

# Metropolitan Transportation Authority

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## Mission

The Metropolitan Transportation Authority (MTA) is responsible for operating, maintaining, and improving public transportation in the Metropolitan Commuter Transportation District (MCTD), comprising New York City and the counties of Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk, and Westchester. The Authority oversees the operations of the New York City bus and subway systems, the regional commuter railroads, seven bridges, and two tunnels located in New York City. This oversight includes development and financing of the operating and capital programs.

## Organization and Staffing

The MTA is governed by a Board with 17 voting members appointed by the Governor and confirmed by the Senate. Six members are nominated by the Governor, four by the Mayor of New York, and seven by the other counties in the District. The Board membership casts 14 votes, as four members (representing Dutchess, Orange, Putnam, and Rockland counties) receive one collective vote.

The MTA Board in CY 2024 will oversee approximately 74,100 employees and an annual operating budget of \$19.3 billion. In addition to MTA Headquarters, there are six operating agencies: New York City Transit; MTA Bus Company; Metro-North Railroad; Long Island Rail Road; MTA Bridges and Tunnels; and MTA Construction & Development.

## Budget Highlights

Within the Department of Transportation budget, the Executive Budget recommends appropriations sufficient to provide over \$7.9 billion in transit operating aid to the MTA. Of this amount, approximately \$4.2 billion is appropriated aid, and \$3.7 billion will be provided directly to the MTA without appropriation. Of the \$3.7 billion, approximately \$3.1 billion is from the Payroll Mobility Tax (PMT), \$328 million is from the For-Hire Vehicle Congestion Surcharge, and \$283 million is from MTA Aid Trust revenues.

To solve the MTA's fiscal crisis and avoid drastic cuts to service, the FY 2024 Enacted Budget included the following extraordinary package of additional funding, while ensuring continued progress in rider safety:

- Implementing over \$400 million in MTA operating efficiencies to reduce expenses and improve service to customers.
- Increasing the top rate of the Payroll Mobility Tax for the largest businesses in New York City, generating an additional \$1.1 billion annually.
- Increasing New York City's share of funding for paratransit services for two years, generating nearly \$165 million each year.
- \$300 million in one-time State aid to address the extraordinary impact of the pandemic on MTA operating revenues.
- \$35 million in investment to improve subway service on weekday middays, weekends and weeknights.
- \$65 million to reduce the proposed fare increase on the MTA from 5.5 percent to 4 percent.
- \$35 million in safety investments to protect riders.
- Dedicating \$1.5 billion in licensing fees if three downstate casino licenses are awarded, and a share of an estimated \$231 to \$413 million in incremental annual tax revenue from the casinos for MTA operations.
- \$15 million to fund a pilot program providing five fare-free bus routes in New York City and expand the Automated Bus Lane Enforcement program to increase bus speeds and decrease collisions.

The FY2025 Executive Budget continues the State's \$3.1 billion capital contribution to the MTA's \$52.1 billion 2020-2024 Capital Plan. This is in addition to the \$25 billion to be raised directly by the MTA from revenues from the Central Business District Tolling Program, from the progressive tax on high-end real estate sales, and from leveling the playing field between brick and mortar and online retailers, all of which were enacted in the FY 2020 Budget.

The Executive Budget continues the State's multi-year, historic commitment of \$9.1 billion in State resources toward funding the MTA's \$31 billion 2015-2019 Capital Plan.

The Executive Budget also includes \$873 million of contingent appropriations for the MTA. These

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appropriations, from the Dedicated Mass Transportation Trust Fund and the MTA Financial Assistance Fund, would be used to ensure continuation of aid payments to the MTA during FY 2026 in the event of a temporary lack of new appropriations due to a late budget.

The Executive Budget also includes funding to advance transformative projects to further expand the MTA’s transit system, including:

**The Interborough Express.** The Executive Budget includes \$45 million in new funding to advance design and engineering for this project, which 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 recommended 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.

**Second Avenue Subway–Expanding West:** With Phase 2 underway, the next major potential expansion of this project is extending the Q line west along 125th Street, with three new stops at Lenox Avenue, St. Nicholas Avenue and culminating at Broadway. The Executive Budget includes \$16 million in funding to advance a feasibility study, environmental review and preliminary engineering for this project.

For more information on this agency’s budget recommendations located in the Executive Budget Briefing Book, click on the following link:

Briefing Book – Transportation (PDF)

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### Program Highlights

#### ***New York City Transit and the MTA Bus Company***

The 2024 MTA Budget includes approximately 54,400 personnel, who are collectively responsible for providing safe, reliable, and efficient subway service; for operating the Staten Island Railway; and for providing bus service throughout the City of New York. In 2023, over 1.6 billion rides occurred.

#### ***Metro North Railroad and the Long Island Rail Road***

Employ approximately 14,800 personnel, who provide commuter rail service to the northern regions, ranging from Manhattan and the Bronx through the northern suburbs and Connecticut, and the eastern regions, ranging from Manhattan, Brooklyn, and Queens through Nassau and Suffolk counties. In 2023, 123 million rides were provided.

#### ***MTA Bridges & Tunnels***

With a staff of approximately 1,200 dedicated workers, facilitates road transportation by connecting the boroughs of New York City through seven bridges and two tunnels. In 2023, 335 million vehicle crossings occurred. Bridges & Tunnels has moved to Open Road Tolling, which has successfully relieved congestion – increasing travel times and improving the environment.

#### ***MTA Construction & Development***

With roughly 250 employees, delivers new and improved capital facilities for the MTA’s customer base. These projects include East Side Access, Penn Station Access, the Second Avenue Subway, LIRR Expansion (Third Track), and various other system improvements.

Additionally, approximately 3,500 staff based at MTA Headquarters perform such duties as information technology, public safety, financial management, legal representation, and human resource administration.

### ALL FUNDS APPROPRIATIONS (dollars)

<u>Category</u>	Available FY 2024	Appropriations Recommended FY 2025	Change From FY 2024	Reappropriations Recommended FY 2025
Aid To Localities	892,175,000	873,077,000	(19,098,000)	0
Capital Projects	0	68,000,000	68,000,000	3,683,989,000
<b>Total</b>	<b>892,175,000</b>	<b>941,077,000</b>	<b>48,902,000</b>	<b>3,683,989,000</b>

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**AID TO LOCALITIES**  
**ALL FUNDS FINANCIAL REQUIREMENTS BY FUND TYPE**  
**APPROPRIATIONS**  
(dollars)

Fund Type	Available FY 2024	Recommended FY 2025	Change
Special Revenue Funds - Other	892,175,000	873,077,000	(19,098,000)
<b>Total</b>	<b>892,175,000</b>	<b>873,077,000</b>	<b>(19,098,000)</b>

**AID TO LOCALITIES**  
**ALL FUNDS FINANCIAL REQUIREMENTS BY PROGRAM**  
**APPROPRIATIONS**  
(dollars)

Program	Available FY 2024	Recommended FY 2025	Change
Dedicated Mass Transportation Trust Fund			
Special Revenue Funds - Other	647,925,000	628,827,000	(19,098,000)
Metropolitan Transportation Authority Support Program			
Special Revenue Funds - Other	244,250,000	244,250,000	0
<b>Total</b>	<b>892,175,000</b>	<b>873,077,000</b>	<b>(19,098,000)</b>

**CAPITAL PROJECTS**  
**ALL FUNDS FINANCIAL REQUIREMENTS BY PROGRAM**  
**APPROPRIATIONS**  
(dollars)

Comprehensive Construction Program	Available FY 2024	Recommended FY 2025	Change	Reappropriations FY 2025
Mass Transportation and Rail Freight				
Metropolitan Transportation Authority				
Capital Projects Fund	0	68,000,000	68,000,000	0
Capital Projects Fund - Advances	0	0	0	36,000,000
Capital Projects Fund - Authority Bonds	0	0	0	3,262,133,000
Urban and Commuter Mass Transportation Bondable				
Cap Proj Fund - Rebuild Renew NY 2005 (Bondable)	0	0	0	385,856,000
<b>Total</b>	<b>0</b>	<b>68,000,000</b>	<b>68,000,000</b>	<b>3,683,989,000</b>

Note: Most recent estimates as of 01/16/2024