



Division of
the Budget

TRANSPORTATION

THE GOVERNOR'S DIRECTION

Accelerated critical transportation and transit projects during the pandemic, including:



Rehabilitation of the F Train's Rutgers Tube

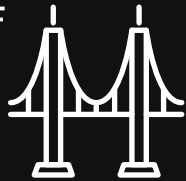


11 ADA stations, 24 new accessible elevators

138TH STREET

The 138th Street-Grand Concourse Station

THE DEPARTMENT OF
TRANSPORTATION
REPLACED AND
REHABILITATED
IN FY 2020



100+

state bridges

nearly
5,000

preventive bridge treatments

2,600

lane miles of State highway were resurfaced or reconstructed.



Moynihan Station

\$2.5 billion



THE FY 2022 BUDGET

Continues to Provide **\$3 billion** to support the historic, **\$51.5 billion** MTA Capital Plan for transit riders



Continues the second year of a record **\$11.9 billion** DOT Capital Plan

Budget Highlights

2020-2024 MTA Capital Plan. The FY 2022 Budget continues to provide \$3 billion to support the new, historic, \$51.5 billion MTA Capital Plan for transit riders.

Implement Congestion Pricing. The landmark program, designed to reduce traffic congestion, improve air quality, and promote mass transit usage, will be the first of its kind in the United States.

Continue Support for Roads and Bridges. The Budget continues the State's investment in local roads and bridges, which is greater today than at any period in our State's history, including the State's unprecedented \$11.9 billion two-year investment in DOT programs and maintains record CHIPS and Marchiselli funding for local roads at \$477.8 million.

Thruway Authority Converted to Cashless Tolling in 2020. This improvement will lead to a safer, greener, and less congested Thruway system.

Modernize Rest Stops. In 2020, the Thruway also began a multi-year initiative to redevelop its 27 service areas.

The FY 2022 Executive Budget will help grow the economy, badly damaged by the global pandemic the Federal government failed to stop, in part by continuing New York State's historic investments in the State's transportation system, which are improving our transit systems, roads and bridges, increasing mobility. 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 43,700 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 (mainly county-sponsored) transit systems. These systems provide bus, subway, and commuter/light rail services, as well as paratransit services to meet the needs of the disabled.

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 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. In a typical year, DMV conducts more than 20 million customer transactions and collects more than \$2 billion in revenue for the State and localities. New Yorkers rely on credentialing and identification documents issued by DMV to conduct financial transactions, obtain employment, and board aircraft, among other uses.

Responding to the Pandemic

When the global pandemic struck New York's shores, blindsiding the State, the administration moved swiftly to protect the health and safety of all citizens who rely on transportation systems, particularly essential workers, and State agencies took on new roles.

The MTA deployed new and advanced technologies to disinfect thousands of transit cars daily and incorporate new air filtration systems to protect riders.

The DMV instituted changes to maintain services, including extending expired documents, managing density in the regional offices, providing extensive services online, and expanding services by mail.

To date, more than 1,900 DOT employees have participated and devoted more than 250,000 hours to COVID response. All the while, DOT has continued to adhere to its core mission of maintaining state highways and delivering capital projects, as well as responding to natural disasters. DOT's contributions to the fight against COVID-19 in FY 2021 included:

- Delivering supplies (including 7 million bottles of hand sanitizer, 2.5 million COVID testing kits, and millions of items of PPE),
- Setting up drive-through COVID-19 testing locations across the state,
- Assisting with the investigation and reporting of NYC/Long Island establishments violating COVID-19 safe distancing protocols,
- Providing construction management services for 3 temporary COVID hospitals, and

Performance Profile

Improving the DMV customer experience. The 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.

Renewing State Roads and Bridges. During FY 2020, the Department of Transportation replaced or rehabilitated more than 100 State bridges and completed almost 5,000 corrective and preventive bridge treatments to slow deterioration. In addition, approximately 2,600 lane miles of State highway were resurfaced or reconstructed.

Tolls on the Thruway. Authority tolls were frozen from 2010 through 2020. In 2021, the Thruway is beginning a toll adjustment that will leave tolls flat for Rockland and Westchester County residents on the Mario M. Cuomo Bridge, and NY E-ZPass users across the system. Overall, tolls will remain among the lowest in the Northeast.

- Assisting with DOH call center by handling almost 100,000 calls.

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. Despite the challenges brought about by the coronavirus, MTA has continued to provide more reliable service while ensuring a safe public transportation system for all riders. Actions taken by the MTA include daily cleaning and disinfecting of stations and its entire fleet of rolling stock.

The MTA is currently facing its worst financial crisis in its history due entirely to the pandemic. The availability of additional federal aid will be critical for providing MTA the resources it needs to continue its essential role in supporting the region's recovery.

Despite these challenges, the MTA remains committed to its Capital Program. 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 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 congestion pricing plan is the first of its kind in the nation. It will combat gridlock and deliver \$15 billion of the \$25 billion in new financing provided by the State. While its implementation has been slowed by the federal government's failure to provide necessary guidance and approvals, the expectation is that with new leadership in Washington, it will now advance. 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. The program will increase accessibility by making 70 more subway stations ADA-accessible so that stations serving over 60 percent 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 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 percent 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.

The Executive Budget proposes additional MTA reforms designed to provide safety and protections for MTA workers, including 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 continues the second year of a record \$11.9 billion, two-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 shorter, two-year Capital Plan is proposed due to Federal funding uncertainty. The Federal Fixing America's Surface Transportation (FAST) Act was extended for one year and is now set to expire on September 30, 2021. Unlike the MTA Capital Plan, where Federal aid accounts for approximately 20 percent of total spending, the DOT Capital Plan has historically relied on Federal aid for more than 40 percent of its spending. Due to the ongoing uncertainty at the Federal level, the State is making the prudent decision to commit at this juncture to the second year of a two-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 phases of the Van Wyck Expressway expansion, the Hunts Point Interstate Access Improvement, 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 has fully implemented cashless tolling system-wide. In 2020, the Thruway also began a multi-year initiative to redevelop its 27 service areas.

Table 18: State Operating Funds Spending

Category	FY 2021 (millions)	FY 2022 (millions)	Change	
			Dollar (millions)	Percent
Department of Transportation	902	896	(6)	0
Metropolitan Transportation Authority	5,159	5,162	3	0
Department of Motor Vehicles	81	81	0	0
Transportation Spending (Total)	6,142	6,139	(3)	0
MTA includes certain revenues that are directed to MTA without appropriation: Payroll Mobility Tax, For-Hire Vehicle surcharges, MTA Aid Trust, and Mansion Tax. FY2021 spending is adjusted -66M for local aid spending from FY2020 appropriations.				

Proposed FY 2022 Transportation Budget Actions

Improving Roads, Bridges, and Safety

- DOT Capital Plan:** The Executive Budget provides \$5.8 billion for the second year of a record \$11.9 billion, two-year DOT Capital Plan that 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.
- Local 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.
- 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.

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. In

a typical year, State transit aid accounts for approximately one-third of the operating resources used to support the transit systems across the state.

The FY 2022 Executive Budget provides over \$5.7 billion in operating support to transit systems, including resources that are collected by the State and sent directly to the MTA without further appropriation. The MTA will receive \$5.2 billion from State operating aid sources in FY 2022.

The \$51.5 billion 2020-2024 MTA Capital Program remains 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 FY 2020 Budget, the State will continue to contribute \$3 billion to the program, which will be matched by the City of New York.

The FY 2022 Executive Budget provides \$544 million in operating support for non-MTA transit, including \$330 million for various downstate systems and \$214 million for Upstate systems (which will receive almost a 9 percent year over year increase). Other transit assistance 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 another \$20 million of capital aid, for the second installment of a \$100 million five-year program to support transit agencies' 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 committed to purchase only electric buses after 2029 and to fully electrify its fleet by 2040. Total non-MTA transit capital assistance is again proposed at a historic \$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 additional online transactions.

Building on the success of previous customer service initiatives, DMV continues to enhance the customer experience by employing self-service office kiosks, an online reservation system, extended office hours and the expansion of online transactions. DMV's website is continuously improving to provide a more responsive design for its customers.

Additional motor vehicle Budget actions include the following:

- **License Transactions.** The Budget continues funding programmatic mandates that include the Driver's License Access and Privacy Act and the conversion to REAL ID by October 2021.
- **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.

- **Extend Autonomous Vehicle Testing.** This Budget extends for two years the pilot program for testing of autonomous vehicles in the State. This authorization includes removal of the "one-hand on the wheel" requirement for vehicles with autonomous technology.