

**NYPIRG STRAPHANGERS CAMPAIGN  
PERMANENT CITIZENS ADVISORY COMMITTEE TO THE MTA  
RIDERS ALLIANCE  
TRANSPORTATION ALTERNATIVES  
TRI-STATE TRANSPORTATION CAMPAIGN**

April 5, 2013

Fernando Ferrer  
Acting Chair  
MTA  
347 Madison Avenue  
New York, NY 10017

Thomas Prendergast  
Acting Executive Director  
MTA  
347 Madison Avenue  
New York, NY 10017

**Re: Service Restoration and Enhancement Fund**

Dear Chairman Ferrer and Director Prendergast:

We write to express our strong support for the MTA to restore and increase transit service by creating an up to \$40 million fund for enhancement of transit service, made possible by higher-than-expected financing in this year's State budget.

There was good news in the 2012-2013 State budget for the MTA and its customers: The MTA received an increase of more than \$358 million in operating support for subways, buses and commuter rail – or more than 9.2 percent from the \$3.8 billion received in 2012-2013. This increase exceeded the MTA's budget assumption by \$40 million and can be used to maintain and increase services.

As Governor Andrew Cuomo's office noted the State's goal was to further the role that subways, buses and commuter rail play in the metropolitan region: "Governor Cuomo is investing even more in the MTA so it can continue to serve as the circulatory system of the region's economy and the keystone of the daily lives of millions."

MTA board members Allen Cappelli and Mitch Pally also want to create a fund to boost bus, subway and commuter train service, noting that: "We feel the money is there again and this should be part of the process. We ought to be looking for ways to give back to riders. We did the fare and toll increases, and people have the right to expect we'd look to expand service." Their advocacy in 2012 led to an additional \$29 million for service restorations and new bus routes.

There is no shortage of needed service enhancements. Examples worthy of consideration and study include:

- restoring weekend and off-peak service that was cut in 2010 for millions of subway riders, who now have longer trips and waits, more crowding and extra transfers;
- restoring bus service that was cut in 2010 and providing routes to new markets;
- adding LIRR service at the late shoulder PM rush, where trains are becoming crowded;
- adding reverse peak/off peak service to meet emerging demand on Metro-North; and
- expanding CityTicket to all off peak hours or both railroads.

Our groups strongly recommend that the MTA Board provide quality service for its riders by establishing up to a \$40 million restoration fund for transit service.

We urge you to act when the MTA presents its July plan for the preliminary 2014 MTA budget.

Sincerely,

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Lois Tandler