

Metropolitan Transportation Authority

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 17-member Board, 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, Rockland, and Putnam counties) receive one collective vote.

The Chairman of the Board is also the Chief Executive Officer, and in 2018 will oversee more than 75,500 employees, an annual operating budget of \$16.6 billion. In addition to MTA Headquarters, he directs six operating agencies: New York City Transit; MTA Bus Company; Metro-North Railroad; Long Island Rail Road; MTA Bridges and Tunnels; and MTA Capital Construction.

Budget Highlights

Within the Department of Transportation budget, the Executive Budget recommends over \$4.8 billion in transit aid appropriations to the MTA, an increase of \$334 million (7.4 percent) from last year. Of this amount, \$3.4 billion represents on-budget, appropriated aid. About \$1.4 billion is from the Payroll Mobility Tax (PMT) which is proposed to be moved off-budget in the Executive Budget. By moving PMT revenues out of the State Financial Plan, a natural payment processing lag is eliminated. For 2018, this accelerates \$60 million of additional revenues for immediate use. Taking the PMT revenues off-budget will also provide credit enhancement for the MTA to lower capital financing costs as the revenues will flow more frequently, and will not be subject to legislative appropriation.

The Executive Budget contains the Governor's multi-year commitment of \$8.6 billion in State resources toward funding the MTA's \$29.9 billion 2015-2019 capital plan, which provides for improvement of capital facilities operated by the New York City Transit Authority, Long Island Rail Road, Metro-North Railroad, MTA Bus Company, and other system-wide initiatives.

The Executive Budget includes the State's one-half share of the MTA Subway Action Plan, with additional operating aid of \$254 million (including \$60 million from the PMT acceleration), and additional capital aid of \$174 million. The Budget also includes an appropriation authorizing another \$1.5 billion in addition to the \$4.4 billion authorized in the FY 2017 and FY 2018 appropriations, and spending will continue from the \$1 billion in FY 2016 appropriations: \$750 million to support the MTA's 2015-19 core capital program, and \$250 million to advance the MTA's Penn Station Access project.

Apart from the State's \$8.6 billion pledge towards the MTA's 2015-2019 capital plan, spending will also continue from the \$770 million FY 2013 appropriation for MTA capital and the \$1.45 billion dedicated to the MTA from the 2005 Transportation Bond Act.

The Executive Budget also includes \$944 million of contingent appropriations for the MTA. These appropriations, from the Dedicated Mass Transportation Trust Fund and the MTA Financial Assistance Fund, are used to ensure continuation of aid payments to the MTA in the event of a temporary lack of new appropriations due to a late budget for the subsequent State fiscal year.

The Budget also includes additional MTA reform legislation that:

- Establishes an additional financing option for major MTA construction in NYC;
- Clarifies the ongoing obligation of New York City to fund the capital needs of the New York City subway system and establishes a mechanism for emergency capital funding;
- Provides procurement reforms for the MTA to increase the sealed bidding threshold to \$1 million for purchases and public work, eliminates the 15-day Notice Period under the Omnibus Procurement Act, and vests special termination powers with the MTA board.

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

Program Highlights

New York City Transit and the MTA Bus Company: Employ approximately 55,900 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. Ridership exceeds 2.55 billion trips per year.

Metro North Railroad and the Long Island Rail Road: Employ approximately 14,700 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. These facilities provide over 170 million rides annually.

MTA Bridges & Tunnels: With a staff of approximately 1,600 dedicated workers, facilitates road transportation by connecting the boroughs of New York City through 7 bridges and 2 tunnels. Almost 300 million vehicle crossings occur annually. Bridges & Tunnels recently moved to Open Road Tolling, which has relieved congestion – increasing travel times and improving the environment.

MTA Capital Construction: With roughly 200 employees, delivers new and improved capital facilities for the MTA’s customer base. These projects include East Side Access, Penn Access, Moynihan Station, the Second Avenue Subway, Ronkonkoma Double Track, LIRR Expansion (Third Track), and various other system improvements.

Additionally, approximately 3,100 staff based at MTA Headquarters perform such duties as information technology, public safety, financial management, and human resource administration.

**ALL FUNDS
APPROPRIATIONS
(dollars)**

Category	Available FY 2018	Appropriations Recommended FY 2019	Change From FY 2018	Reappropriations Recommended FY 2019
Aid To Localities	2,462,885,000	944,092,000	(1,518,793,000)	0
Capital Projects	1,532,200,000	1,641,200,000	109,000,000	5,943,456,000
Total	3,995,085,000	2,585,292,000	(1,409,793,000)	5,943,456,000

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

Fund Type	Available FY 2018	Recommended FY 2019	Change
Special Revenue Funds - Other	2,462,885,000	944,092,000	(1,518,793,000)
Total	2,462,885,000	944,092,000	(1,518,793,000)

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

Program	Available FY 2018	Recommended FY 2019	Change
Dedicated Mass Transportation Fund			
Special Revenue Funds - Other	639,140,000	672,537,000	33,397,000
Metropolitan Transportation Authority Support Program			
Special Revenue Funds - Other	1,823,745,000	271,555,000	(1,552,190,000)
Total	2,462,885,000	944,092,000	(1,518,793,000)

NYS DOB | FY2019 Executive Budget | Agency Appropriations
CAPITAL PROJECTS
ALL FUNDS FINANCIAL REQUIREMENTS BY PROGRAM
APPROPRIATIONS
(dollars)

Comprehensive Construction Program	Available FY 2018	Recommended FY 2019	Change	Reappropriations FY 2019
Infrastructure				
Metropolitan Transportation Authority				
Capital Projects Fund - Authority Bonds	0	174,000,000	174,000,000	0
Mass Transportation and Rail Freight				
Capital Projects Fund - Advances	0	0	0	36,000,000
Capital Projects Fund - Authority Bonds	1,467,200,000	1,467,200,000	0	5,521,600,000
Capital Projects Fund – Settlement Funds	65,000,000	0	(65,000,000)	0
Urban and Commuter Mass Transportation Bondable				
Cap Proj Fund - Rebuild Renew NY 2005 (Bondable)	0	0	0	385,856,000
Total	1,532,200,000	1,641,200,000	109,000,000	5,943,456,000

Note: Most recent estimates as of 01/16/2018