

FEDERAL TRANSPORTATION POLICY: *What are impacts on NY?*

Tri-State Transportation Campaign
Center for Working Families Policy Conference

December 2, 2010

30 Second Overview:

Current Federal Transportation Bill

- SAFETEA-LU: Expired September 30, 2009
 - 3 extensions to-date to maintain funding
- New bill and various amendments introduced over the past 18 months; halted momentum
 - \$500B price tag with no viable funding options
 - Increased money for transit; included new reforms

30 Second Overview: Continued

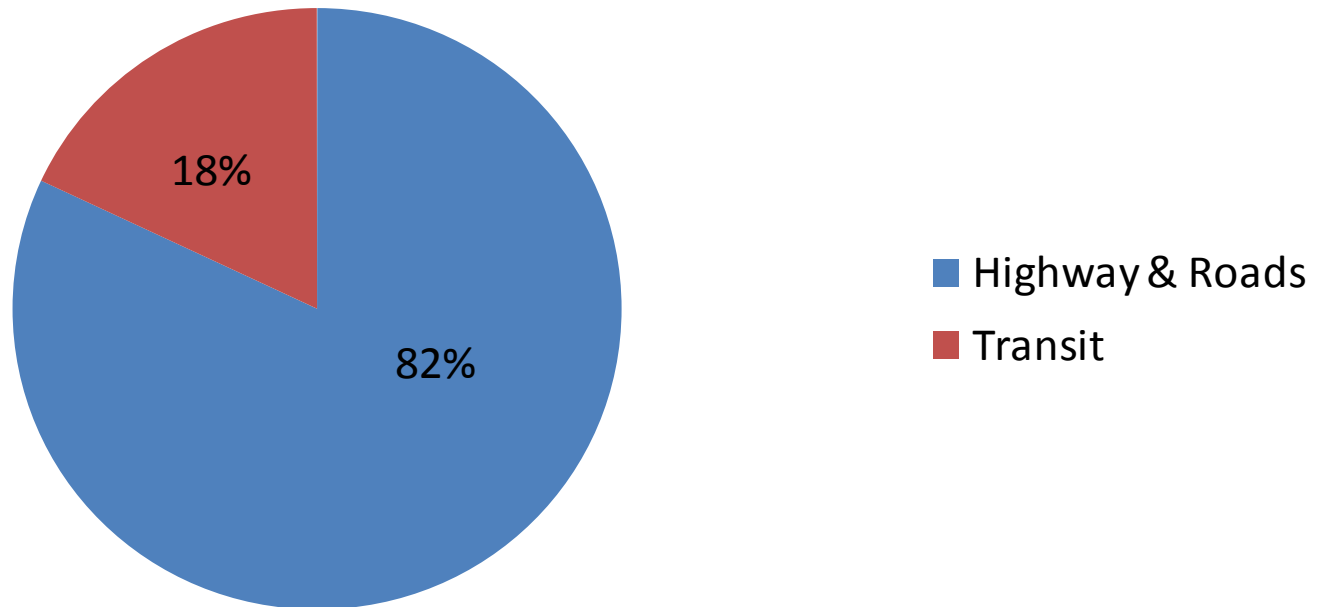
- Limited federal funding for transit operations for smaller communities (none for MTA)
- Most federal transportation funding goes to highway and bridge projects
- Very little funding for pedestrians and cyclists
- Except for a small portion of the STP funds, most federal highway money goes to state DOTs

Outlook For New Bill

- Projections for new bill in 2013
 - After 2012 elections
- Possibility of a reduction in transit funding under Republican Congress and new House Transportation & Infrastructure Committee Chair
- Previous reauthorization bill and amendments must be reintroduced
- Maintains highway/transit bias

80/20 bias starts to look good

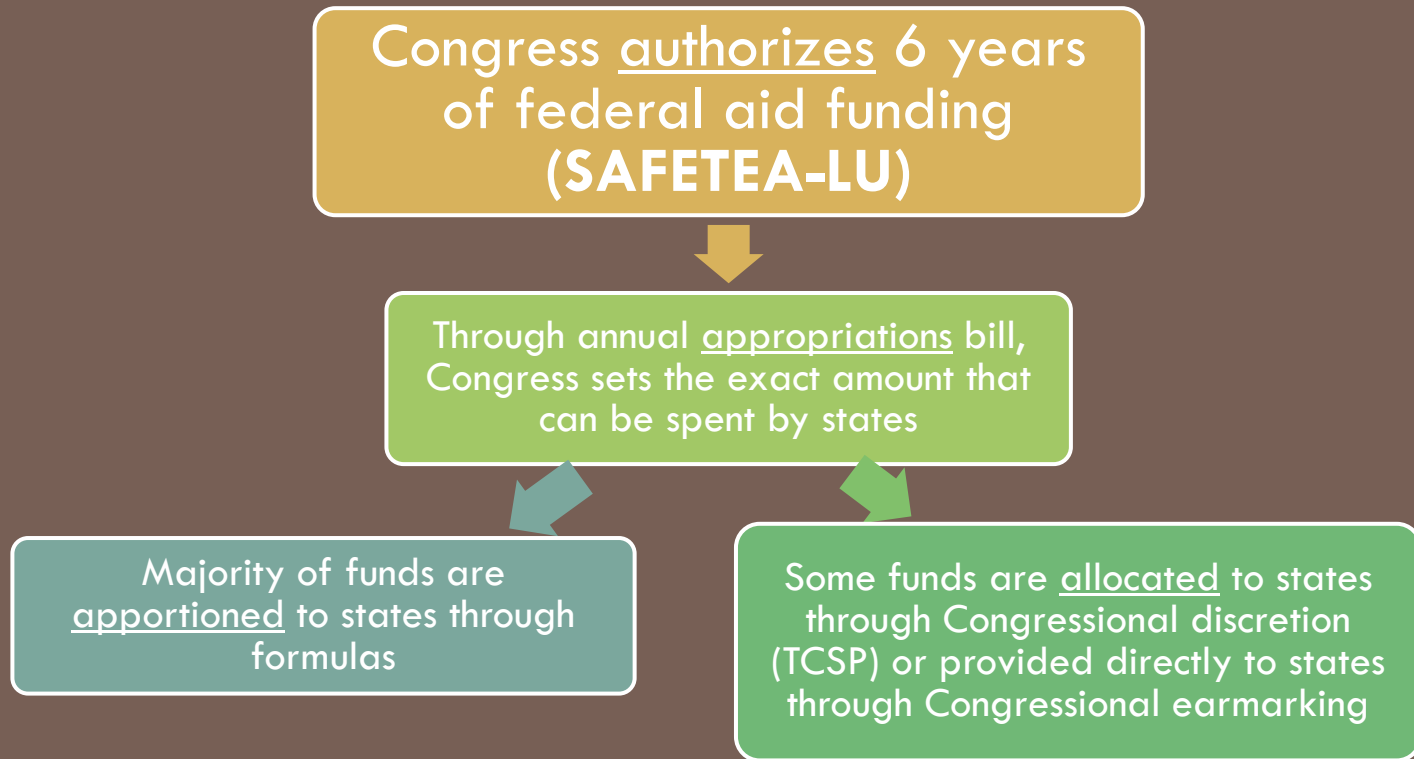
Share of Federal Transportation Funding



Impact for New York

How does the federal transportation bill impact NY's transportation network?

The Four A's of Federal "Highway" and Transit Funding



Political translation for New York

- Series of extensions until 2013 means federal funds for state transit remain flat or possibly decrease
- Preliminary comments from 2011 Republican Congress indicate less money for transit in next bill and fewer reforms
- Greater political lift to achieve transit operating assistance

On the Ground Translation

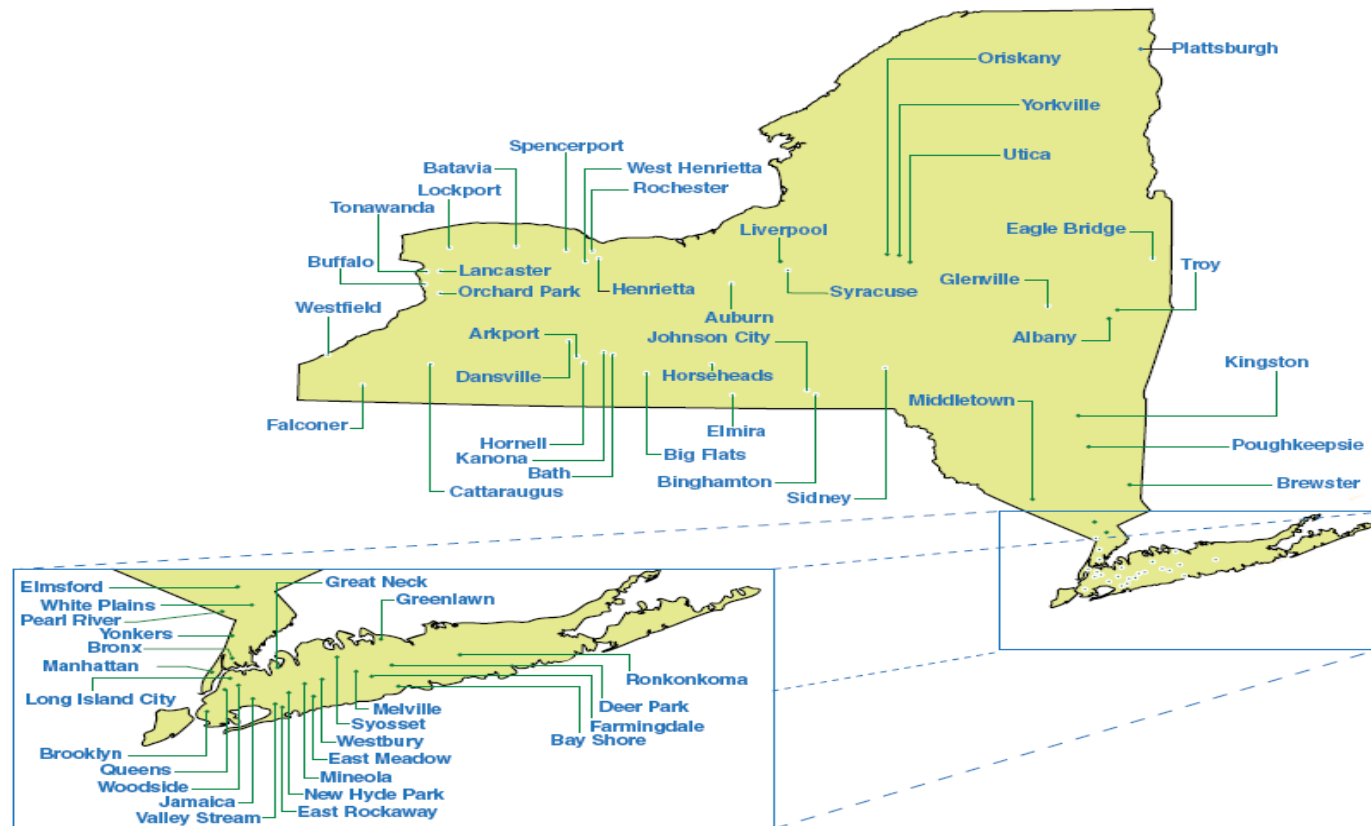
- Without operating assistance, transit agencies statewide will resort to higher fares and cut service to close operating budget deficits
- Suburban and upstate bus systems hard hit; on the brink of collapse
 - ▣ No dedicated, consistent funding streams
- Innovation stifled as federal grant programs shrink or disappear

Transit investment is vital to NY

- MTA subways, buses, and railroads provide 2.6 billion trips/year to New Yorkers for work, social services, recreation
 - = 1/3 users of mass transit in US
 - = 2/3 of the nation's rail riders
- Supports economy through job creation and maintenance

Downstate capital transit investment supports jobs statewide

The MTA Capital Program creates jobs for NYS communities



Benefits of operating assistance greater, but minimized

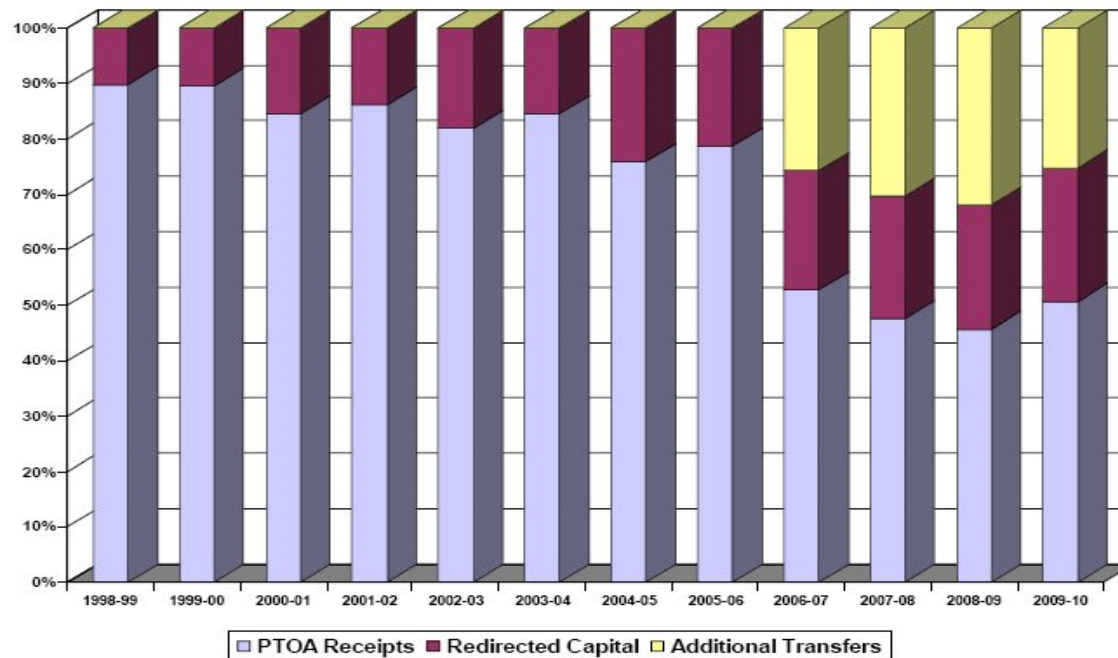
- According to APTA report, every \$1 billion spent on transit operations supports over 41,000 jobs and generates \$2 billion GDP/year
- Transit investment generates 31% more jobs than new construction of roads and bridges

Without operating assistance, transit systems suffering

- MTA downstate
- Suburban bus systems: Westchester County BeeLine and Nassau County Long Island Bus
- Upstate bus systems: Albany, Binghamton, Buffalo, Syracuse

\$\$ Shrinks for Upstate Bus Systems

Upstate Public Transportation Funding Issue



Source: NYSDOT 2010-2015 Capital Program

What's next?

- Work with local and state groups to rally Congressional support for more transit \$\$
- Encourage support for federal transit operating assistance and encourage MTA to do the same
- Tell state not to raid dedicated transit revenues
- Show support for measures that benefit transit riders
 - Extension of the commuter tax credit which expires December 31, 2010

Tri-State Transportation Campaign

Veronica Vanterpool

Associate Director

Vvanterpool@tstc.org

www.tstc.org

212.268.7474