



## Legislation Details (With Text)

**File #:** Res 0410-2010      **Version:** \*      **Name:** Allow for additional transportation assistance grants. (H.R. 2746/S.3189)  
**Type:** Resolution      **Status:** Filed  
**In control:** Committee on Transportation

**On agenda:** 8/25/2010

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**Title:** Resolution calling on the U.S. House of Representatives and the U.S. Senate to pass H.R. 2746 and S.3189, respectively, "to allow for additional transportation assistance grants," and to encourage the MTA to take advantage of the current allowance for the use of capital money for operational purposes, to avert layoffs.

**Sponsors:**

**Indexes:**

**Attachments:**

Date	Ver.	Action By	Action	Result
8/25/2010	*	City Council	Introduced by Council	
8/25/2010	*	City Council	Referred to Comm by Council	
12/31/2013	*	City Council	Filed (End of Session)	

Res. No. 410

Resolution calling on the U.S. House of Representatives and the U.S. Senate to pass H.R. 2746 and S.3189, respectively, "to allow for additional transportation assistance grants," and to encourage the MTA to take advantage of the current allowance for the use of capital money for operational purposes, to avert layoffs.

By Council Members Ferreras, Barron, Brewer, Chin, Dromm, Gentile, Gonzalez, James, Lander, Palma, Vann, Williams, Cabrera and Mendez

Whereas, Due to a lower than expected tax revenue, caused by the economic downturn and the reduction of \$143 million in dedicated funding by New York State, the Metropolitan Transportation Authority ("MTA") is facing a nearly \$800 million deficit in its 2010 budget; and

Whereas, In order to balance its budget, the MTA has enacted drastic reductions in service, such as the elimination of two subway lines, a reduction in service on a third subway line, the elimination of service on thirty-four bus lines, and reduced service on another sixty-five bus lines; and

Whereas, According to the Straphangers Campaign, the effect of these service cuts will lead to longer

wait times for trains and buses, more overcrowding, riders having to make additional transfers, and longer travel times for those riders that take both buses and the subway; and

Whereas, In addition to the service cuts enacted by the MTA Board on March 24, 2010, the MTA also announced that it planned to reduce its workforce by over 1000 people, including laying off 400 station agents; and

Whereas, Laying off these MTA workers in this terrible economic climate hurts not only their families but also the economy of New York City, which would potentially lose thousands of dollars that would go into the local economy; and

Whereas, While current law only allows the MTA to use up to 10% of its capital allocation from the federal government for operational expenses, the MTA has refused to take advantage of this allowance; and

Whereas, Public transportation is good for New York City because it allows more people to shop at local businesses that are serviced by the transit system, reduces the need for parking, and reduces traffic congestion; and

Whereas, Currently there are two companion bills pending in Congress, H.R. 2746 and S.3189, which would give local transportation authorities, such as the MTA, the ability to use up to 30% of their capital allocations on operational expenses; and

Whereas, The legislation before Congress would give the MTA greater flexibility to use federal funds for operational expenses, which could avert the need for future fare increases, service reductions and layoffs; now, therefore, be it

Resolved, That the Council of the City of New York calls upon the U.S. House of Representatives and the U.S. Senate to pass H.R. 2746 and S.3189, respectively, “to allow for additional transportation assistance grants,” and to encourage the MTA to take advantage of the current allowance for the use of capital money for operational purposes, to avert layoffs.

NL  
LS# 1333  
July 26, 2010