

2005 TRANSPORTATION BOND ACT



BUILD. NY



MOVE. NY



CONNECT. NY

Toolkit

NEW YORK PUBLIC TRANSIT ASSOCIATION

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INTRODUCTION

New York's 2005-06 State budget, passed on March 30, 2005, included a five-year, \$35.8 billion transportation plan designed to meet increasing needs of the State's highway, bridge, mass transit, and other transportation modes.

Included in the transportation plan was the \$2.9 billion Rebuild and Renew New York Transportation Bond Act of 2005. Split evenly between highways/bridges and the various transportation modes, the Bond Act is an integral part of the overall five-year transportation plan and provides critical funding components for New York's public transit systems. The Bond Act will be presented to the voting citizens of New York as a referendum at the November 8, 2005 elections.

The New York Public Transit Association (NYPTA) supports passage of the Bond Act, viewing it as an important part of the overall transportation plan and a sound fiscal strategy.

This Bond Act Toolkit provides NYPTA members direction and sample materials to educate local community leadership and the general public concerning the value and benefits of the Bond Act. Members are encouraged to make use of the resources provided to educate the general public and community leaders regarding the content and impact of the Bond Act. All sample materials are available online at www.nytransit.org in electronic format. Additional supporting materials including the relevant sections of the Bond Act MOU are also available online.

Education vs. Advocacy

NYPTA recognizes political and public concerns may limit how vocal and supportive transit systems can be with reference to the Bond Act referendum. The materials provided in this toolkit are designed to present an educational message (the communication of facts) rather than a direct advocacy message (directly seeking support for a position). Transit systems and business partners who have more flexibility with regard to the message content are encouraged to adjust the materials provided to be as direct in their support of the Bond Act as they are able.

Production and Further Assistance

Should you need additional guidance or have questions about the materials provided, please contact Association Headquarters at (518) 434-9060, or info@nytransit.org. Produced by the New York Public Transit Association, Inc., September, 2005.

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NEW YORK PUBLIC TRANSIT ASSOCIATION

POSITION PAPER

The 2005 Bond Act is an Important and Fiscally Responsible Investment in New York State Transportation

The New York Public Transit Association (NYPTA) endorses the Rebuild and Renew New York Transportation Bond Act of 2005 as an important part of the State's overall five-year transportation plan, and a fiscally responsible investment in the State's transportation infrastructure.

Modally and Regionally Balanced

NYPTA finds the Bond Act to be well-balanced between various transportation modes. In keeping with the pattern established for the overall transportation plan, the Bond Act splits funding evenly between the needs of the State's highway and bridge system and the various transportation modes. Modes accounted for in the Bond Act include transit, rail, aviation, ports, canals and multi-modal funding.

Further, the Bond Act is regionally well-balanced, recognizing and accounting for the transportation needs in both upstate and downstate New York. With regard to public transit needs, the Bond Act provides funding for the MTA's five-year capital plan and establishes a clean air bus initiative enabling upstate transit systems to affordably invest in hybrid and CNG bus solutions. The Bond Act also includes significant multi-modal funding resources which can be utilized by upstate transit systems for projects involving multiple transportation modes.

Clean Air Bus Initiative

The clean air bus initiative is an important part of the Bond Act and overall transportation plan. This five-year \$50 million capital program addresses the incremental cost associated with mainstreaming hybrid-electric buses into public fleets and supports the implementation of Compressed Natural Gas (CNG) buses for those systems previously committed to CNG. The Bond Act funding, leveraged with existing Federal and local funding, will provide for the purchase of approximately 250 clean fuel vehicles.

Alternative fuel bus solutions for transit systems have grown in demand in recent years due to several factors:

- Rising fuel costs continue to significantly impact transit systems and compromise their ability to meet service demand within budgetary constraints. Alternative fuels promise better gas mileage and less dependency on diesel fuel.

- Improved technology has decreased the cost to purchase and maintain alternative fuel vehicles. Although still significantly more than a standard diesel bus, the steadily decreasing cost to purchase these vehicles have opened the door to more systems entering the market.
- Increased cooperation among transit systems has led to more opportunities for pursuing alternative fuel vehicles as a viable option. Most significantly, the formation over the last few years of a statewide hybrid bus consortium has created a venue for group purchasing of hybrid buses, thus reducing the acquisition cost. The potential for shared knowledge in the ongoing maintenance and repair of hybrid buses through the consortium may further impact the otherwise high costs of ownership.
- Rising concern in many communities over the air quality and noise pollution from diesel fuel buses may encourage systems to transition to alternative fuel vehicles. The smaller engine in a hybrid bus requires less fuel, thereby reducing overall bus emissions when compared to standard diesel engines, while also lowering the noise output from the engine.

The primary benefit derived from the clean air/alternative fuel program is the ability to facilitate transit system entrance into this new bus technology. By providing for the incremental costs associated with hybrid buses, transit systems who would otherwise not be able to justify the purchase and ongoing maintenance costs of alternative fuel vehicles, would now be given that opportunity. The potential for future growth and success in this venture in the long-term is significantly increased.

Overall Transportation Plan

NYPTA firmly believes the 2005 Bond Act must be viewed as an important part of the overall five-year transportation plan.

Although certain components of the Bond Act are conceptually distinct from the non-bonded portion of the five-year plan, they should not be viewed as structurally separate from the other areas of the plan. Failure to pass the Bond Act will negatively impact funding priorities throughout the plan as resources may be diverted away from pressing public transit needs.

The overall five-year transportation plan provides significant funding for New York public transit systems. Over 20% of the total funding directly available to non-MTA transit systems is included as part of the Bond Act.

- \$50 million alternative fuel (clean air) program **[Bond Act]**
- \$95 million in federal matching dollars
- \$90 million in dedicated non-MTA transit funding

Failure to enact the Bond Act may have negative repercussions on other components of the plan as it pertains to transit funding. It is therefore essential that the Bond Act be passed as a critical element in the overall transportation plan.

Fiscally Responsible

The Association is convinced that funding a portion of the five-year transportation plan through a Bond vehicle is a fiscally responsible decision. Realizing the State is under increasing pressure to reduce its dependence on borrowing as a form of budget funding, NYPTA nonetheless believes a wise use of debt is effective and appropriate for meeting existing funding needs. This is particularly so when debt is used to fund capital projects with long-term value.

NYPTA notes the positive endorsement of the Bond Act by the State Comptroller. After criticizing a proposed Thruway Bond restructuring, Comptroller Hevesi indicated that the proposed \$2.9 billion Transportation Bond Act would appropriately provide for investments in the subways and highways, and it would require voter approval. This is sound debt policy. He states, "Debt should be issued only for capital purposes that provide a long-term asset for the State, and it must be approved by the voters" (May 12, 2005 press release).¹

Recognizing the tangible benefits received in outlying years from capital investments made today, the Association believes the process of spreading the cost of investment over multiple years through borrowing is appropriate and fiscally sound.

Support the Bond Act

The New York Public Transit Association supports the Rebuild and Renew New York Transportation Bond Act of 2005 and will encourage the voting citizens of New York to consider its value and support its passage in the November 8 election.

¹ <http://nysosc3.osc.state.ny.us/press/releases/may05/051205.htm>

FREQUENTLY ASKED QUESTIONS

Why should the voter support the Bond Act?

The Bond Act is a critical component of the State's five year transportation plan, a comprehensive program for repairing and improving the State's transportation infrastructure. Investment in the State's transportation systems is necessary to enhance and ensure the safety of the public and to sustain economic growth across the State. These investments include critical funding for highways, bridges, mass transit facilities, buses, local roads, freight and passenger rail, pedestrian, bicycle, canal and airport improvements.

If the Bond Act fails, how will you be affected?

If the Bond Act fails, public transit will be impacted in two important ways:

- Important transit capital projects specifically included in the Bond Act will not be funded. This includes the alternative fuel/clean air bus initiative and important opportunities available through multi-modal funding. Over 20% of the total non-MTA five-year capital program is funded through the Bond Act.
- Transit funding allocated in the non-bonded portion of the five-year transportation plan may be in jeopardy. It is important to view the Bond Act as a component of the larger transportation plan. Failure to pass the Bond Act may necessitate reconfiguration in the remaining components of the transportation plan in order to adequately meet the most critical needs of the State's transportation systems. In short, failure to pass the Bond Act may compromise the current structure and funding allocations found in the five-year transportation plan.

How much of the Transportation Bond Act is State money?

The Bond Act is supported by 100% State general revenue funds. The non-MTA capital program provides funding in addition to any program federal funds available. Federal match programs are not directly impacted by the Bond Act.

New York State has one of the highest debts in the nation, why assume more?

Although New York State has one of the highest debt totals in the nation, it consistently rates well with Standard and Poors and other debt rating agencies. In recent years the State has implemented important debt reform policies intended to ensure fiscal responsibility in the establishment of State debt.

One strong indication that the 2005 Transportation Bond Act maintains sound fiscal policy is found in the endorsement recently given by State Comptroller Alan Hevesi. In a press release dated May 12, 2005, Comptroller Hevesi praised the Transportation Bond Act as "sound debt policy." Commenting on the Bond Act he stated, "debt should be issued only for capital purposes that provide a long-term asset for the State, and it must

be approved by the voters.” The Transportation Bond Act meets this standard for fiscal responsibility.

Aren’t taxpayers being asked to pay twice—through petroleum taxes at the pump and again on the Bond?

No, the Bond Act is supported by State general revenue funds, not the State’s dedicated taxes pledged for transportation. The Bond Act will fund capital projects that are not currently supported through the dedicated fund sources.

It seems most of the Bond Act funds will go downstate to meet the needs of New York City. Why should I, an upstate voter, care about this program?

Fifty-percent of the Bond Act funds will go towards the needs of the State’s highway and bridge systems, the vast majority of which will be an upstate New York investment. Although much of the transit funding allocated in the Bond will be directed toward the MTA in New York City, significant additional programs are included which will impact upstate transit, rail, ports, airports, and canals.

Further, concerned citizens should understand the reciprocal impact of investment in New York City transit on upstate communities. The MTA’s continuing capital investments in rail and transit equipment has made upstate New York one of the key locations for passenger railcar manufacturing. A recent study traced the source of components required to manufacture railcars, demonstrating its impact on the entire state. Various components were made in Long Island, the Southern Tier, Central New York, the Niagara Frontier, Northern New York, the Hudson Valley, the Capital District, and New York City. It is clear the investment in New York City transit has direct economic benefits to communities throughout New York State.

I understand a portion of the Bond Act will go toward alternative fuel vehicles. What benefit will this have on my community?

Alternative fuel clean air buses are a relatively new technology promising significant positive impact on the State’s transit systems and their communities. Hybrid-electric buses are powered both by an electric motor and by an internal combustion engine, such as a diesel engine. By harnessing the latest advances in hybrid vehicle technology with the inherent efficiency and reduced emissions of modern clean diesel technology, transit systems are able to realize significant reductions in both emissions and fuel consumption. This reduces dependency on high-priced diesel fuel and improves environmental impact. The smaller engines required by hybrid-electric buses may also reduce noise pollution.

However, the purchase and maintenance costs for hybrid-electric buses significantly exceed standard diesel fuel vehicles, thereby limiting the ability of transit systems to invest

in this new technology. The 2005 Bond Act provides an upstate transit clean air initiative that will address the incremental cost associated with mainstreaming hybrid-electric buses into public fleets, while also supporting systems that have already committed to Compressed Natural Gas (CNG) buses. This program will enable many communities to invest in alternative fuel vehicles that may have otherwise not been able to, due to the high cost of investment.

What is a hybrid-electric vehicle?

A hybrid-electric vehicle is powered by a small internal combustion engine and an electric motor working together. The hybrid is designed to capture the energy that is normally wasted during braking and coasting. This energy is then used to charge batteries that power the electric motor.

What are the advantages of hybrid-electric vehicles?

Because the internal combustion engine is smaller, it is also quieter and cleaner. The vehicles improve the environment by significantly reducing tailpipe emissions. Operating costs are lower because fuel consumption is much lower. Hybrid-electric vehicles are particularly suited to stop-and-go driving, which is the normal environment for buses.

Is this “pie in the sky” technology?

No, there are over 600 such vehicles in operation in the U.S.

Are there disadvantages to hybrid-electric vehicles?

The primary disadvantage is cost. A hybrid-electric vehicle costs about \$200,000 more than a conventionally powered bus. Bond act funds would help transit operators pay this differential cost. The cost differential is expected to decline as the technology and manufacturing methods mature.

Why should we support the purchase of hybrid-electric vehicles?

Hybrid-electric technology is a proven technology, but is still in its early stages of development. Manufacturers will invest in further development if the demand is present.

By providing funds to help purchase these clean propulsion buses we will encourage private industry to further develop the technology and manufacturing procedures.

Why should transit users want to invest in highways and bridges?

Buses need roads and bridges that are in good and safe condition. A good road surface allows a more comfortable ride for bus customers and it helps to reduce the maintenance and repair cost of bus suspension and running gear. Lower maintenance costs help to keep fares low.

EDUCATING YOUR COMMUNITY

The following pages contain resources for educating local communities regarding the value and importance of the 2005 Transportation Bond Act. New York State transit systems and the Association's business partners are encouraged to use the sample materials provided to educate local media, lawmakers, interest groups, and the general public regarding the content and potential impact of the Bond Act.

Below find a list of sample materials provided with guidance concerning their use. All sample documents are available online at www.nytransit.org.

Press Release (pg. 10)

The sample press release provided should be tailored to your transit system or business and should include specific examples of the importance and role of transit in your community. Distribute the press release to local media outlets (newspaper, radio, TV) and follow-up with a phone call to encourage its use in news coverage.

Letter to the Editor (pg. 11)

The sample letter to the editor of your local newspaper should be tailored to your transit system or business, and should include specific examples of the importance and role of transit in your community.

Support from Local Lawmakers (pg. 12)

Local lawmakers at the town, village, city, county and state levels often play a critical role through their support or opposition to a referendum. Many lawmakers may not be aware of the impact the Bond Act will have on the local community. Through the sample letter and recommendations for meeting with them you can better educate regarding the role of transit in your community and potential impact of the Bond Act and overall transportation plan.

Advertising and Promotion (pg. 13)

Transit systems and business partners may have opportunity to educate the general public directly concerning the value of the Bond Act through bus and shelter ads, newspaper ads, radio announcements or ads, and through promotional inserts included in correspondence with employees and the general public. The sample materials provided should be customized to your transit system, business, and community.

Local Outreach and Collaboration (pg. 15)

An effective Bond Act educational effort will require establishing partnerships with local media outlets, local leadership, other interest groups who may share an interest in the success of public transit, unions, and the general public. Take opportunities to educate regarding transit in your local community and the impact of the Bond Act and overall transportation plan.

Please contact Association Headquarters at (518) 434-9060 or info@nytransit.org if you require assistance customizing or implementing any of these tools.

PRESS RELEASE

Contacts:

General Manager, ABC Transit System, (555) 555-5555

Transportation Bond Act to Impact New York's Future

ABC Transit would Benefit from Transportation Bond Act

(DATE-LOCATION) — In a statement issued today, TRANSIT MANAGER of ABC TRANSIT SYSTEM commented on the 2005 Transportation Bond Act, calling it a “significant component of the five-year capital plan” approved by the Governor and Legislature during the 2005 Legislative session.

“The improvement and expansion of public transportation in New York State will help provide people in our community with mobility and flexibility while ensuring the safety and security of our citizens,” stated TRANSIT MANAGER. “The 2005 Transportation Bond Act is an important part of the State’s transportation plan and will provide valuable funding toward this end.”

In addition to being an important part of the State’s overall transportation plan, the Bond Act will provide opportunity for many local transit systems to pursue clean air alternatives such as hybrid diesel-electric buses.

“Hybrid buses are more fuel efficient and environmentally sound than traditional diesel buses,” said TRANSIT MANAGER. “Unfortunately, the purchase and maintenance costs are often cost-prohibitive. The Bond Act provides a unique opportunity for many upstate transit systems to pursue a hybrid bus solution they may otherwise have not been able to afford.”

The ABC TRANSIT SYSTEM encouraged New Yorkers to support transportation in New York State and to learn more about the various components in the Bond Act.

“It is important to understand how the Bond Act is integrated into the overall State transportation plan,” said TRANSIT MANAGER. “If the Bond Act does not pass, it will likely impact the balance of funding priorities in the overall plan. Funding resources may risk being diverted away from pressing public transit needs.”

“The Bond Act provides funding for several different transportation modes,” said TRANSIT MANAGER. “The safety, security, mobility and flexibility of our community’s traveling public relies on sound transportation investments.”

LETTER TO THE EDITOR

Dear Editor:

Recent events such as the [partial collapse of the Dunn Memorial Bridge in Albany][INSERT YOUR LOCAL EXAMPLE HERE] and increasing demands on the State's transportation systems have highlighted the need to make sound investments in the State's transportation network.

During the 2005 Legislative Session a five-year capital plan was passed to help maintain and improve the highways, bridges, airports, and mass transit systems throughout New York State. Included in the plan is a \$2.9 billion Transportation Bond Act which if approved, will fund significant portions of the transit system program and provide improvements to the State's transportation systems through New York State.

The implementation of the capital plan, including the Bond Act, is an investment in the future of New York's transportation infrastructure. Transportation investment helps enhance and ensure the safety and mobility of all travelers and motorists throughout New York.

The Bond Act will help create jobs and increase commerce as well as enable New York State to make efforts towards the improvement and protection of our local environment through a clean fuel bus initiative.

Funding through the transportation plan will be allocated locally to the improvement and expansion of highways, bridges, mass transit facilities, buses, local roads, freight and passenger rail, pedestrian bicycle paths, canals and airports across upstate New York.

Sincerely,

[YOUR NAME]

[YOUR TRANSIT SYSTEM/COMPANY]

SEEKING SUPPORT FROM LOCAL LAWMAKERS

Local lawmakers at the town, village, city, county and state level often play a critical role in voter referendums through their public support or opposition. It is important transit systems and businesses reach out to local lawmakers, educate them concerning the benefits of the Bond Act, and discuss its impact on their community.

Letter Writing

Prepare a letter from your transit system or business outlining the benefits of the Bond Act. Thank them for their past support for transportation in your community. You may want to keep the letter brief and to the point and include collateral material such as NYPTA's Bond Act position paper that spells out in greater detail the content and potential benefits of the Bond Act.

Meetings

After sending a letter, contact your local lawmaker and arrange to meet with him or her to further discuss the content of the Bond Act. Be prepared to provide specific examples of the impact it may have on your local community. NYPTA recommends discussing the Bond Act as a critical component of the overall transportation plan.

ADVERTISING AND PROMOTIONS

The following advertisements and promotional tools should be tailored to your transit system or business, and community. In each case, the first ad presents a slightly more supportive message (though not in a direct way), while the second sample is intended to be simply educational. Contact NYPTA if you require assistance.

Sample Bus Ad 1

BUILD. NY **MOVE. NY** **CONNECT. NY**

NEW YORK PUBLIC TRANSIT ASSOCIATION

vote!
NOVEMBER 8, 2005
2005
TRANSPORTATION
BOND ACT

Sample Bus Ad 2

NEW YORK PUBLIC TRANSIT ASSOCIATION

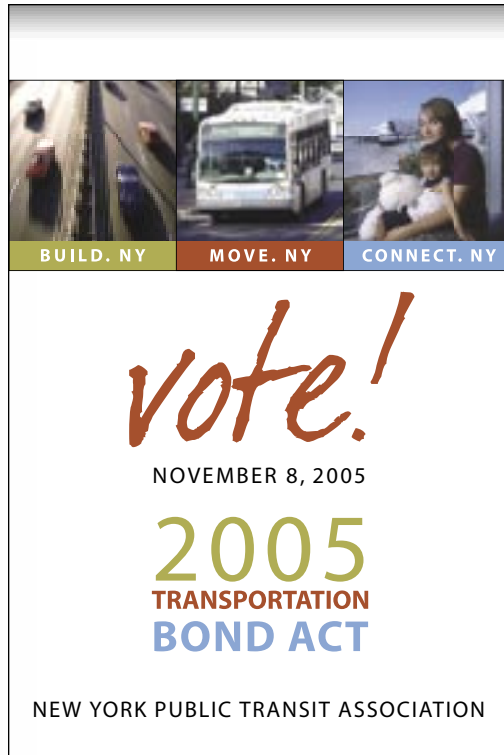
What's it all about?

it's about transit • it's about bridges • it's about roads
and most important to you...
it's about *new* clean fuel buses and much more!

It's all in the **State Transportation Bond Act** —
It's on the ballot **November 8, 2005**.
Learn more about the Bond Act at www.nytransit.org.

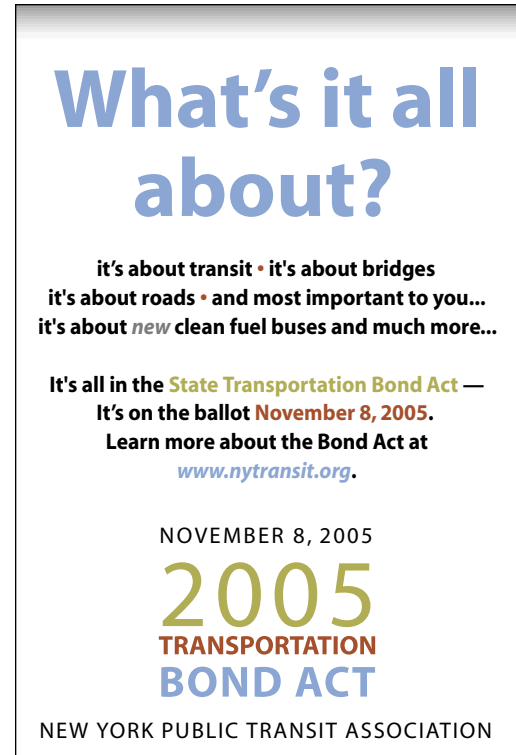
2005
TRANSPORTATION
BOND ACT
NOVEMBER 8, 2005

Sample Shelter Ad 1



A sample shelter advertisement featuring a header with three images: a subway car, a bus, and a woman with a child. Below the images are three colored boxes labeled 'BUILD. NY', 'MOVE. NY', and 'CONNECT. NY'. The main text reads 'vote!' in a large, orange, handwritten font, followed by 'NOVEMBER 8, 2005' and '2005 TRANSPORTATION BOND ACT' in green, orange, and blue. The footer says 'NEW YORK PUBLIC TRANSIT ASSOCIATION'.

Sample Shelter Ad 2



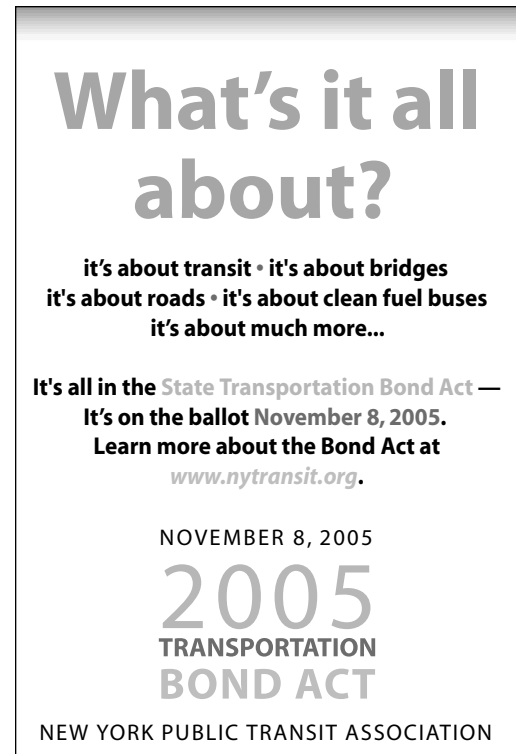
A sample shelter advertisement with a white background. The headline is 'What's it all about?' in large blue font. Below it, text lists benefits: 'it's about transit • it's about bridges', 'it's about roads • and most important to you...', and 'it's about new clean fuel buses and much more...'. It states 'It's all in the State Transportation Bond Act — It's on the ballot November 8, 2005.' and provides the website 'www.nytransit.org'. The date 'NOVEMBER 8, 2005' and '2005 TRANSPORTATION BOND ACT' are prominently displayed. The footer is 'NEW YORK PUBLIC TRANSIT ASSOCIATION'.

Sample Newspaper Ad 1



A sample newspaper advertisement, identical in layout to Sample Shelter Ad 1 but with a grayscale color scheme. It features the same header images and 'BUILD. NY', 'MOVE. NY', 'CONNECT. NY' labels. The text 'vote!' is in a large, dark, handwritten font, followed by 'NOVEMBER 8, 2005' and '2005 TRANSPORTATION BOND ACT'. The footer is 'NEW YORK PUBLIC TRANSIT ASSOCIATION'.

Sample Newspaper Ad 2



A sample newspaper advertisement, identical in layout to Sample Shelter Ad 2 but with a grayscale color scheme. The headline is 'What's it all about?' in large dark font. It lists benefits: 'it's about transit • it's about bridges', 'it's about roads • it's about clean fuel buses', and 'it's about much more...'. It states 'It's all in the State Transportation Bond Act — It's on the ballot November 8, 2005.' and provides the website 'www.nytransit.org'. The date 'NOVEMBER 8, 2005' and '2005 TRANSPORTATION BOND ACT' are prominently displayed. The footer is 'NEW YORK PUBLIC TRANSIT ASSOCIATION'.

Sample Radio Announcement

On November 8, 2005, the voters of New York State will be presented with an opportunity to invest in the future of the State:

- a chance to build New York
- a chance to move New York
- a chance to connect New York

The 2005 Transportation Bond Act provides funding to help ensure a safe, secure, reliable, and flexible transportation system for years to come. Vote on November 8, 2005.

Sponsored by ABC Transit.

Sample Promotional Insert Text

Including promotional inserts in employee paychecks and outgoing correspondence is an easy and cost-effective way to send public education messages. Your message has the potential to reach employees, their families, vendor companies and their staff.

- Customize the sample text below to communicate the most effective message for your transit system or business.
- Insert the flyer into all employee paychecks, employee mailings, and all outgoing company correspondence.

2005 Transportation Bond Act

The 2005 New York State Transportation Bond Act will increase the public transit capital construction program by over \$1.4 billion. More projects mean improved transit service to our communities; opportunities to mainstream hybrid-electric buses into public fleets; important infrastructure enhancements; essential road and bridge repairs throughout the state; and potential job creation.

Vote on November 8, 2005.

LOCAL OUTREACH AND COLLABORATION

Press Conference and Editorial Board Meeting

Holding a press conference and editorial board meeting is an excellent way to educate the public regarding the Bond Act and overall transportation plan.

- Coordinate a local press conference with other interest groups to educate the public regarding the Bond Act and overall transportation plan.
- Include your local legislators, union leaders, airport manager, county executive, county and town highway superintendent, local commissioner of public works and any other elected official who may have an interest in the Bond Act.
- Request a meeting with the editorial board for your local newspaper. Discuss the five-year transportation plan and Bond Act.

Community Forums and Local Interest Groups

The goal of community forum and local interest group outreach is to draw attention to the Bond Act and educate other parties who may have an interest in the Bond Act's funding programs. It provides a great opportunity to educate community stakeholders and the general public concerning the value of the transportation plan, and to answer questions and concerns they may have regarding it.

- Provide ways for people to submit questions or receive information on the effects it will have on the local community and local economy.
- Invite the press to your forum.
- Meet with other local interest groups who may benefit directly from the passage of the Bond Act.
- Develop a coordinated community-wide message and approach.

Union Outreach

Meeting with your system or company's Union leaders is an excellent way to communicate the impact the Bond Act will have on your agency or company.

- Encourage your union to learn more about the Bond Act and to communicate to their members the importance of voting on November 8.
- Explain its key components and ways it may affect potential job creation in your community.

TRANSIT FACTS

- **Multi-Year Funding:** Multi-year transit investment is necessary to develop long-term, structural solutions that transit systems need in order to continue to operate as strong, efficient, reliable businesses, maximize their contributions to the state economy, and adequately meet the needs of local development and employment initiatives.
- **Economic Impact:** Every dollar invested in transit operations has an economic multiplier of 3.2; and every dollar invested in transit capital projects has an economic multiplier of 3.0. [Public Transportation and the Nation's Economy: A Quantitative Analysis of Public Transportation's Economic Impact, October 1999]
- **A Leader in Transit:** New York's transit industry is a national and international leader in public transportation. The State's 128 public transit systems collectively provide more than two billion transit rides on bus and rail annually and serve nearly every County of the State. Transit systems consist of upstate and downstate agencies in rural, suburban, city and large metropolitan localities, and account for more than one third of all transit rides in the United States.
- **Economic Growth:** Public transit spurs economic growth by providing for the efficient movement of people and freight, contributing to increased productivity, employing over 60,000 people, doing business with over 3,000 manufacturing and supply companies, and investing billions of dollars in annual business revenue.
- **Traffic Mitigation:** One public transit bus reduces additional traffic by over 240 vehicles per 24 hour period, significantly mitigating traffic congestion on state roads and highways, and helps alleviate the need for additional highway construction.
- **Environmental Conservation:** CNG, hybrid and other clean fuel technologies have improved air quality and lessened dependence on cars.
- **Liveable Communities:** Inner city, small town and rural transit agencies are partnering with local communities to rebuild neighborhoods, link commuters to commerce and take the lead on landmark community development projects.
- **Access to Jobs:** Over 70% of all mass transportation trips are work related. Transit is the "to" in Welfare-to-Work.
- **Technology and Innovation:** Transit in New York State is a consistent leader in technology and workplace innovation.
- **Community Development:** Many transit agencies manage transit facility construction projects that are often the focal point of community development initiatives.

NOVEMBER 8, 2005

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