

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, Putnam, and Rockland counties) receive one collective vote.

The MTA in CY 2019 will oversee more than 75,000 employees and an annual operating budget of \$17 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 Capital Construction.

Budget Highlights

Within the Department of Transportation budget, the Executive Budget recommends almost \$5.3 billion in transit aid to the MTA. This represents an increase of \$287 million (6 percent) from last year. Of this amount, \$3.0 billion is appropriated aid, and \$2.3 billion is provided directly to the MTA. Of the \$2.3 billion, approximately \$1.6 billion is the Payroll Mobility Tax (PMT), \$420 is the For-Hire Vehicle Congestion Surcharge, and \$265 million is MTA Aid Trust Revenues proposed to be sent directly to the MTA this year.

Providing the MTA with Aid Trust revenues directly is consistent with last year's action with the PMT. The MTA is the sole recipient of MTA Aid Trust funds, and the State merely acts as an intermediary recipient. Providing these revenues directly to the MTA will remove the State's unnecessary involvement as a recipient of these funds and accelerate the availability of these funds.

This year's Executive Budget includes legislation to implement Congestion Tolling in Lower Manhattan. This program, while not reflected in State appropriations, will reduce congestion in the area while providing needed funding for MTA capital improvements. The Budget also includes legislation to directly address bus lane violations that have contributed to reduced MTA bus speeds.

The Executive Budget continues the Governor's multi-year, historic commitment of \$8.6 billion in State resources toward funding the MTA's \$30.3 billion 2015-2019 capital plan (not including \$3.0 billion for MTA Bridges & Tunnels), 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 a capital appropriation authorizing another \$1.5 billion in addition to the \$5.9 billion authorized in the FY 2017, FY2018 and FY 2019 appropriations, and spending will continue from the FY 2016, \$750 billion capital appropriation to support the MTA's 2015-19 core capital program.

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 \$970 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.

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: The 2019 MTA Budget includes approximately 55,000 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 is expected to be almost 2.4 billion trips this year. In 2017 and 2018, the Subway Action Plan was implemented,

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enhancing service throughout that system; the Plan continues in 2019, funded by the For-Hire Vehicle Surcharges imposed in the FY 2019 Budget.

Metro North Railroad and the Long Island Rail Road: Employ approximately 15,000 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 will provide 178 million rides this year.

MTA Bridges & Tunnels: With a staff of approximately 1,500 dedicated workers, facilitates road transportation by connecting the boroughs of New York City through 7 bridges and 2 tunnels. Over 323 million vehicle crossings are expected to occur this year. Bridges & Tunnels recently moved to Open Road Tolling, which has successfully relieved congestion – increasing travel times and improving the environment.

MTA Capital Construction: With roughly 180 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, LIRR Expansion (Third Track), and various other system improvements. The LIRR Double Track was completed successfully in 2018.

Additionally, approximately 3,100 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)**

Category	Available FY 2019	Appropriations Recommended FY 2020	Change From FY 2019	Reappropriations Recommended FY 2020
Aid To Localities	944,092,000	969,943,000	25,851,000	0
Capital Projects	1,641,200,000	1,467,200,000	(174,000,000)	7,199,990,000
Total	2,585,292,000	2,437,143,000	(148,149,000)	7,199,990,000

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

Fund Type	Available FY 2019	Recommended FY 2020	Change
Special Revenue Funds - Other	944,092,000	969,943,000	25,851,000
Total	944,092,000	969,943,000	25,851,000

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

Program	Available FY 2019	Recommended FY 2020	Change
Dedicated Mass Transportation Fund			
Special Revenue Funds - Other	672,537,000	0	(672,537,000)
Dedicated Mass Transportation Trust Fund			
Special Revenue Funds - Other	0	725,693,000	725,693,000
Metropolitan Transportation Authority Support Program			
Special Revenue Funds - Other	271,555,000	244,250,000	(27,305,000)
Total	944,092,000	969,943,000	25,851,000

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

Comprehensive Construction Program	Available FY 2019	Recommended FY 2020	Change	Reappropriations FY 2020
Infrastructure				
Metropolitan Transportation Authority				
Capital Projects Fund - Authority Bonds	174,000,000	0	(174,000,000)	89,334,000
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	6,688,800,000
Urban and Commuter Mass Transportation Bondable				
Cap Proj Fund - Rebuild Renew NY 2005 (Bondable)	0	0	0	385,856,000
Total	1,641,200,000	1,467,200,000	(174,000,000)	7,199,990,000

Note: Most recent estimates as of 1/15/2019