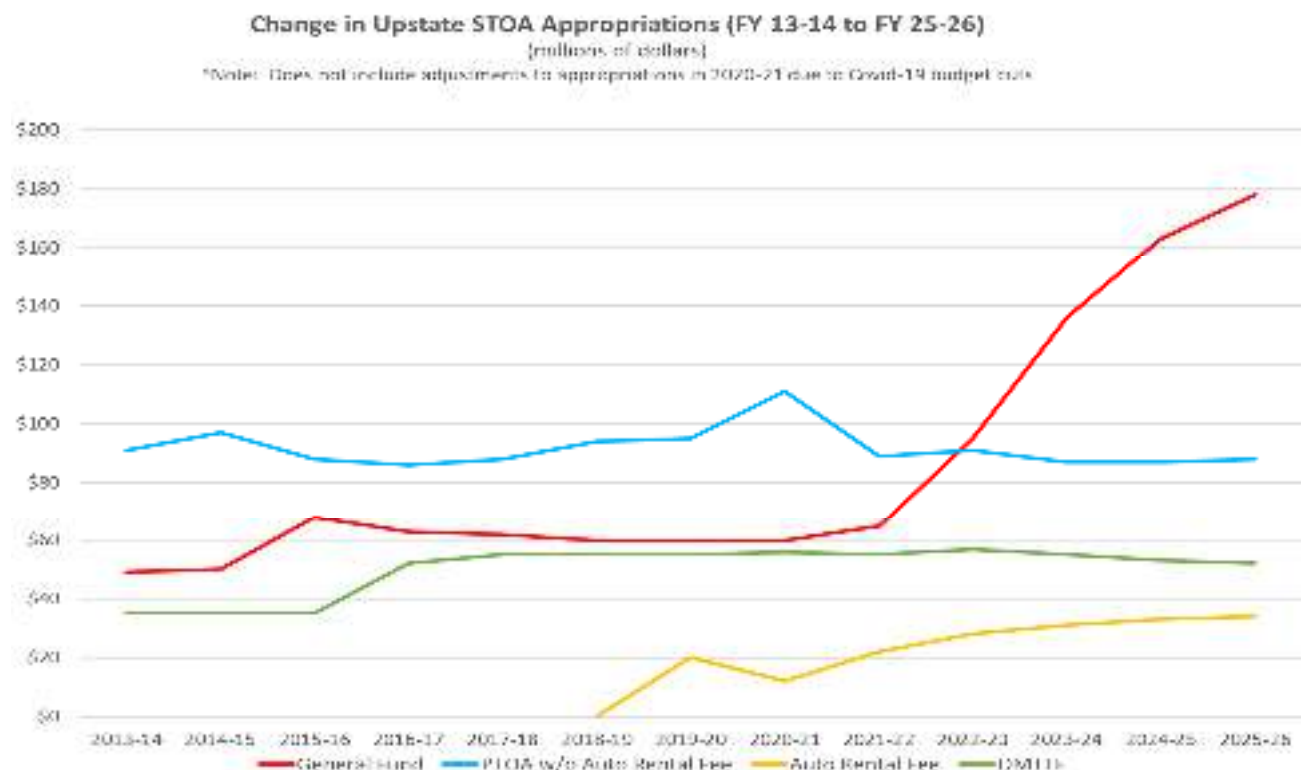




## Revenue Sources for Upstate Transit – Reliance on the General Fund

Over time, state operating aid to upstate transit has shifted away from dedicated revenues to state general funds, while downstate transit systems are almost exclusively funded with dedicated revenues. This increased reliance on general funds has slowed state aid to upstate transit, constrained growth in services to upstate communities, and puts upstate funding at risk, dependent on the balance of state general revenues and spending. Over the past 12 years:

- State dedicated funds (PTOA and DMTTF), which are generated largely from petroleum taxes, have been flat and will decline in the future. The only recent increase in these funds is due to passage of the upstate auto rental fee in 2018-19.
- State general funds for upstate transit were \$49 million in 2013-14, comprising 28% of upstate aid. Today, general funds are \$178 million, comprising 51% of upstate transit aid, and are the only growing source of upstate funding.
- Without the certainty of dedicated revenues, upstate transit service will not grow.



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