

Transportation Alternatives • NYPIRG Straphangers Campaign
Pratt Center for Community Development • Environmental Defense Fund
Tri-State Transportation Campaign • PCAC to the MTA • New York League of Conservation Voters
TWU Local 252 • New York State Council of Machinists • ATU Local 1181 • Metro North Labor Council
NCFO/SEIU32BJ • Bridge and Tunnel Officers Benevolent Association • ATU Local 1056
TWU Local 100 • IAMAW LL 754 • DC 37 Local 375 • Reinvent Albany
Drum Major Institute for Public Policy • Citizens Committee for New York City
SSOBA • IBT Local 808 • ATU Local 726 • UTU Local 1440 • Regional Plan Association
New York City League of Women Voters • Transportation Communications Union
Center for Working Families • Natural Resources Defense Council • WE ACT for Environmental Justice

News Release

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Message to Governor-elect Cuomo: Reform begins with you; 30 Groups hold incoming executive to pledge of restoring honesty & ethics to Albany

Today, scores of good government, transportation, environmental, civic and labor groups released a letter to Governor-elect Andrew Cuomo, urging that his “upcoming 2011-2012 State budget ensures that all dedicated transit funds go to transit – and not be diverted to other purposes.” If Cuomo is serious about reform in Albany, then he will use tax dollars for their intended purpose; only the governor can stop the raids on dedicated funds. (See attached letter.)

“What could be more basic to good governance than keeping the promise to taxpayers and transit riders that dedicated transit funds be spent for the sole purpose for which they were enacted?” the letter asks. “One quarter of the state’s workforce relies on mass transit to get to work.”

The organizations noted: “That is not the case in the current budget. Twice in the last year, the Paterson Administration has raided funds dedicated solely to transit and taken a total of \$160 million for other purposes. The diversion of dedicated transit funds in the fall of 2009 directly triggered the worst transit service cuts in memory. These included axing 36 bus routes; eliminating 570 bus stops; killing all or parts of three subway lines; and burdening millions of city and suburban riders to greater waits, more crowding, extra transfers and longer trips.” These crippling service cuts come on top of the third fare hike in as many years.

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