

**Empire State Transportation Alliance - General Contractors Association of New York - New York
League of Conservation Voters - Regional Plan Association - Riders Alliance - Straphangers
Campaign - Transportation Alternatives - Tri-State Transportation Campaign**

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As Momentum Builds on MTA Capital Plan, Three-Way Negotiations Must Begin

In recent days, several bills have been introduced to address the gaping hole in the MTA's 2015-2019 Capital Plan. As momentum builds in Albany, the time is now for Governor Cuomo, Speaker Heastie and Majority Leader Flanagan to get to the table and dive into serious three-way negotiations.

Thousands of jobs are on the line. Two contracts for East Side Access, worth over \$1 billion, are scheduled to be signed this fall. Without a funded and approved capital plan, the MTA cannot move forward with East Side Access. Lack of funding won't just delay this project, but has the potential to cascade into another series of cost escalations and job losses that would be a tremendous burden on the metropolitan region.

Mega projects aren't the only ones on the line. Without a fully-funded capital plan, \$7 billion worth of rolling stock—trains and buses—will be delayed, impacting companies and communities across the state, including Yonkers, Hornell and the North Country.

The MTA's daily ridership of 8.6 million has broken post-WWII records several times in the last year, putting significant strain on the system. The Lexington Avenue subway alone carries 1.3 million people a day, exceeding the total daily ridership of San Francisco, Chicago and Boston combined. The pressure on the MTA's physical assets to serve this increasing ridership is starting to show, with equipment- and facility-related train delays on the rise. Between October 2013 and October 2014, nearly 25 percent of all subway trains were late. Metro-North and Long Island Rail Road have similarly struggled in managing their aging assets.

Albany legislators and the governor must not go home on Wednesday without a deal, potentially leaving the MTA—along with the laborers, manufacturers, straphangers, and businesses that rely on the MTA capital plan—hanging in limbo.

“The MTA network is the region's economic development engine. It enables millions of people to get to jobs, educational opportunities and cultural and recreational activities that go well beyond the boundaries of one's local neighborhood. Our elected officials cannot talk about protecting the needs of the 99 percent when they willingly overlook the capital investment needs of the one system that benefits all of us – the MTA. The General Contractors Association calls on Governor Cuomo, Majority Leader Flanagan and Speaker Heastie to resolve the MTA's capital program funding issues before the legislative session ends this week,” said **Denise Richardson, executive director of the General Contractors Association of New York.**

"The MTA has been without an approved and funded capital plan since December 2014. Further delays in MTA capital projects and new equipment purchases put an undue burden on the state's businesses, laborers and the riders who are dependent on our transit system. Albany legislators and the governor need to find a solution to the MTA's capital needs this summer," said **Veronica Vanterpool, executive director of the Tri-State Transportation Campaign**. Waiting until the legislature reconvenes in January 2016 to discuss a solution puts thousands of jobs at risk and worsens the daily commutes of millions of transit users."

"New York's transit investments lag far behind our global peers," said **Ricardo Gotla, director of public engagement at the Regional Plan Association**. "Governor Cuomo, Speaker Heastie and Majority Leader Flanagan must find a solution to the state's transit funding gap in order for New York to remain competitive globally and ensure safe, affordable and reliable transit for all New Yorkers. There are several proposals already on the table. Now is the time to negotiate a way forward."

"Subway, bus and commuter rail riders are hoping against hope that Governor Cuomo will show leadership and bring legislative leaders together to fill the \$14 billion gap in the MTA capital budget, said **John Raskin, executive director of the Riders Alliance**. "If our elected officials don't step up, service will continue to deteriorate for millions of daily transit riders, fares will go up, and riders will have no one but Governor Cuomo and his colleagues in Albany to blame. Millions of transit riders should not have to pay for our elected officials' failures of leadership."

"There are a number of promising proposals out there for closing the \$14 billion gap in the MTA's Capital Plan. What we need to see is a serious effort from the governor, Senate and Assembly to move forward on any one or combination of these ideas before the end of session," said **Marcia Bystryn, president of the New York League of Conservation Voters**. "Time is quickly running out before millions of riders feel the very real impacts of this inaction."

"The MTA is a trillion dollar asset that forms the backbone of our regional economy. If legislators leave Albany without a fully-funded capital plan, commuters won't be the only ones to feel the impact. It would hamper the MTAs ability to sign contracts that create good jobs in communities around the state in dire need of economic development. We need to see real leadership from the governor, Senate and Assembly to protect and invest in this critical infrastructure now," said **Kevin Corbett, co-chair of the Empire State Transportation Alliance**.

"The economy of New York City and New York State hang in the balance," said **Paul Steely White, executive director of Transportation Alternatives**. "If these three men fail to act, millions of New Yorkers will be left stranded."

"How will the governor and legislative leaders explain to millions of transit riders that they were given less attention than dogs in Albany?" asked **Gene Russianoff, staff attorney for the Straphangers Campaign**. Russianoff, a lifelong subway rider and proud owner of a Labradoodle, is bewildered by the topsy-turvy priorities of state government.

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