



Division of  
the Budget

## TRANSPORTATION

### 2020-2024 MTA CAPITAL PLAN

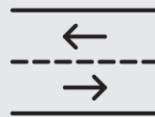
Provides **\$3 billion** to support the new, historic, **\$51.5 billion** MTA Capital Plan for transit riders.

### INFRASTRUCTURE

The Executive Budget invests **\$11.9 billion** for a 2-Year DOT Capital Plan which will facilitate the improvement of highways, bridges, rail, aviation infrastructure, non-MTA transit, and DOT facilities.



The Executive Budget provides up to **\$100 million** for a second round of funding for the Upstate Airport Economic Development and Revitalization.



### CASHLESS TOLLING

By the end of 2020 **Cashless Tolling** will lead to a safer, greener, and less congested Thruway system.



# Transportation

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The FY 2021 Executive Budget continues New York State's historic investments in the State's transportation system, which are improving our transit systems, roads and bridges, increasing mobility, and supporting economic growth. 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 44,500 State highway lane miles and nearly 7,900 bridges. In addition, DOT provides funding for rail, airport, bicycle, pedestrian, and canal programs as well as local government highway and bridge construction.

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

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 each year, 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 New York State Bridge Authority is responsible for five other bridges spanning the Hudson River. These and other transportation-related authorities are primarily financed through toll revenue.

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. DMV conducts more than 20 million customer transactions annually and is projected to collect more than \$2 billion in revenue for the State and localities in FY 2020. New Yorkers rely on credentialing and identification documents issued by DMV to conduct financial transactions, obtain employment, and board aircraft, among other uses.

### Investing in a Safe, Reliable Transportation System

#### Reimagining the MTA

By 2017, prior decades of underfunding, questionable management priorities, bureaucratic dysfunction, slow project delivery and excessive cost overruns had brought the MTA subway system to a crisis point. The system experienced an increasing number of system failures, breakdowns, delays and declining customer service.

Governor Cuomo intervened to declare a state of emergency at the MTA and begin the process of reversing the decline. The Governor pushed for passage of a \$836 million MTA Subway Action Plan for 2017 and 2018. This plan has led to a dramatic and historic turnaround in on-time subway performance which increased to 81.8 percent in November 2019. This marked the sixth straight month where the MTA registered above 80 percent, the first time it had done so since 2013, a 17 percent improvement from the previous year.

The MTA's \$51.5 billion 2020-2024 Capital Program represents the largest investment in MTA infrastructure in state history, 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.

This monumental investment builds on a historic year for the MTA with the State's passing of key reforms and new dedicated funding streams to provide \$25 billion in new financing supporting nearly half the 2020-2024 Capital Plan.

At the center of the new funding is the Central Business District Tolling Program, which was enacted by the Governor and Legislature in the FY 2020 Budget. The Governor's congestion pricing plan is the first of its kind in the nation and will combat gridlock and deliver \$15 billion of the \$25 billion in new financing provided by the State. The remainder is supported by \$10 billion from a progressive tax on high-end real estate sales and from leveling the playing field between brick and mortar and online retailers.

New York State has committed an additional \$3 billion investment, to be matched by New York City, to fund the MTA's 2020-2024 Capital Program. This funding will help make the subway system more accessible. The program will increase accessibility by making 70 more subway stations ADA-accessible so that stations serving over 60% of passengers will be accessible.

In addition to historic investments in new rolling stock (subway cars, train cars, and buses), the new MTA Capital Plan will advance several major construction projects. These include Phase 2 of the Second Avenue Subway, which will provide three new fully-accessible stations and a connection with Metro-North. Penn Station Access is fully funded and will carry the New Haven line and East Bronx residents directly into Penn Station. Funds are provided for the final stage of the East Side Access project, which will

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soon bring the Long Island Rail Road into Grand Central Station. The new program will also complete funding for the LIRR Third Track, adding 10 miles of mainline between Floral Park and Hicksville and providing capacity and shortening service disruptions for 41% of LIRR ridership.

To achieve the program's ambitious goals, Governor Cuomo and the Legislature enacted the MTA Transformation Plan, which includes new principles to ensure capital projects move forward speedily, on budget, and in order of priority. This includes reforms to vendor accountability, reorganizing the Authority including Capital Construction and Development, and the use of design-build project delivery. Other reforms, in addition to the reorganization of the authority, include the Train Speed and Safety Task Force, the Help for the Homeless Initiative, Fare Evasion and Worker Safety Task Force, and the station and train intensive cleaning initiative.

The Executive Budget proposes additional MTA reforms designed to provide safety and protections for subway riders and workers. These reforms include banning sexual offenders from the subway and increased protections for subway workers against assault and harassment.

This Capital Program builds on the accomplishments of the 2015-2019 Capital Program, which included Phase 1 of the Second Avenue Subway (with new stations at 72nd, 86th, and 96th streets), the LIRR Double Track project, which constructed 13 miles of new track from Farmingdale to Ronkonkoma, and the L Train Tunnel Redesign.

### 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.

Building on unprecedented DOT investments, the Executive Budget proposes a record 2-Year, \$11.9 billion DOT Capital Plan which 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 our local communities.

The shorter, 2-year Capital Plan is proposed due to Federal funding uncertainty. Federal Fixing America's Surface Transportation (FAST) Act is set to expire on September 30, 2020. Unlike the MTA Capital Plan, where Federal aid accounts for approximately 20 percent of total spending, the DOT Capital Plan relies on Federal aid for more than 40 percent of its spending. Due to the ongoing uncertainty and lack of action at the Federal level, the State is making the prudent decision to commit at this juncture to a 2-year plan while working with the New York congressional delegation to move the renewal of the FAST Act forward.

Major projects funded in this plan include Van Wyck phases 2 and 3, Hunts Point and Bruckner phases 2 and 3 and the replacement of I-81 in Syracuse.

Following the Governor's call for additional modernization to reduce traffic congestion and improve the customer experience, the Thruway Authority is currently in the process of implementing cashless tolling system-wide, which will be completed during 2020.

### Table 18: State Operating Funds Spending

# Transportation

Category	FY 2020 (millions)	FY 2021 (millions)	Change	
			Dollar (millions)	Percent
Department of Transportation	927	980	53	6
Metropolitan Transportation Authority	5,489	6,214	725	13
Department of Motor Vehicles	60	70	10	17
Transportation Spending (Total)	6,476	7,264	788	12
MTA includes certain revenues that are directed to MTA without appropriation: Payroll Mobility Tax, For-Hire Vehicle surcharges, MTA Aid Trust, and Mansion Tax.				

## Proposed FY 2020 Transportation Budget Actions

### Improving Roads, Bridges, and Safety

- **DOT Capital Plan:** The Executive Budget provides \$11.9 billion for a new, 2-Year DOT Capital Plan which will facilitate the improvement of highways, bridges, rail, aviation infrastructure, non-MTA transit, and DOT facilities. Compared to the final two years of the last DOT Capital Plan, this is an increase of \$3.0 billion, or 33 percent.
- **Highways and Bridges:** The Executive Budget continues Governor Cuomo's record commitment 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 \$477.8 million. The Budget also continues \$100 million in highway aid through the PAVE NY program, and \$100 million to fund local bridge projects from the BRIDGE NY program. These programs are further improving conditions on State and local roads and bridges.
- **Airports:** The Executive Budget provides up to \$100 million for a second round of funding for the Upstate Airport Economic Development and Revitalization. This funding supports enhancements to safety and economic development, improves airport operations and access, reduces environmental impact, and creates better passenger experiences.
- **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.
- **Authority Merger:** The Bridge Authority, which is responsible for five other bridges spanning the Hudson River, and the Thruway Authority, which operates one of the nation's longest tollways, are both establishing cashless tolling and serve in overlapping roles. In order to leverage their expertise, increase coordination, and operate more efficiently, the FY 2021 Budget merges the Bridge Authority into the Thruway Authority.

### Investing in Transit

New York State provides transit system operating assistance through the Statewide Mass Transportation Operating Assistance (STOA) program. This multi-billion-dollar aid program reflects the importance of transit systems that provide an estimated 3.8 billion rides annually. State transit aid accounts for approximately one-third of the operating resources used to support the transit systems across the state.

The FY 2021 Executive Budget provides over \$6.8 billion in operating support to transit systems, including resources that are collected by the State and sent directly to the MTA without further

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appropriation. The MTA will receive \$6.2 billion from State operating aid, an increase of \$725 million (13 percent) over the FY 2020 Enacted Budget.

The \$51.5 billion 2020-2024 MTA Capital Program is the largest and most expansive plan in the authority's history. In addition to the \$25 billion secured by the Governor and Legislature in the last legislative session, the State will contribute \$3 billion to the program, which will be matched by the City of New York.

For non-MTA transit systems, the FY 2021 Executive Budget provides \$236 million in operating support for Upstate transit, for a 4 percent increase year over year, and \$394 million for downstate systems, representing a year over year increase of 16 percent. Other downstate transit aid includes \$11 million to continue to fund the Lower Hudson Transit Link serving the Mario M. Cuomo Bridge and parts of Rockland and Westchester counties.

The Executive Budget also provides non-MTA transit systems with an additional \$20 million in capital assistance this year, the first year of a \$100 million five-year program to aid local transit agencies in the transition to electric buses. Under this program, five of the largest upstate and suburban transit authorities will electrify 25 percent of their fleets by 2025 and 100 percent by 2035. The MTA has already committed to purchase only electric buses after 2029 and to fully electrify its fleet by 2040. Total non-MTA transit capital assistance is proposed at \$124.5 million.

### Modernizing DMV Customer Service

Accounting for the steady increase in the volume and complexity of its transactions, 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 seven million transactions per year are processed through the DMV website, and this number is expected to continue to rise as customers take advantage of online transactions.

Building on the success of previous customer service initiatives, DMV continues to enhance the customer experience by employing office kiosks, an improved queuing system, and the use of greeters to answer questions, review paperwork, and direct customers to the most expedient means of completing their transaction. DMV's website is continuously improving to provide a more responsive design for its customers.

Additional motor vehicle Budget actions include the following:

- **License Renewal Cycle.** The Budget continues funding for the fourth year of the license renewal cycle and programmatic mandates that include the Driver's License Access and Privacy Act and the conversion to REAL ID by October 2020.
- **Public Safety.** As part of continued public safety awareness, the Budget proposes legislation to extend for two years the ignition interlock program for those convicted of an alcohol related traffic violation.
- **Locally Authorized Motorized Bicycles and Scooters.** This Budget authorizes local governments to allow certain lower speed scooters and motorized bicycles within their jurisdiction. This authorization includes provisions that apply traffic and safe operating procedures for those operating such scooters and motorcycles.