

**FIX NYC, But Let's FIX All of NYS:
Statewide Action is Needed to Fund Transit Services**

Transit service in New York's urban and rural areas is the lifeblood of economic growth. Transit provides the access and connections that make New York move and the economy flourish.

Downstate, the MTA system is in crisis, needing significant funding to improve service and modernize infrastructure.

Bus systems on Long Island and the lower Hudson Valley are a critical part of the downstate transit system; providing access to the MTA services, serving local transportation needs and reducing regional traffic congestion.

And transit services across upstate New York are a key component to economic and community growth. The public and business are demanding better connections and more service.

The 2018-19 Executive Budget proposes additional financial resources for the MTA through increased state funding and implementation of congestion pricing in Manhattan. State operating aid to the MTA will grow by 7.4%; adding congestion pricing would grow support by over 30% (see graphic).

Meanwhile, all other upstate and suburban downstate transit systems will receive only a 1% increase in state operating aid.

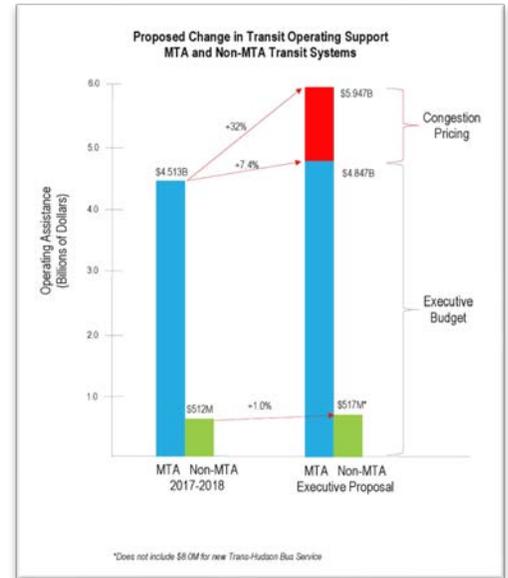
The MTA and its riders need and deserve a significant increase in funding to improve service and support the downstate economy.

But the rest of the state's transit systems and their riders deserve action to adequately fund their services too, so that no region of the state is left behind.

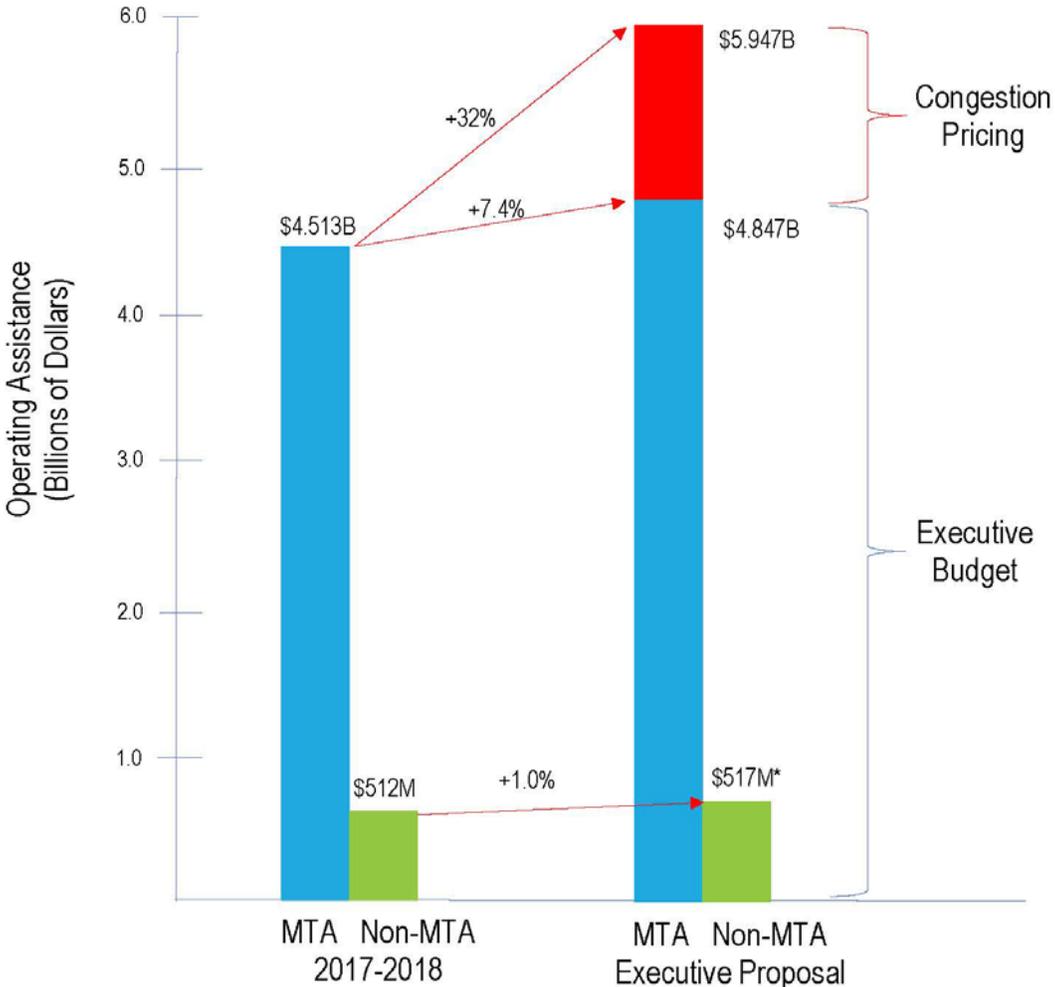
A \$20 million increase in state operating aid for upstate transit and \$30 million increase for downstate suburban transit (as the first year of a multi-year plan), combined with the proposed funding actions for the MTA, will provide the resources that transit riders across the state deserve.

This level of funding will transform transit service and accelerate economic growth. It is the only way that our transit systems can keep up with demand, invest in innovative upgrades and continue to meet the needs of the diverse populations that they serve.

Now is the time for a statewide solution on transit funding that is fair to all communities, from the North Fork to North Tonawanda, and everywhere in between!



Proposed Change in Transit Operating Support MTA and Non-MTA Transit Systems



*Does not include \$8.0M for new Trans-Hudson Bus Service

