

Governor Cuomo Commits \$8.3B to the MTA

NYSAOTSOH Demands Same for Roads and Bridges Our Membership Participates in Press Conferences from Buffalo to Long Island

LEGISLATIVE UPDATE

Park Strategies, LLC

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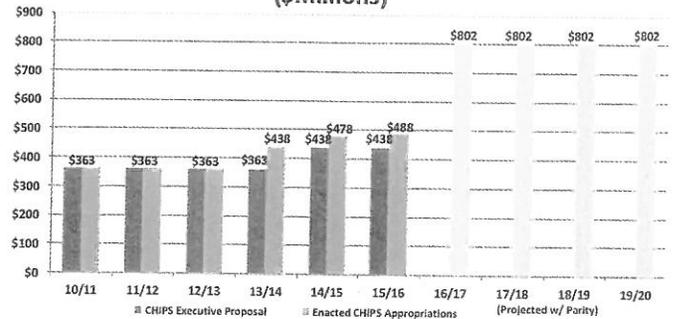
In October, Governor Cuomo and Mayor de Blasio announced that they had reached an agreement to jointly subsidize the Metropolitan Transportation Authority's (MTA) nearly \$11 billion funding gap for its more than \$29 billion 2015-19 five-year capital program. The state committed \$8.3 billion to close the MTA's gap but has not yet provided any funding to close the DOT/CHIPS \$10 billion five-year capital program budget gap. We certainly support the investment in downstate transit, but roads and bridges throughout the state need equal funding ("PARITY"). Three of the last four DOT/MTA five-year capital programs were virtually identical in size. It is necessary to once again restore parity between these programs.

In the early 1990's, the Legislature created the Dedicated Highway and Bridge Trust Fund (DHBTF) to pay for the New York State Department of Transportation (NYSDOT) capital program and the Dedicated Mass Transit Trust Fund (DMTTF) to assist with the MTA and other transit system capital programs. At that time, drivers statewide were asked to have a portion of their gas taxes and auto fees directed toward the DMTTF. Today, New York's drivers pay hundreds of millions of dollars annually to mass transit, about 90 percent of which goes to the MTA.

In return for drivers' financial assistance to transit, it was originally agreed that the DOT and MTA's five-year capital programs would be similar in size and would be negotiated simultaneously. For nearly two decades through 2009, that parity agreement was honored and both five-year capital programs were similar in size as well as adopted within a month of each other.

But in 2010, parity was broken. The MTA received a \$23 billion five-year (2010-2014) capital program while the DOT's five-year program was never fully funded and the agency only received \$18 billion to maintain its deteriorating infrastructure.

CHIPS Funding with Parity (\$millions)



Our membership recognizes that we will have to fight to restore funding parity for roads and bridges. As soon as the MTA funding deal was announced, hundreds of highway superintendents started calling for increases in CHIPS funding. Over the last few months, our members participated in nearly a dozen press conferences, testified at an Assembly transportation hearing and made efforts to educate their town board members as well as over 50 state lawmakers on our critical funding situation.

But even more needs to be done --- every highway superintendent should:

- Have your town pass a resolution calling for a state increase in CHIPS funding.
- Meet with your state legislators to discuss parity.
- Attend Advocacy Day on March 8-9th in Albany.

Only with your help can we convince the governor and state decision makers to finally provide the funds necessary to stop the deterioration of our state and local roads. This year's state budget needs to fund a five-year DOT/CHIPS program at \$28B. We must compel our state legislators to veto any funding for the MTA's current capital program unless there has been an agreement to fully fund the highway program at the same level.

If you have any questions feel free to reach out to Fred Hiffa or Megan Osika at (518) 426-3800.

MTA & DOT Parity
5-Year Capital Programs

