



Legislation Text

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**File #:** Res 1225-2012, **Version:** \*

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Res. No. 1225

Resolution calling on the United States House of Representatives to restore the Mass Transit Account that would be eliminated by the American Energy and Infrastructure Jobs Act of 2012 (H.R. 7), and calling upon the United States House of Representatives to support Congressman Jerrold Nadler's bipartisan amendment to restore transit funding to H.R. 7, and calling on the United States Senate to not adopt H.R. 7 without such restoration.

By Council Members Jackson, Arroyo, Brewer, Chin, Comrie, Gentile, James, Koo, Koppell, Lander, Recchia, Rose, Williams, Wills, Palma, Vacca, Levin, Gennaro, Van Bramer, Garodnick, Lappin, Mealy, Rodriguez, Barron and Halloran

Whereas, Public transit is the economic engine for New York City and the entire New York, New Jersey and Connecticut metropolitan region; and

Whereas, MTA's 2005-2009 capital program contributed \$44.1 billion to the regional economy and created almost 325,000 jobs for New Yorkers, and in New York City during the same period, MTA's capital program generated \$24.5 billion in economic activity, and created 194,695 jobs; and

Whereas, While New York State has lost thousands of manufacturing jobs over the previous ten years, the State has become the nation's leader in transit manufacturing; and

Whereas, Over the next twenty years, New York City's population is expected to increase by one million, and public transportation is crucial to ensuring that people will be able to access jobs, schools and recreational activities; and

Whereas, In the Federal Surface Transportation Assistance Act of 1982, President Ronald Reagan allocated roughly 20 percent of the revenues from the increase in the gas tax to fund the newly created Mass Transit Account, with the remaining 80 percent going to highway funding, thus creating a permanent funding stream for public transit; and

Whereas, The American Energy and Infrastructure Act of 2012 (H.R. 7), eliminates dedicated funding for public transit by replacing the “Mass Transit Account” with the “Alternative Transportation Account” that provides a one-time \$40 billion investment in public transit in fiscal years 2013 through 2016; and

Whereas, Beyond 2016, funding for public transit will face an uncertain future, and will most likely be subject to the highly partisan Congressional appropriation process; and

Whereas, According to the American Public Transportation Association, passage of H.R. 7 will complicate the ability of public transit agencies to raise much need capital by issuing bonds, and as a result will force them to rely on higher farebox revenues; and

Whereas, A bipartisan amendment by Congressman Jerrod Nadler (NY) would restore public transit funding to H.R. 7, by eliminating the “Alternative Transportation Account” and restoring dedicated transit funding available through the “Mass Transit Account;” and

Whereas, Public transit is the lifeline that keeps the New York metropolitan area, and many areas of the nation moving; and

Whereas, Congress should not diminish the funding of crucial public transit services; now, therefore, be it

Resolved, That the Council of the City of New York calls upon the United States House of Representatives to restore the Mass Transit Account that would be eliminated by the American Energy and Infrastructure Jobs Act of 2012 (H.R. 7), and calling upon the United States House of Representatives to support Congressman Jerrold Nadler’s bipartisan amendment to restore transit funding to H.R. 7, and calling on the United States Senate to not adopt H.R. 7 without such restoration.

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