

PRIORITIZE EQUITABLE REGIONAL PUBLIC TRANSIT

Please cosponsor Amendments #1068 & #1070 by Rep. Peake to fund line-item 1595-6370 at \$101M

In order for RTAs to maintain service and address the driver shortage, the legislature must ensure \$101 mill in line item 1595-6370 for base RTA funding in the FY23 budget.

55% of MA residents live in an RTA service area, but a fraction are served.



Cities and towns within RTA service areas that rely more heavily on the RTA have a higher proportion of Black and Latine residents.

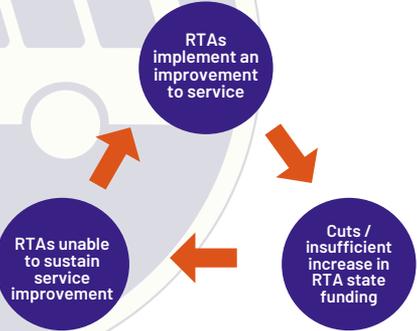


People who rely on RTA services are disproportionately:

- Lower-income
- Older
- Without a car
- Disabled

The legislature is accountable to transit users in 250+ cities and towns beyond the reach of the MBTA.

- RTAs rely upon state operating funds to run fixed-route buses and paratransit services (on-demand rides for people with disabilities and/or seniors).
- When state funding does not keep pace with inflation, RTAs are challenged to keep up with operating costs, and cannot match service to rider needs.



The Governor's FY23 proposal harms RTA communities.

- The Governor's budget does not adjust for inflation, and redirects \$3.5M from RTA base operating funds to one-time discretionary grants.
- To ensure sustainable improvements to service, legislators must make funds available through RTA operating assistance, not one-time discretionary grants.
- Federal relief and recovery packages are one-time funds, not a sustainable source of revenue that can be used to maintain and improve service.

RTA communities request \$101 million in FY23 to:

- *Maintain service.* The cost of fuel, insurance, parts, etc. rises annually. The RTA budget must increase annually to ensure financial stability.
- *Hire drivers.* The driver shortage has led to reduced service across RTA systems. Communities need funding for workforce recruitment and retention initiatives.

Questions? Contact the RTA Advocates Coalition

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