



TRANSPORTATION



The Executive Budget will continue to make historic investments in the State’s transportation system, to improve our transit systems, increase mobility, and grow our economy. These investments are improving roads, bridges, airports, rail facilities, transit systems, and ports, as well as enhancing and expanding the Metropolitan Transportation Authority (MTA) network.

The State’s transportation system is operated, maintained, and administered by a network of State and local agencies and public authorities. The Department of Transportation (DOT) is responsible for construction, reconstruction, maintenance, and removal of snow and ice for approximately 43,700 State highway miles and 7,700 State highway bridges. 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 and the four major Upstate regional transportation authorities, among other local transit systems. These systems provide bus, subway, and commuter/light rail services, as well as paratransit services to meet the needs of those with disabilities.

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. This includes the Metro North Railroad (MNR) and Long Island Rail Road (LIRR) commuter lines.

The New York State 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 30 district and branch offices and provides services via county clerk offices acting as DMV agents at 97 locations throughout the State. DMV issues licenses, nondriver identification cards, and vehicle registrations, conducts road tests, monitors driver training, and performs various enforcement activities.

In a typical year, DMV conducts more than 35 million customer transactions and collects over \$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.

INVESTING IN SAFE, RELIABLE TRANSPORTATION SYSTEMS

Addressing the MTA’s Financial Crisis

The pandemic caused severe declines in MTA ridership and traffic in 2020, and ridership remains significantly below pre-pandemic levels. 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.

To offset operating losses to MTA’s Financial Plan from the estimated fare, toll, and dedicated revenue loss attributable to COVID-19, the MTA received significant Federal operating aid from the CARES Act (\$4 billion), the CRRSA Act (\$4.1 billion) and the ARP (\$7 billion). Despite this additional federal funding, the MTA’s Financial Plan shows a long-term structural imbalance.

The Executive Budget recognizes the MTA’s fiscal challenges and proposes a substantial package of additional funding dedicated to help solve the MTA’s fiscal crisis. In addition to the new funding, the package includes significant proposals focused on increased public safety.

- Over \$400 million in MTA operating efficiencies to reduce expenses and improve service to customers.
- Over \$800 million in annual increased funding from the Payroll Mobility Tax (PMT).
- Nearly \$500 million of increased annual contributions from New York City for MTA’s paratransit costs and student MetroCard expenses and the PMT offset for eligible exempt organizations.
- \$300 million in one-time State aid to address the extraordinary impact on MTA operating revenues.

- A share of \$1.5 billion in licensing fees for up to 3 downstate casino licenses and between \$462-\$826 million in annual tax revenue, according to scenarios outlined in the Spectrum Gaming Market Study, will be directed to the MTA for operating purposes. Specific amounts and timing are dependent on the license award process, but are not anticipated until 2026 or later.
- Significant investments in public safety, including \$150 million annually for additional MTA safety personnel.
- Proposed changes designed to provide safety and additional protections for MTA workers in certain titles.

MTA's Capital Program

The MTA remains committed to its Capital Program. The MTA's \$52.1 billion Capital Program, executed from 2020-2024, represents the largest investment in MTA infrastructure in state history, almost 70 percent larger than the previous program. The program will revitalize the subway system and prioritize improving

signal technology, increasing accessibility, ensuring investment in the Metro North (MNR) and Long Island Rail Roads (LIRR), upgrading bus service and advancing quality of life for those served.

The Capital Program will advance several major initiatives including:

Central Business District Tolling Program. The Central Business District (CBD) 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 Capital Plan.

Accessibility. The final phase of this initiative will make an additional 70 subway stations ADA-accessible, making over 60 percent of passenger stations 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.



New Hyde Park Station, Long Island Rail Road

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 provide Long Island Rail Road riders with 40 miles of new tracks and a new terminal, called Grand Central Madison. This new service from Long Island to Grand Central Madison will save commuters up to 40 minutes of travel time per day.

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.

Interborough Express. To further efforts to expand transit networks, the MTA will work to complete the environmental review for the Interborough Express in order to ensure its inclusion in the MTA's next five-year capital plan. The Interborough Express project will connect neighborhoods along a 14-mile existing freight right-of-way from Bay Ridge, Brooklyn, to Jackson Heights, Queens. The Interborough Express planning and environmental linkages study recommends light rail as the preferred option for providing fast, frequent service, connecting the Interborough with up to 17 different subway lines and the Long Island Railroad.

STRENGTHENING NEW YORK STATE 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 2022, the DOT replaced or rehabilitated more than 60 State bridges and completed over 5,000 corrective and preventive bridge treatments to slow deterioration. In addition, approximately 2,600 lane miles of State highway were resurfaced or reconstructed.

Building on unprecedented DOT investments, the Executive Budget reflects the second year of 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 five-year Capital Plan is aligned with Federal funding commitments 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.

IMPROVING NYS ROADS & BRIDGES



- The DOT Capital Plan includes a \$1 billion program, Pave Our Potholes (POP), designed to improve state and local road conditions and prevent deterioration. The statewide "Bridge NY" program has also been increased by \$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 \$328 million in infrastructure investments on the Thruway's 570-mile system in 2022. 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 2022, the Thruway also continued their multi-year initiative to redevelop 27 service areas. Three new Thruway service areas reopened in 2022, at the Indian Castle, Chittenango, and Junius Ponds locations.

PROPOSED FY 2024 TRANSPORTATION BUDGET ACTIONS

Improving Roads, Bridges, and Safety

DOT Capital Plan. The Executive Budget provides almost \$7 billion for the second 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 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 the second year of an annual \$100 million for the local Pave Our Potholes program, \$150 million in highway aid through the PAVE NY program and \$200 million to fund local projects from the BRIDGE NY program. These programs are further improving conditions on State and local roads and bridges.

Connecting Communities with Complete Streets. The Executive Budget provides \$5 million of new funding to advance planning for projects that utilize a complete street design approach to transportation infrastructure. DOT will implement a pilot program that will help address the safety and mobility needs of roadway users of all ages and abilities, including pedestrians, bicyclists, and other non-motorized users.

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.

Empower DOT to Seize Dangerous Vehicles. The Executive Budget includes legislation that would allow DOT to impound certain large passenger carrying vehicles that fail inspections and are placed out-of-service, such as vans, ambulettes, motor coaches, buses, and party buses. This bill would give DOT the same authority over these vehicles that it currently has over stretch limousines.

Stop Secondary Crashes. The Executive Budget also includes legislation that would clarify motorists' responsibility to move vehicles out of the flow of traffic in the event of a minor vehicle accident involving no personal injury or death. This would reduce the likelihood of secondary crashes that can cause greater risk to the public and emergency responders, and also help to reduce traffic congestion.

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 \$9.1 billion in mass transit operating support:

MTA. The MTA will receive \$8.3 billion in State operating aid in FY 2024, including resources collected by the State and sent directly to the MTA without appropriation. Traditional on-budget MTA assistance will increase 7 percent, from \$3.8 billion to \$4.1 billion. The MTA will also receive \$300 million of one-time assistance to address extraordinary revenue impacts caused by the pandemic.

Upstate. Upstate transit systems are slated to receive \$287 million, representing an overall 7 percent regional increase.

Downstate. Downstate systems will receive \$522 million, representing an overall 8 percent regional increase.

The FY 2024 Executive Budget also proposes a new five-year, \$10 million pilot program to fund innovative mobility initiatives, including services for riders facing barriers to traditional public transit and creating new options in locations currently without transit. This proposal would allocate up to \$1 million to each of the seven largest Upstate, Westchester, and Long Island systems, while smaller systems throughout the state would jointly be eligible for a competitive \$3 million.

The Executive Budget also invests in transit capital needs:

MTA Capital. The \$52.1 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 reappropriate \$3 billion which will be matched by the City of New York.

Non-MTA Capital. Non-MTA transit capital will receive \$160 million. 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, over 6 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.

STATE OPERATING FUNDS SPENDING				
CATEGORY	FY 2023 (MILLIONS OF DOLLARS)	FY 2024 (MILLIONS OF DOLLARS)	Dollar Change (MILLIONS OF DOLLARS)	PERCENT CHANGE (%)
Department of Transportation	\$1,109	\$1,198	\$89	8%
Metropolitan Transportation Authority	\$7,329	\$8,032	\$703	10%
Department of Motor Vehicles	\$94	\$97	\$3	3%
TRANSPORTATION SPENDING TOTAL	\$8,532	\$9,327	\$795	9%

MTA includes certain revenues that are directed to MTA without appropriation: Payroll Mobility Tax, Mortgage Recording Tax, For-Hire Vehicle surcharges, Mansion Tax, and former MTA Aid Trust revenues. The MTA amounts above do not reflect the one-time \$300 million State aid in FY 2024 for extraordinary impacts resulting from the pandemic.

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:

Close the DWI Loophole. The Executive Budget proposes to amend the law to ensure that all persons twice convicted of a DWI where personal injury has occurred cannot be relicensed, thereby removing some of the state's most dangerous drivers from the road.

Allow NYC to Lower Its Speed Limit. The Executive Budget also includes legislation to give NYC the authority to adjust its speed limits to account for the dangers of fast driving in urban environments. This will allow NYC to designate speed limits of no less than 20 MPH, and as low as 10 MPH in school zones and areas where traffic calming measures exist.

County Clerk Retention. The Executive Budget proposes to increase the retention rate for county clerk offices that perform DMV transactions, from the current 12.7% for in-office transactions and 3.25% for online transactions, to a flat 10.75% for all transactions. As more transactions are shifting to online based, the proposed rate change is projected to increase revenue that is retained by counties by \$13 million annually.