

## Running Horse

State Comptroller Thomas DiNapoli released an [audit](#) that detailed substantial overtime issues remain unresolved at the MTA. While the report notes the MTA acknowledged the problem and has taken some actions, the abuses uncovered remain glaring and their existence suggest people in charge being asleep at the wheel.

It raises the question just who is the MTA serving. Certainly not the public when it cut service when sound [alternatives](#) detailed here and by others, including Labor, remain. And it is not acceptable to just [blame](#) those who preceded those at the agency now.

How the agency applied its Federal Stimulus funds and located funding for its capital program raises questions; it certainly seems the agency schemed up a devious maneuver to make it difficult to free up \$130 million in Stimulus funding that it could devote to operations and avoid its harmful cuts.

In addition, people seem to forget how the MTA and the Governor's budget office agreed on revenue projections last year so that the \$143 million in State funding got diverted from the MTA because the dedicated revenues were estimated to exceed the original projections. Tri-State Transportation Campaign [recently](#) highlighted this diversion but meanwhile seemed ignorant of gas and registration fees, not to mention Sales and Excise fees on cars and where those revenue go.

So with a nod towards the transparency we continue to seek, we leave you with these words:  
“And who knows where it's going  
Maybe it's all gonna show”<sup>1</sup>

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1 From “[Running Horse](#)” by Paul Cotton, on the POCO CD [Running Horse](#)