63rd Street tunnel intelligently to expand service, not make changes that would decrease service for many commuters. Transportation's vital role in the development of New York City and the extraordinary threat posed by our inadequate mass transit system make clear the need for visionary plans that we can implement now."

"This civic alternative should encourage people to use mass transit, Nolan added. "The NYC Transit scheme imposes obstacles that would instead encourage existing riders to take their cars." Ferrer added, "That's why several month ago months ago, I joined in criticizing the MTA's callous disregard for underserved riders.

Rather than proceed with a plan that will attract few riders and diminish service to many thousands, Ferrer, Nolan and the TWU urge the Governor to direct the MTA to send its planners back to their offices with orders to work on making the community plan a reality.