



TRANSPORTATION





The Executive Budget will help grow the economy by continuing New York State's historic investments in the State's transportation system, which are improving our transit systems, roads and bridges, and increasing mobility. These investments also are enhancing and expanding the Metropolitan Transportation Authority (MTA) network, and improving roads, bridges, airports, rail facilities, ports, and transit systems funded through the Department of Transportation (DOT) budget.

OVERVIEW

The State's transportation system is operated, maintained, and administered by a network of State and local agencies and public authorities. DOT is responsible for construction, reconstruction, maintenance, and snow and ice removal for approximately 43,700 State highway lane miles and 7,700 State highway bridges. In addition, DOT provides funding for rail, airport, bicycle, pedestrian, and canal programs as well as local government highway and bridge construction.

DOT also provides coordination and funding for more than 130 public transportation operators including the MTA, the four Upstate regional transportation authorities, and other (mainly county-sponsored) transit systems. These systems provide bus, subway, and commuter/light rail services, as well as paratransit services to meet the needs of the disabled.

In a typical year, the MTA provides transit and commuter services in the New York City region to 2.5 billion passengers who ride the subways, buses and commuter rail systems, and facilitates nearly 330 million annual bridge and tunnel crossings. It includes the Metro North Railroad (MNR) and Long Island Rail Road (LIRR) commuter lines.

The Thruway Authority operates a 570-mile highway system, which includes the 426-mile mainline from Buffalo to New York City, as well as the new Mario M. Cuomo Bridge crossing the Hudson River.

The State's transportation programs also include the Department of Motor Vehicles (DMV), which operates 27 district and branch offices and provides services via county clerk offices acting as DMV agents at 102 locations throughout the State. DMV issues licenses, non-driver identification cards and vehicle registrations, conducts road tests, monitors driver training, and performs enforcement activities.

In a typical year, DMV conducts more than 20 million customer transactions and collects more than \$2 billion in revenue for the State and localities. New Yorkers rely on credentialing and identification documents issued by DMV to, among other things, conduct financial transactions, obtain employment, and board aircraft.

RESPONDING TO THE PANDEMIC

The administration continues to take steps to protect the health and safety of all citizens who rely on transportation systems, particularly essential workers, and State agencies continue to carry out the new roles taken on to support the State's COVID response.

The MTA deployed new and advanced technologies to disinfect thousands of transit cars daily and incorporate new air filtration systems to protect riders. In FY 2022, the MTA supported the State's COVID-19 vaccination program, providing pop-up sites in various station stops and supported testing opportunities at select subway stations.

The DMV instituted changes to maintain services, including extending expired documents, managing density in the regional offices, providing extensive services online, and expanding services by mail.

To date, over 2,000 DOT employees have participated and devoted more than 295,000 hours to COVID response. All the while, DOT has continued to adhere to its core mission of maintaining state highways, delivering capital projects, and responding to natural disasters. DOT's contributions to the fight against COVID-19 since March of 2020 have included:

- Delivering vaccines to local health departments, mass vaccination sites, and pop-up vaccination pods across the state; and providing planning, logistics and general support for vaccination sites;
- Delivering supplies (including 7 million bottles of hand sanitizer, 8.4 million COVID testing kits, and millions of items of PPE);
- Setting up drive-through COVID-19 testing locations across the State;
- Assisting with enforcing COVID-19 safety protocol in NYC/LI establishments;

- Providing construction management services for 3 temporary COVID hospitals; and
- Assisting with DOH call center by handling over 130,000 calls.

INVESTING IN A SAFE, RELIABLE TRANSPORTATION SYSTEM

Reimagining the MTA

Despite the challenges brought about by the coronavirus, the MTA has continued to provide reliable service while ensuring a safe public transportation system for all riders and fulfilling its essential role in supporting the region's recovery.

In addition, the MTA remains committed to its Capital Program. The MTA's \$52 billion 2020-2024 Capital Program represents the largest investment in MTA infrastructure in state history, about 70 percent larger than the previous program. The program will revitalize the subway system and prioritize improving signal technology, increasing accessibility, improving quality of life issues, ensuring investment in the Long Island Rail Road (LIRR) and Metro North Railroad, and upgrading bus service. The Capital Program will advance several major initiatives including:

Central Business District Tolling Program. The congestion pricing plan is the first of its kind in the nation. It will combat gridlock and deliver \$15 billion in financing to support the 2020-2024 Capital Plan.

Accessibility. The program will increase accessibility by making 70 more subway stations ADA-accessible so that stations serving over 60 percent of passengers will be accessible.

Second Avenue Subway Phase 2. The project will provide three new fully accessible stations, extending service from 96th street to 125th street, and a connection with Metro-North.

Penn Station Access. The project will carry the New Haven line and East Bronx residents directly into Penn Station, and create four new, ADA-accessible Metro-North commuter railroad stations at Co-op City, Morris Park, Parkchester/Van Nest, and Hunts Point.

East Side Access. The project will bring the Long Island Rail Road into a new concourse below Grand Central Terminal.

LIRR Third Track. The project will add 10 miles of mainline between Floral Park and Hicksville and provide capacity and shorten service disruptions for 41 percent of LIRR ridership.

To further efforts to expand transit networks, the MTA will begin the environmental review process for the Interborough Express, a project that would connect neighborhoods along a 14-mile existing freight right-of-way from Bay Ridge, Brooklyn, to Jackson Heights, Queens. The MTA will also resume the environmental review process for the Staten Island North Shore Bus Rapid Transit project, which would provide faster, more reliable travel along Staten Island's North and West Shores.

The Executive Budget proposes changes designed to provide safety and protections for MTA workers and to provide for more effective and efficient MTA operations and delivery of its capital program.

STRENGTHENING ROADS AND BRIDGES

Statewide, New York's economy relies on a resilient and efficient transportation infrastructure network of roads and bridges to continue attracting investment and creating jobs. The renewal and modernization of transportation infrastructure is fundamental to rejuvenating and enhancing the economic competitiveness of the State's communities. During FY 2021, the DOT replaced or rehabilitated more than 100 State bridges and completed over 4,600 corrective and preventive bridge treatments to slow deterioration. In addition, MTA approximately 2,600 lane miles of State highway were resurfaced or reconstructed.

Building on unprecedented DOT investments, the Executive Budget proposes a record \$32.8 billion, five-year DOT Capital Plan that ensures stronger State and local roads and bridges for years to come. This record level of investment provides DOT with resources necessary to renew, modernize and continue to drive economic development in local communities.

- The new, five-year Capital Plan will be aligned with Federal funding commitments recently made in the Infrastructure Investment and Jobs Act (IIJA). New York will receive an estimated \$13.5 billion in highway and bridge formula aid over five years from the IIJA (an increase of \$4.6 billion compared to the five-year Fixing America's Surface Transportation (FAST) Act). The total includes a projected \$1.9 billion of formula funding for bridges.



- Major projects funded in this plan include phases of the Hunts Point Interstate Access Improvement and the replacement of I-81 in Syracuse. The plan also advances priorities across the State including modernizing the Livingston Avenue Bridge in Albany, reconnecting neighborhoods across the Kensington Expressway in Buffalo, converting Route 17 to I-86 in Orange and Sullivan Counties, and assessing ways to improve road capacity at the Oakdale Merge in Suffolk County.
- The DOT Capital Plan includes a new \$1 billion program, Operation Pave Our Potholes (POP) designed to improve state and local road conditions and prevent deterioration. The statewide "Bridge NY" program will also be increased by an additional \$1 billion over five years, which will serve to rehabilitate or replace structures that are susceptible to recurring flooding or foundation scour.

In order to reduce traffic congestion and improve the customer experience, the Thruway Authority has fully implemented cashless tolling system wide. The Authority made a total of \$317 million in infrastructure investments on the Thruway's 570-mile system in 2021. Investments continued the Authority's commitment to modernizing the nearly 70-year-old system and focused on providing a high level of maintenance, safety, and reliability. In 2021, the Thruway also continued their multi-year initiative to redevelop 27 service areas.

PROPOSED FY 2023 TRANSPORTATION BUDGET ACTIONS

Improving Roads, Bridges, and Safety

DOT Capital Plan. The Executive Budget provides \$6.7 billion for the first year of a record \$32.8 billion, five-year DOT Capital Plan that will facilitate the improvement of highways, bridges, rail, aviation infrastructure, non-MTA transit, and DOT facilities. Compared to the last five-year DOT Capital Plan, this is an increase of \$9.4 billion, or 40 percent.

Local Highways and Bridges. The Executive Budget continues and expands the State's record commitments to funding local highway and bridge projects. Funding for the Consolidated Highway Improvement Program (CHIPS) and the Marchiselli program is maintained at last year's level of \$577.8 million. The budget provides

\$100M for the new Pave Our Potholes program, \$150 in highway aid through the PAVE NY program and \$200 million to fund the local projects from the BRIDGE NY programs. These programs are further improving conditions on State and local roads and bridges.

Funding Sources. DOT's capital program is supported by Federal aid, State capital projects funds, financial settlement funds, dedicated taxes and fees deposited in the Dedicated Highway and Bridge Trust Fund, and the State's General Fund.

Investing in Transit

New York State provides transit operating assistance through the Statewide Mass Transportation Operating Assistance (STOA) program. Transit systems provide an estimated 3.9 billion rides annually (2019). State transit aid typically accounts for approximately one-third of MTA operating resources and over 40 percent of non-MTA operating resources.

The Executive Budget provides over \$7.3 billion in mass transit operating support:

MTA. The MTA will receive \$6.6 billion in State operating aid in FY 2023, including resources collected by the State and sent directly to the MTA without appropriation. On-budget MTA assistance will increase over 24 percent, from \$3.1 billion to over \$3.8 billion.

Upstate. Upstate transit systems are slated to receive \$261 million, representing at least a 13 percent increase per system.

Downstate. Downstate systems will receive \$471 million, representing a 36 percent increase per system.

The Executive Budget also invests in transit capital needs:

MTA Capital. The \$52 billion 2020-24 MTA Capital Program remains the largest and most expansive plan in its history. In addition to the \$25 billion secured in the FY 2020 Budget, the State will re-appropriate \$3 billion which will be matched by the City of New York.

Non-MTA Capital. Non-MTA transit capital will receive \$160 million. Core appropriations will increase by 41 percent, from \$85 million to \$120 million, as part of an additional \$175 million five-year

investment in non-MTA transit service, and the State will again appropriate \$20 million for bus electrification and \$20 million to rehabilitate NFTA's light rail.

Transforming DMV Customer Service

Accounting for the steady increase in the volume and complexity of its transactions and complications of the pandemic, DMV has utilized electronic and internet-based services to increase the efficiency of transaction processing. These services also provide customers with a faster and more convenient alternative to visiting DMV offices. Currently, close to 7 million transactions per year are processed through the DMV website, and this number is expected to continue to rise as customers take advantage of additional online transactions.

Building on the success of previous customer service initiatives, DMV continues to use an enhanced call center, expansion of online transaction capabilities, and the implementation of a reservation system to reduce customer foot traffic in district and online offices. DMV's website is continuously improving to provide a more responsive design for its customers.

Additional DMV-related Budget actions include the following:

The Executive Budget provides an additional \$106 million to support additional investments in technology and process improvement to enhance the DMV customer experience.

Extend the New York State Point and Reduction Program (IPIRP). This budget proposes extending the IPIRP program for two years.

Extend authorization of costs for the Dedicated Highway and Bridge Trust Fund (DHBTF). This budget proposes extending DMV's authorization to shift costs to the DHBTF for two years.

Waive non-driver identification (NDID) card fees for incarcerated individuals. This budget proposes the fee for issuance of an NDID card be waived if the applicant is an inmate in an institution under the jurisdiction of a state department or agency.

Expand the Gender Recognition Act. This budget proposes requiring all State agencies to update all applicable forms and data systems to include a gender "x" option so that all New Yorkers have the option to use either male, female or gender "x" as an identifier on forms that collect gender data.

STATE OPERATING FUNDS SPENDING				
CATEGORY	FY 2022 (MILLIONS OF DOLLARS)	FY 2023 (MILLIONS OF DOLLARS)	DOLLAR CHANGE (MILLIONS OF DOLLARS)	PERCENT CHANGE (%)
Department of Transportation	930	1,086	156	17
Metropolitan Transportation Authority	5,631	6,628	997	18
Department of Motor Vehicles	83	100	17	20
TRANSPORTATION SPENDING (TOTAL)	6,645	7,814	1,169	18

MTA includes certain revenues that are directed to MTA without appropriation: Payroll Mobility Tax, For-Hire Vehicle surcharges, former MTA Aid Trust revenues, and Mansion Tax. FY 2022 spending is adjusted -\$121M for local aid spending from appropriations of prior years.