

For Immediate Release: Thursday, June 24, 2010

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ATU Local 1056, Electeds & Community v. Bus Cuts

Amalgamated Transportation Union (ATU) Local No. 1056, its president I. Danee Miller, representatives of Congressman Gregory Meeks, State Senator Malcolm Smith and Assemblyman William Scarborough, and community leaders including former Councilman Democratic Leader Archie Spigner joined together outside the Parsons/ Archer subway and bus hub in downtown Jamaica today to urge the MTA to reverse harmful cuts and enlist Mayor Bloomberg in this effort that he remains largely silent. “We are leafleting commuters to contact the MTA and the Mayor,” stated Mr. Miller. “As you may know, the mayor proposed private vans instead of the public bus service.” The handouts deliver a simple message: “The MTA refuses to use the almost \$100 million Federal stimulus funds (our tax dollars) it has to prevent cuts in service. Call 311 and tell the Mayor to demand MTA Chairman Jay Walder use Federal stimulus funds to keep our Queens buses running. Call MTA Chairman Jay Walder at 212-878-7000. Hold for a live operator and ask for Jay Walder. Tell him not to cut or reduce our neighborhood Queens bus service.” Amalgamated Transit Union (ATU) Local 1056 represents drivers and mechanics who work for MTA New York City Transit's Queens bus division.

“MTA chairman/CEO Jay Walder refuses to exercise other options that would avert these cuts,” explained Mr. Miller. “Instead, they chose to balance their books on the backs of working people who depend on these bus lines each day. The issue is not money; it's policy. For many Queens residents, buses provide the ONLY transit option. And the Mayor's van alternative clearly is not the answer; it exposes passengers to the dangers of an industry that has operated with little oversight over the years, allowing for unregulated vans to proliferate unabated.”

“The public needs to know that MTA chair Walder, once of Queens but late of London, testified to the NYS Assembly that he would NOT (emphasis added) apply new funding or saved resources to restore service cuts and eliminations,” Miller added. “This is just an outrage. Legislators support the restorations. It remains a question of priorities. Senators Charles Schumer and Kirsten Gillibrand sponsor legislation to direct federal operating aid, previously denied NYC transit, to the MTA. The City Council identified \$90 million in unused federal stimulus monies and some \$50 million in funds currently allocated to pay-as-you-go capital to avert the cuts. The public needs to weigh in and make clear its preference for bus service over massive projects that offer meager service to Queens – and nothing for decades!”

Miller declared, “We cannot let these harmful cuts stand at a time when MTA management takes care of folks at top, perpetuates wasteful policies and practices and advances costly megaprojects that benefit connected developers and insiders. Tell the MTA NO! Local 1056 continues to speak out and urge our legislative and community allies to fight the cuts and for using stimulus funding to fund the operations shortfall.”



“The bottom line is public transportation cannot be viewed as just a private sector, market driven service,” declared Miller. It provides the economic and social hub of our society and the lifeline of all our citizens, and no reasonable person or entity can support these harmful service cuts. Service cuts and punsafe private vans ill-serve the public. ATU Local 1056 will continue to rally, lobby and organize against the service cuts.”

-30-

[Editor's Note: See Queens Bus Cuts Spreadsheet on next page]

Queens Bus Cuts Spreadsheet

Route	Proposal	Description	cost	Affects
X32 Express	Eliminate	Operates between Queens & Bronx High School of Science	\$300,000	Auburndale, Bay Terrace, Flushing, Fresh Meadows, Jamaica, Jamaica Estates, Utopia, Whitestone
X51 Express	Eliminate	Operates between Flushing in Queens & Midtown Manhattan express bus service between Jackson Heights and Midtown Manhattan (operates on weekday peak periods only)	\$800,000	Flushing
QM22 (MTA Bus)	Eliminate	express bus service between Brooklyn Manor, Queens and Penn Station (operates on weekday peak periods only)	\$143,000	Jackson Heights, Astoria, and Long Island City
QM23 (MTA Bus)	Eliminate	local bus service (currently operates on weekdays only).	\$101,000	Brooklyn Manor, Queens
Q89 (MTA Bus)	Eliminate	discontinuation of the Q24 west of Broadway Junction station (listed under Brooklyn)	\$120,000	Jamaica, South Jamaica, South Ozone Park
Q24	Eliminate	eliminate service, partial reroute of Q15 (costs \$50k)	\$700,000	Jamaica, Richmond Hill, East New York, Bushwick.
Q14	Eliminate	cover part of eliminated Q14)	\$1,350,000	Flushing, Whitestone
Q15	partial reroute		see above	Flushing, Whitestone
Q26	Reduction	Discontinue Off-Peak	\$500,000	Flushing, Auburndale, Fresh Meadows.
Q31	Eliminate	Discontinue weekend service	\$400,000	Jamaica, Utopia, Auburndale, Bayside.
Q42	Eliminate	Discontinue all service (operates weekdays only; partial restoration @ \$800k).	\$200,000	Jamaica, Addeleigh Park.
Q74	Eliminate	Discontinue all service (operates weekdays only).	\$1,200,000	Kew Gardens, Kew Gardens Hills, Queens College
Q75	Eliminate	Discontinue all service (operates weekdays only)	\$1,100,000	Jamaica, Jamaica Estates, Fresh Meadows, Oakland Gardens
Q76	Eliminate	Discontinue Saturday service (does not operate Sundays).	\$300,000	Jamaica, Jamaica Estates, Fresh Meadows, Bayside, Whitestone, College Point
Q79	Eliminate	Discontinue (operates weekdays & Saturdays only).	\$700,000	Little Neck, Glen Oaks, Bellerose, Floral Park
Q30	Reduce Service	Discontinue overnight service (run 5:00 am - 1:00 am)	\$100,000	Jamaica, Jamaica Estates, Fresh Meadows, Oakland Gardens, Douglaston, Little Neck
Q48	Reduce Service	Cut Sunday 5:00 am - 1:15 am service to end 12:00 am	[included above]	Jackson Heights, East Elmhurst, Corona, Flushing
TOTAL			\$8,014,000	

Source: MTA

Representing all hourly rated Employees of the Queens Division, Who safely Operate and Maintain Buses for MTA New York City Transit.

Serving the communities of Queens, Manhattan, and the Bronx since January 23rd, 1935.

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ATU Local 1056 President Daneek Miller explaining the cuts to a commuter.



ATU Local 1056 President Daneek Miller speaking at news conference on Archer Avenue with Vice President Mark Henry, Congressman Greg Meeks' representative (Nathaniel Hezekiah, left) and Assembly Member William Scarborough's representative (Manny Caughman, right).





ATU President Daneek Miller and Queens Village Garage's Mel Harris leafleting



ATU Vice President Mark Henry leafleting riders. [All photos courtesy ATU Local 1056]

