



## FOR IMMEDIATE RELEASE

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## Governor Hochul Unveils NY State Budget Proposal, TSTC Raises Concerns of Equity and Sustainability

*On Tuesday, Governor Hochul unveiled a record-setting \$216.3 billion [budget proposal](#), helping to spur New York's economic recovery from the Covid-19 pandemic. Due to last year's tax increase and an influx of federal aid, state officials are projecting a balanced budget through 2027. The budget includes \$1 billion over three years in capital investments for transit-related projects. **Renae Reynolds, Executive Director of Tri-State Transportation Campaign**, released the following statement:*

"We applaud Governor Hochul for staying committed to advancing major infrastructure projects, including the Gateway Hudson Tunnel Project and Penn Station Redevelopment, that will have a transformational impact on the region's commuters. Funding will also go toward the Metropolitan Transportation Authority's \$52 billion 2020-2024 Capital Program, which will advance subway modernization, increase accessibility, upgrade bus service, implement congestion pricing, extend the Second Ave Subway, and expand Long Island Rail Road and Metro-North Railroad service.

"We support the governor's plans for zero-emissions school buses, incentivizing transit-oriented development in the suburbs, Connecting Communities, and supporting Vision Zero projects. Together, these projects will be game changing for regional accessibility, curbing emissions from cars and trucks, and reducing congestion on our crowded streets.

"While the Governor's budget puts forth a number of ambitious priorities that will strengthen the region, the budget also includes counterintuitive priorities, such as highway widening projects, that will move New York in the wrong direction. We strongly urge the administration to provide more details on the \$32.8 billion NYS Department of Transportation Capital Plan described in the budget, and how these projects account for greenhouse gas emissions and induced demand in the planning and decision-making process. It is imperative that we avoid



projects that have the potential to undermine our most ambitious transportation equity and climate goals.

“NYSDOT should abide by the guidance issued from Stephanie Poliakoff, Acting Director of the FHWA, to build a better America, as outlined in her [memo](#), rather than doubling down on a business-as-usual ‘status quo’ model of highway expansions and building new roads.”

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*Tri-State Transportation Campaign is a 501(c)(3) non-profit policy and advocacy organization fighting for sustainable mobility in New York, New Jersey, and Connecticut. [Learn more.](#)*